1.0 SUMMARY

1.1 The purpose of this report is to inform Members of the results of the public consultation for the proposed 20mph Speed Limit and associated traffic measures in the above area and to seek Members' approval to proceed with the construction works and associated Traffic Orders.

2.0 RECOMMENDATIONS

2.1 That the Area Committee notes the results of the consultation carried out on the proposals and agrees to proceed with the introduction of the 20mph Speed Limit scheme with its associated traffic measures and to the progression of the Traffic Orders detailed in this report. This report also seeks approval for the Chair of the Committee to consider any objections or representations and either refer objections back to the Committee where she feels appropriate or authorise implementation of the Statutory Traffic Order if any objections or representations are groundless or insignificant.

3.0 BACKGROUND

3.1 At the September Planning Committee, authorisation was given to progress the 20 m.p.h. speed limit scheme to the consultation stage with local residents and to report the results back to the Committee.

3.2 At that time, the proposals consisted of:

- Flat top speed tables and an entry treatment with road narrowing on Hampton Lane.
- Speed tables and a pedestrian refuge on Swan Road.
- Speed cushions and two pedestrian refuge islands on Bear Road.
- Additional speed cushions on Main Street between similar existing features.
- A flat top speed table outside the stables on Nallhead Head and adjacent Church Road junction and the repositioning of existing, less effective speed cushions.
- Modifications to the existing mini-roundabout at the Bear Road / Swan Road junction including the repositioning of the existing pedestrian refuge on the Bear Road entry and providing an additional pedestrian refuge on Main Street.
- Round top speed humps on all the remaining roads within the proposed 20mph scheme boundary.
• Coloured surfacing at the entry points to the new speed limit area with signs and road markings.
• Waiting restrictions on the junctions along the main routes through this area.
• Short stay parking in existing parking bays on Swan Road adjacent to the Shops.
• 24Hour bus stop clearways on the six remaining stops within the area which are currently not covered by clearways.

3.3 At the September Committee, a request made by Members was to include waiting restrictions on all junctions within the proposed 20mph area. Following the Committee, details were agreed with local Ward Members and included in the proposals. The Committee gave approval for Officers to consult local residents and businesses immediately affected by the local safety scheme proposals and to progress the statutory traffic order consultation procedure.

3.4 Details of the proposals were sent to residents in October 2010 and were available on the Council’s website with large scale plans placed at Hanworth Library and the Civic Offices.

3.5 As this is a speed limit and not a 20 mph zone, speed limit repeater signs are required through the designated area as are road hump signs. The Council intend to keep these to the absolute minimum possible while according with the requirements laid down by Department for Transport legislation and guidelines.

4.0 DISCUSSION

4.1 1989 questionnaires were hand-delivered to addresses within this area. The consultation return date was 26th October 2010 however late responses where accepted until 4th November and these results are as follows.

4.2 There was a 20.5 % response rate, which is typical for these type of traffic schemes. Of these, 68% supported the proposals and 28% opposed the proposals 4% entered no view. The results are shown in Appendix C listed in street order. A few questionnaires continue to arrive but they do not change the overall result.

4.3 A large proportion of the questionnaires had comments added and a number of emails and letters have been sent attached. Similar comments have been batched together to show how many times an issue was highlighted. A summary of these is attached in Appendix D and have been split into groups of support/oppose/no view.

4.4 A number of residents raised concerns over loss of on street parking due to the proposed 24hour waiting restrictions on the junctions within the estate. These restrictions have been retained in the revised design with the exception of Church Road / Nallhead Road and Church Road/Osborne Close junctions. The reason this is possible, is that neither of these accommodate pedestrians across the junction and additionally it would be impractical for parked vehicles to impair visibility. In addition a number of replies expressed concerns over a shortage of on-street parking made worse by the local school staff who park there during the day. Similarly consideration has been given to The Alders/Swan Close junction where a triangular island exists at the junction. This feature is not used by pedestrians and the removal of the existing on-street parking either side of this would have little gain, if any, from a road safety perspective.
A request was received for waiting restrictions on Green Lane on the bend near the boundary with the London Borough of Richmond. This was on the grounds of safety as parked vehicles on this bend create a hazard and a risk of conflict between opposing traffic. These restrictions have been included in the amended proposals. Information was provided on the volume of coaches accessing schools in the Borough of Richmond-upon-Thames that use Hampton Lane via Swan Road and, allegedly, Riverdale Road having left the A316 slip road. Riverdale Road is unsuitable for such large vehicles to navigate and to discourage this round top humps to be replaced with flat top humps on Swan Road towards Hampton Lane to encourage Swan Road as a preferred route.

No measures were proposed on Malthouse Drive due to speeds currently being under the Metropolitan Police threshold below which measures can be omitted. However, strong concerns were raised by a resident apparently involved in an accident outside her house. She highlighted the existing speeding that occurs from some drivers and fears that this will be exacerbated by this omission. Similar comments were made by a resident in Oxford Way regarding the large amenity green which is used as a play area. The resident considered that one feature adjacent to this green was insufficient to keep speeds sufficiently low in an area where children are crossing the road. Consequently, an additional round top hump has been included on both roads which has required some adjustment to the position of the originally proposed features.

A number of residents raised concerns over the lack of parking near the shops at Swan Road/Bear Road, fearing that the proposed ‘no waiting at any time’ restrictions around the modified roundabout would make this worse. Although short term parking restrictions are proposed on the existing parking bay that accommodates four spaces, there would be a net loss in on-street parking. This has been examined closely and an alternative design is proposed on Swan Road adjacent The Swan Public House by introducing a footway buildout on the pub side of Swan Road, a further three on-street parking spaces can be provided representing a 75% increase to the previous design. A demonstration was undertaken with Tesco’s largest delivery vehicle needing access to the rear of there premises to examine whether these proposals were feasible and this appears a workable proposal.

Rat running through Fir Road/South Road and McCarthy Road by drivers avoiding the Green Lane/Main Street junction was highlighted by some respondents and consequently two additional humps are proposed on Fir Road in an effort to deter this activity.

Some concerns over access across the type of road hump/tables proposed and these have been examined and rectified within the revised proposals. It was also decided to replace the proposed speed table on Swan Road adjacent to New Road with cushions.

In light of the favourable consultation results, it is recommended that Officers be authorised to proceed with the revised proposals shown in Appendix E. It will then be necessary to undertake a period of Statutory Consultation before making the necessary Traffic Regulation Orders. During this period, objections to the proposals could still be made and would have to be reported to the Committee at a future meeting for decision.

The London Borough of Richmond-upon-Thames was also sent the consultation information and Richmond residents immediately adjacent the entry point on Hampton Lane were delivered the consultation literature for information only. Richmond has
requested further information which has been sent and at the time of writing this report a finalised reply is anticipated.

5.0 FINANCIAL IMPLICATIONS

5.1 The budgeted cost of the scheme is: £483,183
Cost of additional measures following consultation with residents £38,000
Revised total estimated cost of the scheme £521,183

The available funding is:-
2009/11 TfL funding for a 20mph scheme £465,559
2010/11 TfL funding for accessibility schemes (part) £50,000
2010/11 TfL funding bus stop accessibility (part) £15,000

TOTAL £530,559

5.2 The Director of Finance comments that, as stated above in para 5.1, funding of £530,559 is available from TfL to finance this scheme. Activity on the scheme will be closely monitored to ensure that expenditure is contained within this budget.

6.0 DIVERSITY AND EQUAL OPPORTUNITIES IMPLICATIONS

6.1 A relevance test has been carried out and it is considered that an Equalities Impact Assessment is not necessary for this project.

6.2 The proposals should reduce accident levels and the fear of accidents for all road users and this will particularly benefit vulnerable road users such as the young, elderly and visually impaired people and those with walking disabilities.

7.0 ENVIRONMENTAL IMPLICATIONS

7.1 The proposals would reduce overall traffic speeds, and possibly volumes, encourage walking, improve bus accessibility, remove some obstructive parking, and hopefully reduce the use of the car while encourage cycling within the enhanced street scene

8.0 NETWORK MANAGEMENT IMPLICATIONS

8.1 The Traffic Manager comments that the proposals would have negligible, if no effect at all, on traffic congestion on the borough’s road network or the Strategic Road Network but will contribute to improving safety on the borough’s roads. Due consideration must be given to minimizing disruption to traffic flows during construction, should the scheme be approved.

Background Papers:
Borough Spending Plan 2010/2011 Consultation letter to residents dated 8th October 2010 and response forms.

This report is relevant to the following wards:
Hanworth