



RECORD OF DECISION TAKEN UNDER DELEGATED AUTHORITY

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendations for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Downhills Park Road 20mph Zone and Traffic Management Scheme

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose of the report

- 1.1 To summarise feedback from the statutory consultation process carried out in December 2009 and January 2010 for the Downhills Park Road 20mph zone and traffic management scheme.
- 1.2 To seek approval to inform residents of the outcome of the consultation exercise.
- 1.3 To seek approval to implement the 20mph zone and traffic calming scheme proposals as detailed in Appendix A of this report.

2.0 Background

- 2.1 As part of road safety proposals outlined in the Council's Local Implementation Programme, 20mph zones have been focused in residential area's in the Borough. This is aimed at addressing the relatively high number of personal injury accidents, reduce social exclusion and support initiative in the area.
- 2.2 The implementation of 20mph zones supports national and local road safety targets, specifically those set by the Mayor for London. All 20mph zones have to be self-enforcing.

2.3 The perceived problems within the area were deemed to be:

- A high volume of through traffic
- Excessive congestion
- Speeding traffic
- Poor Road Safety
- Lack of pedestrian crossing facilities

There have also been reported incidents of road rage and accidents that have occurred due to aggressive driver behaviour.

2.4 The proposed measures have been designed to complement each other. They will dissuade drivers from using the residential roads in the area, and restrict opportunities to drive at excessive or inappropriate speeds.

2.5 In order to tackle the problems identified in 2.3, a scheme consisting of the following proposals was offered through a public consultation exercise:

- 20mph speed restriction in the Downhills Park Road area
- Physical enforcement measures
- Improved pedestrian crossing facilities

2.6 The concept of a 20mph zone in the Downhills Park Road area has been well supported. However, this type of restriction is legally required to be supported by physical measures.

2.7 Through statutory consultation we received 69% support for a 20mph zone with traffic calming features within the Downhills Park Road area. The representations received are analysed in section 11 of this report.

3.0 Consultation Process

3.1 Approximately 1450 statutory consultation letters were distributed to households within the Downhills Park Road area. All addresses in Downhills Park Road, Higham Road, Hastings Road, Wilmot Road, Pendennis Road, Downhills Avenue, Dunloe Avenue, Clonmell Road, Lismore Road, Alton Road, Keston Road, Ripon Road and Kirkstall Avenue were hand delivered the document. Notices were posted at regular intervals along these roads and the orders were also advertised in the London Gazette and local newspapers. Various statutory consultees were also contacted with the proposals.

3.2 A total of 95 responses were received. Of those, 10 were objecting to the proposals, 17 partly objected, 66 supported the proposals and 2 made general comments

3.3 A total of 17 part objections were received from respondents objecting to the one-way working of the northern end of Keston Road at its junction with Downhills Park Road. This proposal should remain in place as part of the overall scheme as it offers safety to pedestrians utilising the zebra crossing by eradicating 2 vehicular movements at this junction. Any traffic that is likely to use the alternate routes of Ripon Road and Kirkstall Avenue shall be localised business and residential traffic gaining access to and from this area.

3.4 A summary of the objections, along with the councils response can be found in Appendix D

4.0 Comments from Chief Finance Officer

4.1 The costs of this scheme can be fully met from External Funds, namely Local Implementation Plan funding for 2009-10 from Transport for London

5.0 Service Financial Comments

5.1 The proposal will be funded from the approved 2009/10 LIP budget for 20mph zone programme. The budget for this scheme is £300k and expenditure would be contained within this budget.

6.0 Comments of the Head of Legal Services

6.1 The Council has power under the Highways Act 1980 to carry out works for the improvement of highways and for promoting safety on and around highways. Traffic calming measures such as rumble devices, build outs and signage are authorised by sections 90G - 90I of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999. The Regulations also cover associated works (such as railings and lighting) which make the traffic calming work conspicuous, enhance the effect of the traffic calming work, promote the safety of persons using the highway, or preserve/improve the environment through which the highway passes. Road humps are authorised by section 90A of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999. Speed limit restrictions must be implemented by a traffic management order under section 84 of the Road Traffic Regulation Act 1984. The Council is required to carry out statutory public consultation on the proposals, and consider any representations that are received.

7.0 Environmental Implications

7.1 The proposed scheme will meet this priority by encouraging walking and cycling in the area. It was also discourage car use on inappropriate journeys. A reduction in the number of car borne trips helps to contribute to reducing air pollution in the environment and raises the levels of health and fitness of individuals.

- 7.2 The proposed measures in this report and appendices will improve road safety and the environment for the residents and traders in the area through the implementation of a 20mph speed restriction in the area that, amongst its required physical measures, also includes a number of improved pedestrian crossing points.

8.0 Equal Opportunities

- 8.1 The consultation gave all residents and traders within the agreed consultation area the opportunity to comment and object to the proposed scheme.
- 8.2 The consultation document included a section offering translation into minority languages including different formats such as Braille, large text and audio tape.

9.0 Staff Side Comments

- 8.1 N/A

10.0 Summary

- 9.1 The proposed scheme is being funded by Transport for London which forms part of our 2009/2010 LIP submission.
- 9.3 We are committed to creating a 'cleaner, safer and greener' environment on residential streets through road safety measures. These measures encourage motorists to reduce their speed, improve pedestrian safety and encourage walking and cycling.

11.0 Recommendations

- 10.1 It is recommended that the Cabinet Member for Environment and Conservation and Director of Urban Environment:
- a) Note the feedback of the consultation process.
 - b) Agree that residents and traders be informed of the outcome of the consultation exercise and works notification.
 - c) Agree to proceed to implementation of 20mph zone proposal together with the traffic calming features.

12.0 Use of Appendices

12.1 This report contains the following appendices:

- Appendix A – Downhills Park Road 20mph Zone plan
- Appendix B – Downhills Park Road 20mph Zone consultation document
- Appendix C – Consultation distribution area plan
- Appendix D – Consultation summary

Decision of Chief Officer

I approve the recommendation as set out in the attached report.

Signature



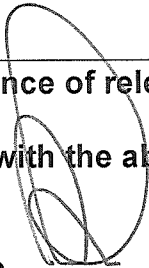
Date

5th February 10

Concurrence of relevant Cabinet Lead Member

I concur with the above decision.

Signature



Date

08 02 10

Road Name	Comments
Alton Road Resident	* objects & wants Clonmell Rd to be made one-way & thinks flat top humps on Alton Rd is unnecessary.
Downhills Park Road	* objects to speed humps due to emergency vehicles, siting of crossing resulting in lack of parking, priority give-way as people do not obey priority, objects to closure of Keston Rd as it will push traffic onto Downhills Park Road.
Downhills Park Road	* objects due to safety issues - will not be able to park outside house.
Downhills Park Road	* disabled resident, completely objects - questions notices were ever erected on site.
Downhills Park Road	* strongly objects to priority give-way proposals.
Kirkstall Avenue	* objects because priority give-way will increase traffic along Kirkstall Ave.
Pendennis Road	* closure of Keston will cause traffic congestion on Philip Lane
	* priority give-way is unnecessary & it removes needed car spaces
	* supports 20mph
Ripon Road	* objects as feels that making the exit one way will add increased pressure on residents of Kirkstall & Ripon Rd
Ripon Road	* one -way will create a bottle neck of traffic coming in & out of Kirkstall Ave
	* pattern imprint will create rumble noise
Wilmot Road	* objects to 20mph as speeding is not a problem, noise pollution due to pattern imprint & speed cushions unnecessary for bus route

Officer response to comments and objections received:

- **Alton Road**

Officer response - Clonmell Road is out of the study area as this already forms part of a 20mph zone and has existing traffic calming measures. Alton Road is a short section of carriageway that suffers relatively high speeds of vehicles as opposed to high volumes, a vertical measure is the most favourable approach in this circumstance to slow vehicle speeds.

- **Downhills Park Road**

Officer Response – As part of the statutory consultation external stakeholders including the emergency services are consulted. No comments were received from them regarding these proposals. The zebra crossing proposal is highly supported throughout this scheme; its location falls within the desire line for those crossing Downhills Park Road to gain access to the recreation ground, however parking will be lost within the zigzag marking areas. The priority give-way feature is an alternate calming measure as opposed to the more conventional humps; the restriction will be signed in advanced and

clear indications as to whom has priority over the other. The closure of Keston Road will deter those vehicles that currently divert from Downhills Park Road and rat-run through Keston Road to gain access to Philip Lane, these vehicles will be forced to stay on Downhills Park Road (the more major route) to the junction of Philip Lane.

- **Downhills Park Road**

Officer Response – Parking will be restricted outside 64 Downhills Park Road due to the priority give-way proposal and double yellow line proposal. As part of this waiting order loading will not be restricted within the double yellow lines, and alternate parking spaces are close by.

- **Downhills Park Road**

Officer Response – Parking will be restricted outside 66 Downhills Park Road due to the priority give-way proposal and double yellow line proposal. As part of this waiting order loading will not be restricted within the double yellow lines, and alternate parking spaces are close by.

- **Downhills Park Road**

Officer Response – Parking will be restricted outside No.60-68 Downhills Park Road due to the priority give-way proposal and double yellow line proposal. As part of this waiting order loading will not be restricted within the double yellow lines, and alternate parking spaces are close by. The priority give-way feature is an alternate calming measure as opposed to the more conventional humps; the restriction will be signed in advanced and clear indications as to who has priority over the other.

- **Kirkstall Avenue**

Officer Response – We do not see that the priority give-way feature will increase vehicle volumes or speed on Kirkstall Avenue.

- **Pendennis Road**

Officer Response – The closure of Keston Road will not allow those vehicles to rat run from Downhills Park Road to Philip Lane. The vehicles that carry out this manoeuvre simply do so to avoid the junction of Downhills Park Road and Philip Lane. This will increase vehicle volumes at this junction but will not necessarily increase vehicle volumes on Philip Lane as this is there destination at present. Parking will be restricted due to the priority give-way proposal and double yellow line proposal. As part of this waiting order loading will not be restricted within the double yellow lines, and alternate parking spaces are close by.

- **Ripon Road**

Officer Response – The closure of Keston Road will not allow those vehicles to rat run from Downhills Park Road to Philip Lane. The

existing vehicle volumes will be reduced as this will eradicate the through route. The alternate traffic that enters and exits Keston Road is localised and not excessive; therefore any increased pressure on Ripon or Kirkstall Road will be localised traffic.

- **Ripon Road**

Officer Response – The pattern imprint surfacing is a low key traffic calming measure for roads that do not receive excessive vehicle speeds. These are proposed to remind drivers that they are within a residential 20mph zone. No external noise or vibrations occur from this measure as they are designed for internal effect only.

- **Wilmot Road**

Officer Response – Fortunately several of the side roads including Wilmot Road do not suffer from the vehicle speed and volume issues that others currently receive. Wilmot Road is not part of the 20mph zone and there are no features proposed for this road either. Wilmot Road falls within the consultation area as these residents could be directly affected by the proposals. The pattern imprint surfacing is a low key traffic calming measure for roads that do not receive excessive vehicle speeds. These have been proposed to remind drivers that they are within a residential 20mph zone. No external noise or vibrations occur from this measure as they are designed for internal effect only. Speed cushions as opposed to speed humps have been proposed for the northern end of Downhills Park Road as this is the W4 bus route.

Please note that the maps for this delegate report are available separately to download and print.