Maldens and Coombe Neighbourhood Committee
12 November 2014
Cambridge Avenue / Alric Avenue Area – Proposed 20mph Scheme
Objections to the Traffic Management Order (TMO)
Report by the Director of Place

Purpose
To consider objections that have been raised to the 20mph Traffic Management Order speed limit for the Cambridge Avenue / Alric Avenue area.

Recommendations
That the objections to the 20mph speed limit in Cambridge Avenue / Alric Avenue area as shown in Annex 1 be set aside and the traffic order be progressed, for the reasons given in paragraphs 2-10 of the report.

Key Points

A. Following concerns relating to high and excessive vehicle speeds on the Cambridge Avenue / Alric Avenue roads, residents were consulted on proposals to introduce an area-wide 20mph speed limit in July 2014. The consultation achieved a response rate of 41%, of which 77% supported the introduction the 20mph speed limit. A further 57% supported the introduction of physical measures, which were identified in Option 3 of the original consultation documentation.

B. On 2 September 2014, results of the consultation were discussed by the local Malden and Coombe Neighbourhood Committee, who approved the implementation of 20mph speed limit and the associated measures proposed with the scheme.

C. Following the Committee approval and recommendation, a Traffic Management Order (TMO) to introduce 20 mph speed limits in the Alric Avenue, Cambridge Avenue, Linkside, Hoppingwood Avenue, Orchard Avenue and Rosebery Avenue / Cambridge Avenue area, was advertised on 3 October 2014. The area is shown in Annex 1. Notices were placed in the streets affected and letters and plans showing the proposed TMO extents were also delivered to all residents and business owners within the proposed area.

D. Three objections to the TMO were received by the closing date for receipt of objections of 24 October 2014 and are detailed below.

E. The introduction of 20 mph speed limits remain an important and effective measure for reducing road casualties and enhancing safety for walking and cycling in roads where people work, live and shop. The Maldens and Coombe Neighbourhood Committee broadly support the introduction of 20mph limits, where it is considered it will improve road safety, whilst not being detrimental to the overall flow of traffic. A number of resident enquiries in recent years have highlighted concerns relating to high and excessive vehicle speeds.

F. It should be noted that the TMO process that has been undertaken should only consider objections to the change of speed limit. The public consultation on the scheme gave the opportunity to raise concerns about the overall project.

Objections received:

1. Three objections have been received objecting to the proposed 20mph speed limit. The reasons for the objection are stated below:
Letter 1 – Key points

- Waste of Council resources.
- Roads being considered are narrow roads, normally with cars parked both sides and at least two are cul-de-sacs resulting in a naturally imposed 15 to 20 mph limit.
- There are no schools in the area under consideration and no other particularly vulnerable populations.
- Serious reservations that the Council would police or enforce the 20mph limit minimal safety benefit from the proposals

Letter 2 – Key points

- The roads are short with no through traffic therefore little opportunity for any speeding
- There is little safety issue crossing these roads that this proposal will assist. If the average speed is already close to 20mph there can be no requirement therefore to enforce this by heavy handed and costly means.
- Some cyclists travel at over 20mph along these roads and they probably provide the greatest hazard to motorists or pedestrians being quiet and harder to spot, these measures will have no effect on their speed.
- Speed is already very restricted from the Coombe Road end of Cambridge Av up to the corner of Hoppingwood Ave since it is always narrowed on weekdays and Sunday mornings to one vehicle width by parking on both sides of this narrowest part of the road.
- Regarding Option 1 - An 'Island' at the junction of Cambridge Av & Coombe Road could be quite obstructive to turns into or out from Cambridge Av by larger vehicles which sometimes have difficulty here particularly with the offset angle to Coombe Rd. Further as noted above this would be in the narrowest section of Cambridge Av reducing manoeuvre room still further in difficulties often encountered in passing oncoming vehicles.
- Regarding Option 2 - A 'raised table' or speed hump at this same point is unnecessary since due to the turn speed is naturally low or it is necessary to stop therefore this will only hinder trying to turn out into Coombe Road which can already be difficult at peak times.

Letter 3 – Key points

- The problem is not primarily that cars habitually speed in these roads but that we get the occasional speeding car/van. The introduction of a 20mph limit will do nothing to stop this. The five metre raised flat top in Alric Avenue will push commuter car parking further down the side streets of Hoppingwood, Orchard and Rosebery.
- The junction between Cambridge Ave & Coombe Rd is not wide enough to accommodate an island. Putting an island into this restricted space next to a post box and a busy church and a pedestrian crossing will be likely to have safety implications for pedestrians.
- This TMO will not stop the occasional speeding car/van and will have a negative safety impact at the Cambridge Avenue/Coombe Road junction and further increase the current parking problems.
Response by the Service Director (Planning and Transportation)

2. Response to letter 1- The main concern appears to be that the proposed scheme is a waste of Council resources. The respondent has highlighted that drivers do not drive at 30mph along the road, there are no particularly vulnerable road users in the area and that there are reservations that the scheme would ever be properly policed.

3. In terms of setting out some background to this proposal, the developed proposals have now been through a public consultation exercise, the results of which were considered by the Maldens and Coombe Neighbourhood Committee on 2 September 2014. The consultation achieved a response rate of 41%, and of those who responded 77% agreed with the proposal to introduce a 20mph speed limit. Furthermore, 57% of the respondents supported the option to implement the physical measures which were shown in Option 3. This included a side road entry treatment at the junction of Coombe Road/Alric Avenue and a new refuge island and kerb realignment at the junction of Coombe Road/Cambridge Avenue.

4. The Committee report stated that traffic surveys showed that the average vehicle speeds satisfied requirements for the introduction of a 20mph scheme, i.e. the average speeds were below 24mph. These surveys also recorded a number of vehicles in each of the roads travelling above the existing limit at speeds between 30 and 40mph.

5. The Maldens and Coombe Neighbourhood Committee gave due consideration to the results of the consultation and approved the implementation of the 20mph scheme and the associated traffic measures proposed at the junctions of Coombe Road with Cambridge Avenue and Alric Avenue. As you may be aware, a letter was sent out to residents on 27 September 2014 informing them of the Committee decision.

6. The Council’s Local Implementation Plan (LIP), which sets out how the Council delivers the Mayors Transport Strategy, promotes the use of 20mph restrictions in residential roads. The introduction of 20 mph speed limits remain an important and effective measure for reducing road casualties and enhancing safety for walking and cycling in roads where people work, live and shop.

7. The Maldens and Coombe Neighbourhood Committee broadly supports the introduction of 20mph limits, where it is considered that they will improve road safety, whilst not being detrimental to the overall flow of traffic. In terms of enforcement, 20mph schemes are expected to be self-enforcing, and as such there would be little expectation for there to be any on-site enforcement. Traffic measures are often proposed where vehicle speeds are higher than those specified for scheme compliance, or where there would be a direct benefit to other road users, as is the case in this instance.

8. Whilst it is agreed that the area does not contain a school, there is a school nearby on the opposite side of Coombe Road, in Lime Grove, which may be attended by people from this area. There is also a very busy nursery at the junction of Cambridge Avenue/Coombe Road and Christ Church is on the opposite corner. With these being limited opportunities to park on Coombe Road it is likely that a high proportion of visitors/users of these sites will drive and park within the proposal site. The area is also popular with cyclists and walkers making use of the link at the eastern end of Cambridge Avenue, and there is a large allotment site and a sports club within the area. So there are a number of other road users in the area to take into consideration.

9. Response to additional points raised by letters 2 and 3 - Regarding the physical measures; options 1, 2 and 3 had already been consulted and approved by the Neighbourhood Committee meeting on 2 September 2014. The TMO process is to
deal with objection for implementing the 20mph speed limit that had been issued on 3 October 2014.

10. With regards to increased signage, the proposed scheme would have entry/end zone signs on Alric Avenue and Cambridge Avenue and all other necessary repeaters are only 300mm in diameter and would be fixed on lighting columns to minimise street clutter.

Views of the Emergency Services

11. The Metropolitan Police was consulted on the scheme on July 2014 and has no objection to the proposed speed limit.

12. London Fire Brigade and Ambulance Service were consulted on the scheme back in July 2014 and again within the TMO consultation process, no response was received back.

Conclusions

13. The proposed scheme as shown on Annex 1 would reduce mean speed, potential accident risk and encourage sustainable travel modes where people live, work and shop and is in line with Council policy. It is recommended that objections are set aside for these reasons.

Timescale

14. If the Committee sets aside the objections, works to implement the scheme will be carried out in early 2015.

Resource Implications

15. The funding for all of these works is through the current LIP Neighbourhood allocation, and it is estimated that the costs of the works would be approximately £20,000.

Legal Implications

16. There are no legal implications that need to be considered.

Background papers –: held by the author of the report, Nancy Mikhael, Project Engineer Neighbourhood Engineering –
tel. 020 8547 5920, e-mail: nancy.mikhael@kingston.gov.uk
• Draft Traffic Management Order
• Letters to residents regarding draft TMO and Public Notice dated 3 October 2014
• The letter/email of objection.
• Copy of Planning and Transport response letter to the raised objection.