

## EXTRACT FROM THE MVA REPORT

### 6.2 Recommendations

6.2.1 A detailed set of recommendation are identified in Chapter 5, and these have been summarised below.

6.2.2 The Council should continue to use a variety of traffic calming measures (but predominantly speed humps and cushions) to maximise cost effectiveness, meet the needs of different road users, attenuate traffic speeds, minimise the loss of kerbside parking and avoid the issue of driver intolerance.

[In the revision of the road safety plan, included a 'toolkit' of measures including the items suggested by MVA in their report. For further reference see section five, creating safer environments of the Road Safety Plan.](#)

6.2.3 Where possible, sinusoidal humps should be used over other round-topped humps and consideration should be given to quantifying the speed reduction benefits of informal traffic calming measures.

[This recommendation has been put forward to the public realm team who have agreed to support.](#)

The Government are getting closer to approving camera technology for measuring average traffic speeds and Southwark may consider it beneficial to participate in the trials currently being undertaken in London.

[Southwark is currently participating in two separate technology trials in Salter Road and Albany Road.](#)

6.2.4 As officer time is often taken up in responding to enquiries from the public regarding environmental impacts, the Council should consider working with the DfT/TfL to undertake research to quantify these impacts.

[This will be considered as part of the monitoring framework for trials referred to above.](#)

6.2.5 The Council should be commended for adopting a 'clean-sheet' approach to design. However, there is still scope to improve clutter, especially for older schemes. The schemes would benefit from establishing a 'quality audit' programme to review issues regarding clutter and maintenance.

[To be considered as part of the development of the streetscape/streetscene design guide.](#)

6.2.6 It is important to set out at an early stage the maintenance requirements for 20mph zones and consideration should be given to whether 20mph zones should form a sub-set of Southwark's character areas. In this was they could

be identified as distinct elements, which would help to form a maintenance programme for 20mph zones, through which they could be reviewed periodically.

This should be considered through the development of the streetscape design guide.

6.2.7 In order to restrict speeds to below 20mph across the borough the Council would need to use 20mph zones, and a combination of enforcement, selective use of traditional traffic calming and other speed reduction measures for main roads. This exercise would need to be completed through close consultation with the Metropolitan Police, and where necessary with TfL.

Through the Sustainable Communities Act consideration has been given to establishing a local safety camera partnership which would lead on engagement with both the police and TfL on speed enforcement in 20mph limited areas.

6.2.8 As more of the borough is covered by 20mph zones it will become increasingly important to monitor the impacts of adjacent zones and on main roads, and with the LIP reforms monitoring requirements are likely to become more stringent.

Additional monitoring was introduced through the road safety plan review. With the development of Lips2 and the development of local targets further monitoring will be required and will be considered as part of this work.

6.2.9 The council should review the current monitoring programme and take a view as to whether future (routine) surveys should be supplemented by additional surveys such as traffic speed and traffic flow data. This additional data would help determine the success of the zones /traffic calming measures and ensure compliance with the speed limit.

In 2010/11, a strategic monitoring programme will be established to better understand traffic movement in and around the borough. This will include a screenline programme which will encompass both vehicle speed and volume assessment.