

Item No. 14.	Classification: Open	Date: 25 June 2013	Meeting Name: Dulwich Community Council
Report title:		Lordship Lane 20mph Zone Proposal	
Ward(s) or groups affected:		East Dulwich ward	
From:		Head of Public Realm	

RECOMMENDATIONS

1. Consider the three objections received relating to a proposal to introduce a 20mph zone on Lordship Lane between Melbourne Grove and Goose Green (detailed in appendix 1).
2. Reject the three objections and implement the scheme as originally proposed and give approval to make the relevant Traffic Management Order (TMO).
3. Instruct officers to write to the objectors giving reason for the decision.

BACKGROUND INFORMATION

4. The Council gave notice of its intent to introduce a 20mph zone for the section of Lordship Lane between Melbourne Grove and Goose Green under section 6 of the Road Traffic Regulation Act, 1984, on 8 May 2013.
5. Statutory consultation was carried out for a period of three weeks via street, press and web notices; a copy of the proposed orders was also sent to statutory consultees.
6. This report presents details of the objections that were received during the statutory consultation period.
7. Determination of such matters is reserved to community council for decision, it being a non-strategic Traffic Management Order.
8. The origins and reasons for the recommendations are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Lordship Lane 20mph Zone (PRP/PD/TMO1314-003)

Background to the proposed TMO

9. A CGS funding proposal (£15K) was awarded to design and install a section of 20mph zone on Lordship Lane between Melbourne Grove and Goose Green.
10. The 20mph proposal in Lordship Lane (between Goose Green and Melbourne Grove) is part of the council's ongoing objective to make all of the roads in borough 20mph. Introduction of 20mph speed limits has been proven to reduce

both the frequency and seriousness of road collisions, which is particularly pertinent for Lordship Lane given the high volume of pedestrians and vulnerable road users crossing the carriageway.

11. Following receipt of the scheme brief, traffic surveys were undertaken to ascertain the current average vehicle speeds along this section of Lordship Lane, which indicated an 85th percentile speed of 28mph.
12. The scheme was designed (using signage and road markings) in line with current national Traffic Signs Regulations and General Directions (TSRGD) standards – the national government regulations governing such matters.
13. The scheme has the added benefit of improving the visual streetscape through significant de-cluttering of existing 20mph signage on side roads. The scheme will result in the combining of the existing 20mph areas to the east and west of this section of Lordship Lane into one zone. Therefore existing entry signage on side roads can be removed.

Detail of the objections received

14. On 8 May 2013 the council's intention to introduce a 20mph limit for the section of Lordship Lane between Melbourne Grove and Goose Green was advertised.
15. The proposed TMO was published by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
16. During the statutory, three week consultation period 3 written objections were received, none of which have since been withdrawn following discussion with officers. The details of those objections are provided in Appendix 1 and summarised in the following paragraphs.

Summary of objection 1

17. Received from a private individual - The road in question is a main through road carrying both public and private traffic and this proposed speed limit will not benefit traffic flow in any way.
18. The traffic flow is more than enough to cause a reduction of speed and safe guard pedestrians wishing to cross the road.
19. The road is currently suitable for the traffic and any imposed speed reduction will cause congestion which is not wanted.

Summary of objection 2

20. Received from the Metropolitan Police Service - I am concerned about the speeds at night in the section of Lordship Lane that you propose to bring in a 20mph speed limit. This road is not a small, quiet residential street, it is a busy A road used by all categories of driver.
21. In the day, speeds are kept low by traffic, parked vehicles and vehicles pulling in and out of the short term parking bays. I see from the speed surveys that the speeds are continuously low in the day.

22. Although there is far less traffic at night, because the road is a major route, there is still a steady flow. I am more concerned about the North bound speeds. This section of road has a bus lane which makes the road much wider and therefore more likely to encourage drivers to speed up.
23. Taking a dip sample of the Hansler Rd North bound speed survey - on the 11th Dec2012 between midnight and 0600hrs there were 777 vehicles, 339 of these were exceeding the 30mph speed limit. On the 14th Dec, between the same hours there were 1018 vehicles, 465 of these were exceeding the 30mph speed limit.
24. Bearing in mind signage (and no physical traffic calming features) is likely to reduce traffic speeds by 1 to 2 mph, what engineering measures are being taken to ensure that the 20mph limit is adhered to 24hrs a day in different traffic conditions? If it is implemented as planned, I believe that it won't be long before residents start to complain about night time speeding and demand enforcement. This needs to be addressed before implementation of the new speed limit.

Summary of objection 3

25. Received from the London Cab Ranks Committee, the taxi trade body which deals with ranks and highways matters - I would like to object to your proposal to introduce a 20mph speed limit on Lordship Lane. This section of road is well used and already has a number of pedestrian crossings which serve to slow traffic. The introduction of a formal 20mph scheme would be costly and would not add to pedestrian safety on the stretch of road. The change to 20mph could lead to confusion for motorists already coping with a multitude of traffic enforcement signs and other visual clutter. A convincing case for this scheme adding to road safety in the area has not been made by Southwark council. No thorough cost/benefit analysis has been made to justify the inconvenience and cost of the proposed scheme.

Reasons for report recommendations

26. The introduction of a 20mph zone in Lordship Lane is in line with the council's policy objective of making all roads in the borough 20mph.
27. Introduction of 20mph speed limits has been proven to reduce both the frequency and seriousness of road collisions, which is particularly pertinent for this section Lordship Lane given the high volume of pedestrians and vulnerable road users crossing the carriageway.
28. There is no evidence to suggest that the introduction of a 20mph speed limit will have any adverse effect on traffic congestion or journey times in Lordship Lane. The slower speeds should actually help with regulating traffic flow and movement in conjunction with the existing signal operated pedestrian crossing facilities. This will also have environmental benefits of lower ambient noise levels and air pollution.
29. At this stage, there is not enough funding to progress additional physical measures above what is currently proposed (such as further vertical deflection measures). Recent changes to the TSRGD allow for 20mph zones to be

installed using signage and road markings only and therefore the current design complies fully with legislative criteria.

30. The implementation of 20mph zones through the use of signage and road markings is extremely cost effective and with benefits for vulnerable road users.
31. The proposed scheme will not add to street clutter (and confusion to drivers). As detailed above, street clutter will be substantially reduced as part of this scheme.
32. Following the implementation of the scheme, further speed surveys will be undertaken to ascertain if the introduction of the scheme has resulted in speed reduction (in line with the new legal speed limit). If speeds are still too high (particularly at night), then potentially more funding could be made available (through the community council fund) to install further measures to physically curtail traffic speeds
33. It must be noted that whilst three objections were received, 18 emails of support were received.
34. In view of the above powers for making new traffic orders and the general policy support for implementation of 20mph on all borough roads, it is recommended that the objections are rejected and the 20mph zone is implemented as originally proposed

Policy implications

35. The recommendations contained within this report are consistent with the policies of the Council's Transport Plan.

Community impact statement

36. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment (EqIA). Lower speed limits support better road safety for vulnerable road users.

Resource implications

37. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the allocated CGS scheme budget.

Consultation

38. The statutory consultation carried out to date is detailed within the body of the report.
39. Formal notification of the council's intent to make a Traffic Management Order has been made in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
40. The road network and parking manager has been consulted on the proposals and has no objections.

41. No consultation or comment has been sought from the Director of Legal Services or Strategic Director of Finance and Corporate Services.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Sally Crew 020 7525 5673

APPENDICES

No.	Title
Appendix 1	Lordship Lane - Objections

AUDIT TRAIL

Lead Officer	Qassim Kazaz, Principal Project Manager, Transport	
Report Author	Chris Mascord, Senior Engineer	
Version	Final	
Dated	7 June 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Corporate Services	No	No
Director of Legal Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	10 June 2013	

APPENDIX 1

Objection 1

Sent: 16 May 2013 10:27

Subject: Traffic Order PRP/PD/TMO1314-003

Traffic Order
PRP/PD/TMO1314-003 Lordship Lane

With regard to the above I would like to register my objection to the introduction of a 20 MPH speed limit.

The road on question is a main through road carrying both public and private traffic and this proposed speed limit will not benefit traffic flow in any way.

The traffic flow is more than enough to cause a reduction of speed and safe guard pedestrians wishing to cross the road.

The road is currently suitable for the traffic and any imposed speed reduction will cause congestion which is not wanted.

This is yet another a scheme that is being proposed for no sensible reason

Objection 2

Sent: 21 May 2013 18:25

Subject: RE: [LB Southwark - statutory consultations] Lordship Lane - introduction of 20 m.p.h. speed limit

whilst the Metropolitan Police support measures to reduce traffic speeds and speed related injuries on the roads, we need to ensure that speed limits are appropriate for road conditions. I am concerned about the speeds at night in the section of Lordship Lane that you propose to bring in a 20mph speed limit. This road is not a small, quiet residential street, it is a busy A road used by all categories of driver.

I have looked at the speed surveys. The Frogley Rd one was positioned next to a crossing on a speed table so I would expect the speeds to be low here. The other survey concerns me.

In the day, speeds are kept low by traffic, parked vehicles and vehicles pulling in and out of the short term parking bays. I see from the speed surveys that the speeds are continuously low in the day.

Although there is far less traffic at night, because the road is a major route, there is still a steady flow. I am more concerned about the North bound speeds. This section of road has a bus lane which makes the road much wider and therefore more likely to encourage drivers to speed up.

Taking a dip sample of the Hansler Rd North bound speed survey - on the 11th Dec2012 between midnight and 0600hrs there were 777 vehicles, 339 of these were

exceeding the 30mph speed limit. On the 14th Dec, between the same hours there were 1018 vehicles, 465 of these were exceeding the 30mph speed limit.

Bearing in mind signage (and no physical traffic calming features) is likely to reduce traffic speeds by 1 to 2 mph, what engineering measures are being taken to ensure that the 20mph limit is adhered to 24hrs a day in different traffic conditions? If it is implemented as planned, I believe that it won't be long before residents start to complain about night time speeding and demand enforcement. This needs to be addressed before implementation of the new speed limit.

Objection 3

Sent: 3 June 2013 23:12

Subject: Lordship Lane 20 mph speed limit

Dear sir

I am writing on behalf of the London Cab Ranks Committee, the taxi trade body which deals with ranks and highways matters.

I would like to object to your proposal to introduce a 20mph speed limit on Lordship Lane. This section of road is well used and already has a number of pedestrian crossings which serve to slow traffic. The introduction of a formal 20mph scheme would be costly and would not add to pedestrian safety on the stretch of road. The change to 20mph could lead to confusion for motorists already coping with a multitude of traffic enforcement signs and other visual clutter. A convincing case for this scheme adding to road safety in the area has not been made by Southwark council. No thorough cost/benefit analysis has been made to justify the inconvenience and cost of the proposed scheme.