PROPOSED 20MPH ZONE
SUNNINGDALE AVENUE, CANTERBURY ROAD AND EXETER ROAD AREA, FELTHAM

Report by: Director of Street Management & Public Protection

1.0 SUMMARY
1.1 The purpose of this report is to advise the Committee on the proposals for a 20mph zone in the Sunningdale Avenue, Canterbury Road and Exeter Road areas and to report on the results of the public consultation undertaken to gauge residents’ support for the scheme.

2.0 RECOMMENDATIONS
2.1 That the area Committee:

2.2 Notes the consultation carried out on the proposal to introduce the 20mph zone.

2.3 Agrees on proceeding with the introduction of the 20mph zone as described in this report subject to the outcome of the consultation exercise, the statutory consultation process and the considerations of objections, should any arise in response to the statutory consultation.

2.4 Approves the request for the progression of the statutory consultation process for the proposed 20mph zone.

3.0 BACKGROUND
3.1 For a number of years the Council has received representations from residents of Sunningdale Avenue, Canterbury Road, Exeter Road expressing concerns over the volume and speed of traffic using the roads as ‘rat-runs’ to avoid the traffic signals at the Hounslow Road and Hampton Road West junction, known locally as Mount Corner.

3.2 Residents have also expressed their concerns over the speed of vehicles along Saxon Avenue, particularly adjacent to the recreation ground where the carriageway way is wide and straight.

3.3 The area that would be covered by the proposed 20mph Zone has had a total of 16 accidents in the last 5 year period of which 15 were slight personal injury accidents and 1 serious. Out of 16 accidents, 6 personal injury accidents involved a child less than 16 years of age.

3.4 The issue of traffic calming in this area was first raised at the West Area Monitoring Committee on 26 June 2003, where the Committee was requested to grant a contribution from the Area Committee’s capital allocation to implement traffic calming along Saxon Avenue.
3.5 A scheme was designed which included road narrowing, pinch points, a series of “SLOW” markings and an entry treatment on Saxon Avenue. However, subsequent to the meeting, ward Members, upon reflection and taking into consideration comments from local residents, expressed reservations over the effectiveness of some elements of the scheme and put forward suggestions for modifying the scheme with more physical traffic calming measures.

3.6 An amended scheme with a series of speed cushions was presented to the Committee in November 2005 and October 2006 where the Committee resolved to fund the traffic calming measures along Saxon Avenue.

3.7 In 2007, a submission for £230,000 was presented to Transport for London (TfL) as part of the 2008/09 Local Implementation Plan (LIP) on the potential of this site to be developed as a 20mph zone. However, TfL approached the Borough and offered £200,000 to enable the proposal to be brought forward to the current financial year with the balance of £30,000 available in April 2008.

4.0 DISCUSSION

4.1 To enable the Metropolitan Police to endorse the speed limit changes, self-enforcing traffic calming measures are required in order to mitigate the effects of vehicles travelling at inappropriate speeds through the 20mph zone.

4.2 Having given due consideration to the types of traffic calming measures available and in order to retain the majority of on street parking, the method chosen is a series of road humps and road tables set approximately 60m to 80m apart to ensure, as far as possible, a speed limit of 20mph is achieved, whilst encouraging a smooth style of driving.

4.3 There are six entry points into the proposed 20mph zone with raised entry tables proposed at Saxon Avenue, Winchester Road, Lincoln Road and Exeter Road. The remaining entry points at Sunningdale Avenue and Canterbury Road have existing road tables at their junction with Hampton Road West.

4.4 Saxon Road and Water Mill Way, being bus routes, would have flat top road tables, with the remainder of roads over 80m in length having round top road humps.

4.5 Research undertaken in the School Travel Plan have shown that a large number of pupils of Crane Infant and Junior Schools emanate from the Water Mill Way area. Therefore in order to provide pupils with a safer route to school, two road tables are proposed at Saxon Avenue and one at Water Mill Way. In addition a road hump on Saxon Avenue will incorporate a zebra crossing to provide a dedicated crossing facility.

4.6 Following a request from the Borough’s Transportation Section, 24Hour Bus Stop Clearways are proposed to improve accessibility for all bus passengers within the proposed area. This includes the relocation of bus stops on Water Mill Way and Saxon Avenue and some modifications to others to accommodate disabled/vulnerable bus users.

4.7 Double yellow lines indicating “No Waiting” and "No Loading" restrictions are proposed on Saxon Avenue from Nene Gardens to Water Mill Way and at most junctions within the area to eliminate parking on bends and allow improved visibility for pedestrians.
4.8 The estimated number of personal injury accidents to be saved by this scheme is, on average, 5 in 3 years.

4.9 1567 letters in total were delivered to residents within the proposed 20mph zone (see Appendix A). At the time of writing this report, the informal consultation process had commenced but the closing date for the return of comments had not elapsed. Details of the responses will be made available at the night of the Committee meeting on 6 March 2008.

4.10 In the event that the consultation results are supportive and the Committee wishes to progress, then the next stage will be statutory consultation on some aspects of the proposals including traffic calming and waiting restrictions.

5.0 FINANCIAL IMPLICATIONS

5.1 The total estimated cost of the proposed scheme is £325,000. Funding to the sum of £285,000 has been identified as follows:

- £230,000 from TfL (2007/08 & 2008/09)
- £30,000 from S106 agreements (Schedule 26, West Area Committee 5 October 2006)
- £12,000 from West Area Committee capital allocation (8 February 2007)
- £5,000 from West Area Committee capital allocation (17 July 2003)
- £8,000 from West Area Committee capital allocation (17 November 2005)

Two bids totalling £40,000 have been made to TfL for additional funding next year (2008/09) to progress the following elements of the project:

- £15,000 for improvements to the bus stops
- £25,000 from School Travel Plan to improve walking facilities for pupils

5.2 The Head of Finance comments “as stated above in para 5.1, funding of £285,000 is available from various sources. As £200,000 is from this year’s TfL allocation, it is essential that the scheme be completed as soon as possible. The proposed improvements to bus stops and walking facilities, however, cannot proceed until the £40,000 is secured from TfL. Once it has, a further report will be presented to the Committee”.

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 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 will have negligible, if no effect, on traffic congestion on the Borough’s road network, and are entirely consistent with the Council’s policies of improving road safety and encouraging the use of alternative forms of transport to the private car.

8.2 The Traffic Manager comments that due consideration must be given to minimizing disruption to traffic flows during construction, should the scheme be approved.

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<td>Borough Spending Plan 2007/08</td>
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<td>Assistant Director – Street Management: Signed: Fred Robinson 15 February 2007</td>
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Appendix A