

**London Borough of Sutton****Sutton South, Cheam and Belmont Local Committee - 17 September 2009****Report of the Executive Head of Planning & Transportation****STEPS ZONE 7 - PROPOSED TRAFFIC MANAGEMENT****Ward Location:** Cheam**Author(s) and Contact Phone Number(s):**

Paul Tugwell (020 8770 4122)

**Area Served:** Cheam**Executive Councillor:** Colin Hall**Report For Information Only****Summary**

This report informs Members of the progress made on 'STEPS Zone 7'. This report does not refer to STEPS Zone 6, as the bid for funding was unsuccessful.

**1. Background**

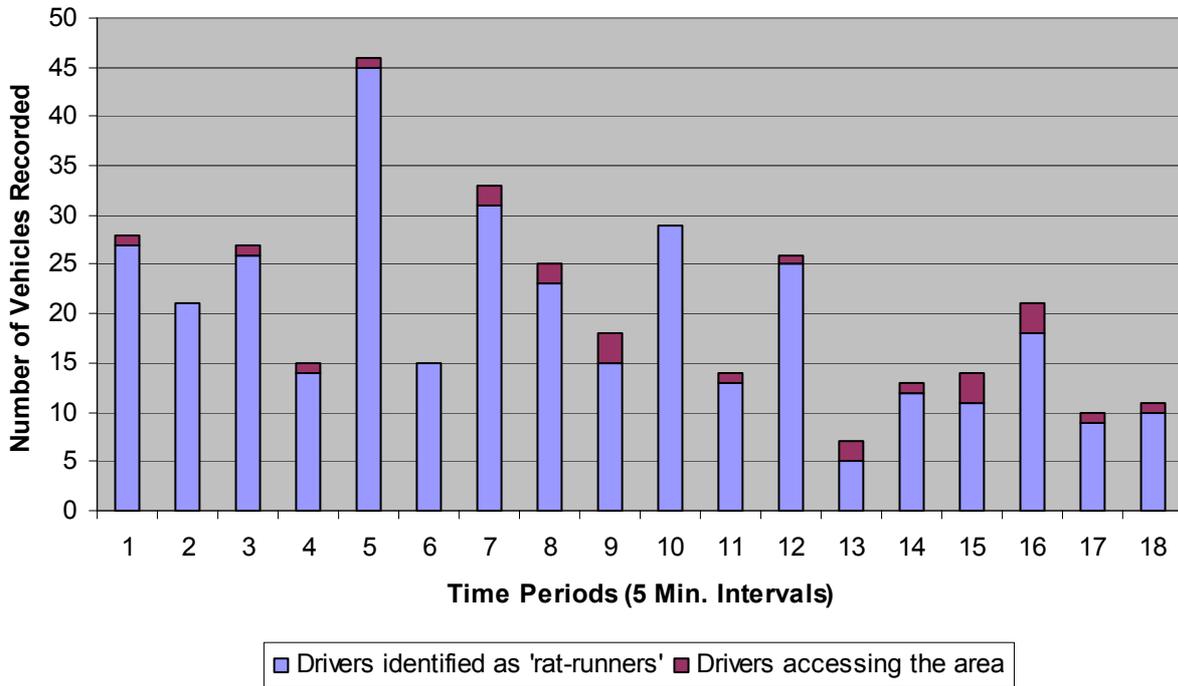
- 1.1 The Council's 'Strategic Traffic & Environmental Problems Study' (STEPS) was introduced to investigate, identify, consult, design and implement environmental/safety schemes within the area.
- 1.2 An informal consultation was undertaken during March 2008.
- 1.3 The Council secured funding from Transport for London for the investigation, consultation and implementation of traffic management measures during the 2009/10 financial year.

**2. Issues**

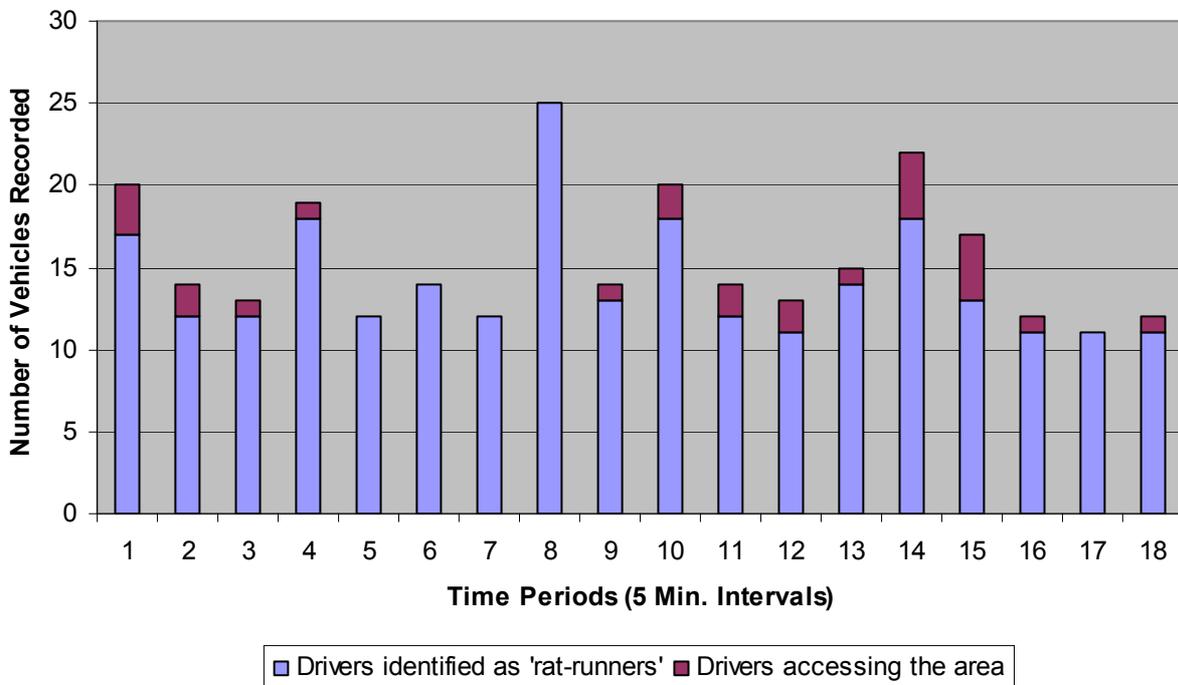
- 2.1 Following the analysis of the completed questionnaires, it became apparent that residents are predominately concerned with two problems. Residents of Parkside, Park Lane and Park Road are concerned with 'rat-running' along their roads. Whereas, residents of several roads expressed interest in the introduction of 20mph speed limits along their road.
- 2.2 'Origin & Destination' surveys were undertaken during the morning and evening peak periods, on the 7<sup>th</sup> May 2009.
- 2.3 All vehicles entering the area from the Ewell Road/Park Lane and The Broadway/Parkside junctions were monitored, to establish whether or not they had a genuine reason for using your roads or were merely rat-running. 373 vehicles were monitored during 8am to 9.30am, of which 94% were merely passing through. 279 vehicles were also monitored between 5pm and 6.30pm, when 91% were passing through.
- 2.4 During the surveys it became apparent that some of the rat-running drivers are driving inconsiderately and in some instances dangerously. Near head on collisions were observed at the Park Lane/Parkside junction, contributed to by vehicular speed and poor forward visibility. Furthermore, drivers travelling in opposing directions along Parkside have been observed mounting the footway, in order to

pass each other. The graphs below provide overwhelming evidence that rat-running occurs.

**Parkside - Origin & Destination Survey 07/05/09 (8am-9.30am)**



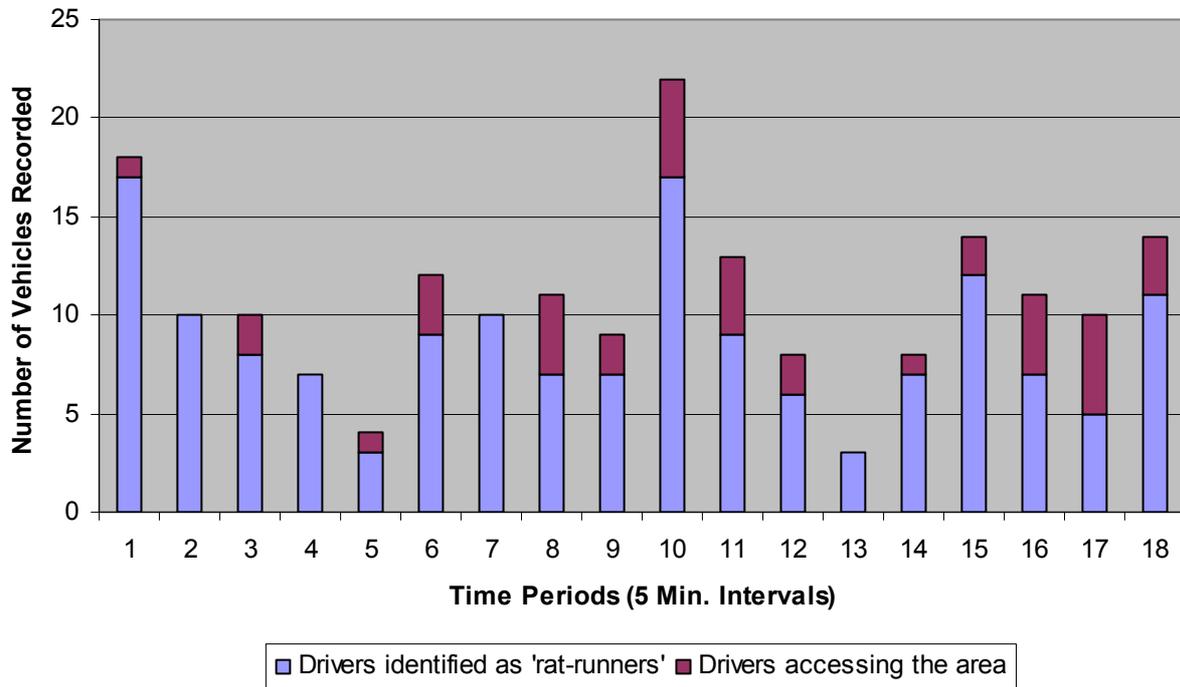
**Parkside - Origin & Destination Survey 07/05/09 (5pm-6.30pm)**



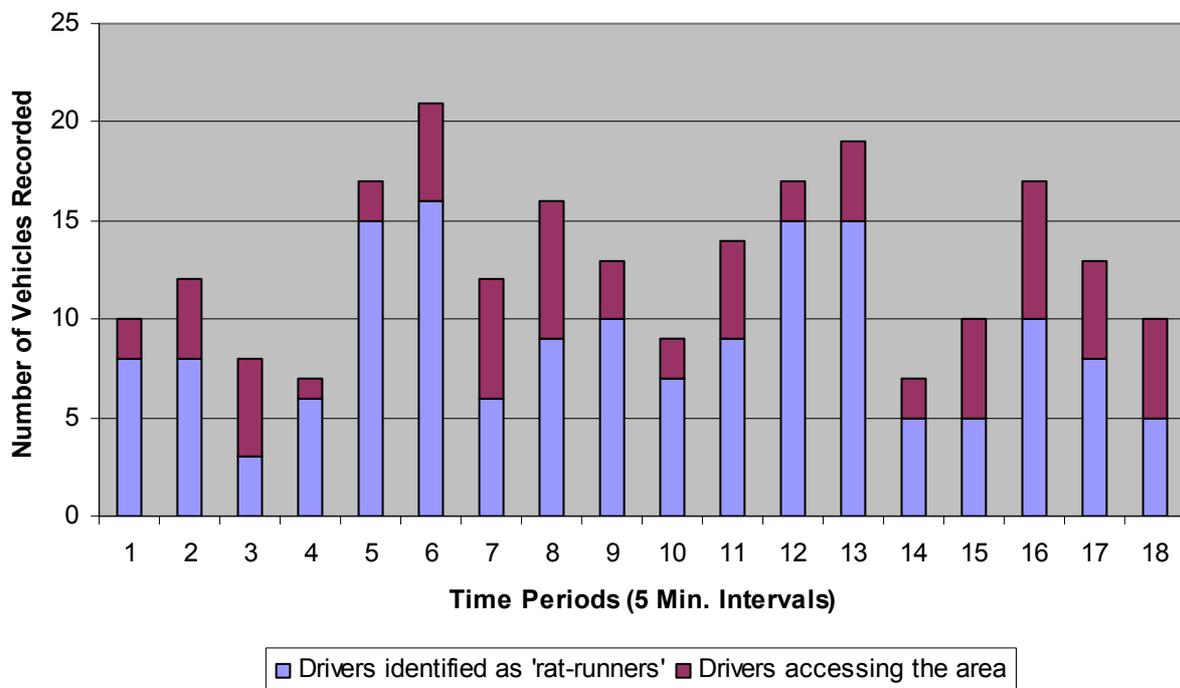
2.5 All vehicles entering the area from the High Street were monitored, to establish whether or not they had a genuine reason for using Park Road or were merely rat-running. 194 vehicles were monitored during 8am to 9.30am, of which 80% were merely passing through. 232 vehicles were also monitored between 5pm and

6.30pm, when 70% were passing through. It is presumed that the 10% difference in through traffic may be related to the 'School Run'.

**Park Road - Origin & Destination Survey 07/05/09 (8am-9.30am)**



**Park Road - Origin & Destination Survey 07/05/09 (5pm-6.30pm)**



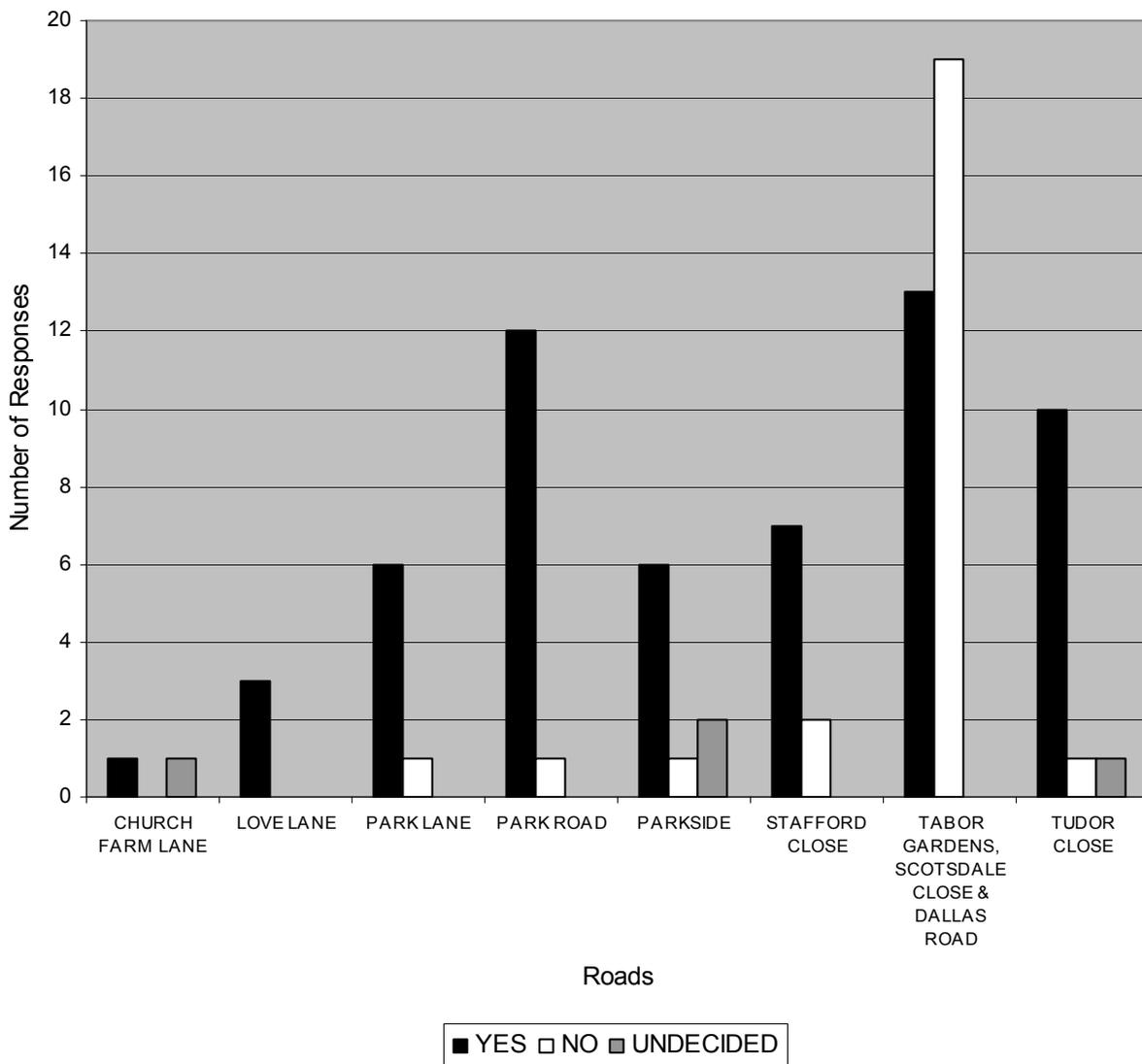
2.6 Unfortunately, 'rat-running' is a London wide problem. As congestion increases, drivers seek alternative routes. Ordinarily, London Authorities are unable to deal

with the problem, due to its magnitude and the fact that the introduction of remedial measures merely moves the problems to adjacent roads.

- 2.7 It is generally considered that drivers are more considerate within their own neighbourhoods, as they respect the safety of their neighbours and try to preserve the ambience of the road. With this in mind, it would appear that the problems that you are witnessing, due to inconsiderate driving, could be addressed by discouraging through traffic.
- 2.8 There is now an understanding between the police and this authority, that all restricted movements should be self-enforcing. This is because they are no longer able to give as high a level of enforcement, as they would wish to. In respect of this, we are proposing a road closure along Park Road, adjacent to the pub.
- 2.9 Ordinarily, a turning area should be provided, so that the refuse truck or delivery vehicles can negotiate their way out of your area, however, this is not feasible. Therefore, it is our intention to introduce a physical road closure that heavy goods vehicles (HGV's) and the emergency services are able to drive through, but smaller vehicles would have difficulty negotiating.
- 2.10 The proposals would incorporate the introduction of 'No entry' signs, with dispensation for service vehicles and the emergency services. Deterrent paving would be provided to discourage determined drivers. These measures are known as 'Open Road Closures' (ORC's).
- 2.11 We believe that the above proposal is likely to have an immediate impact of discouraging through traffic, reducing vehicular movements along Parkside, Park Lane and Park Road considerably. In order to facilitate the ORC along Park Road, the one-way section would need to be returned to two-way operation. Access and egress would then be made via the junctions with High Street or The Broadway. Currently, all egress is made at the junction with The Broadway, so demand for turning movements at this junction would decrease.
- 2.12 An application has been made to the Department for Transport (DfT) for authorisation to implement the ORC's. We have received confirmation that it is unlikely that they will be able to respond until November 2009. In respect of this, we are liaising with them in order to reduce this potential delay.
- 2.13 I refer to the recent informal consultation that was undertaken during June 2009, during which time, a public exhibition was held on two consecutive days. The exhibition was considered to be successful in both the number of attendees and feedback received.
- 2.14 The results of the questionnaire showed that the majority of respondents support the Park Lane ORC, regardless of where they live in relation to the proposal. 59% of the total vote and 69% of those directly effected by the 'rat-running' were in favour of the proposal. Likewise, the majority of respondents support the Park Road ORC, regardless of their proximity to the proposal. 47% of the total vote and 58% of those directly effected by the 'rat-running' were in favour of the proposal. Please note that for both ORC's, the vast majority of 'undecided' votes were from respondents who do not witness the problems associated with the 'rat-running', as they live elsewhere within Cheam. Therefore, both the ORC's, together with the reinstatement of the two-way operation of Park Road, will be progressed

simultaneously to the statutory consultation (also known as the ‘formal consultation’).

- 2.15 The graph below shows that the only roads where the majority of respondents oppose the introduction of a 20mph speed limit, was the area consisting of Dallas Road, Scotsdale Close and Tabor Gardens. The two sets of speed cushions that were proposed within this area, were necessary to meet the standards that we work to regarding 20mph speed limits ie. achieving 85% percentile speeds of 24mph or less (the 85<sup>th</sup> percentile speed is the speed that 85% of traffic is not exceeding). However, it is appreciated that ideally, traffic calming would not be necessary and most respondents felt that the existing speeds of between 24.2mph and 25.6mph were reasonable. In respect of this, we agree that the proposed 20mph speed limits should be progressed to statutory consultation, with the omission of Dallas Road, Scotsdale Close and Tabor Gardens.



- 2.16 As a result of the exhibition it became apparent that some residents are concerned by the existing layout of the junction of Park Road with Love Lane. Residents stated that the footways were too narrow, particularly adjacent to the pub. This problem is exacerbated when deliveries are made to the pub, when the western footway is

effectively blocked. Residents also suggested that some drivers cut the corner when going from Love Lane to Park Road, to such a degree that they are on the wrong side of the road. In respect of this, we propose to modify the layout of the junction, to address these issues. All properties located within the proximity of the junction will be consulted at the earliest possible stage.

- 2.17 Several residents of Tudor Close informed us of the problems they are experiencing, relating to parking along their road at weekends. It is understood that the demand for on-street parking increases, when the car park for Cheam Recreation Ground, reaches capacity. I can confirm that it was resolved at the meeting of your Local Committee, on the 12 February 2009, that a parking scheme be considered. Consultation is programmed to commence during the last quarter of this financial year (January to March 2010).
- 2.18 Other proposals such as the proposed yellow box markings were well received, as they would assist drivers in gaining access from your residential roads onto the main roads. However, we did receive several requests to extend the proposal at the High Street/Park Road, to cover the whole junction. In respect of this, the proposal has been amended accordingly. Please note that we are not permitted to extend the yellow box marking across the whole carriageway, at 'T-junctions'.
- 2.19 In summary, the proposals now include:
- The introduction of 'Open Road Closures' along Park Lane (adjacent to the estate agents) & Park Road (adjacent to the pub);
  - The reinstatement of the two-way operation along Park Road (subject to the open road closure along Park Road being introduced);
  - The introduction of 'yellow box' markings to assist drivers, when entering the High Street (extended to include the junction with Dallas Road), Malden Road and The Broadway;
  - The introduction of 20mph speed limits along Park Lane, Parkside, Park Road, Love Lane, Stafford Close, Church Farm Lane and Springclose Lane;
  - The introduction of one set of speed cushions, to physically ensure that the 20mph limit is successful, along Park Road.
  - Modifications to the junction of Park Road and Love Lane.

### **3. Financial Implications**

- 3.1 The cost of the scheme is determined on whether authorisation is given by the DfT to implement the 'Open Road Closures'. However, the scheme will be met by the STEPS Zone 7 allocation, funded by Transport for London, as part of the 'Local Implementation Plan' 2009/10.

### **4. Influence of the Council's Core Values**

- 4.1 The traffic management measures are intended to provide a safer environment for those living in the area and will contribute to the achievement of the Council's accident reduction targets.

### **5. Equality Impact Assessment**

- 5.1 The scheme caters for all sections of the community.

6. **Background Papers** – Minute references 314 & 497 of the Sutton South, Cheam and Belmont Local Committees on the 26 March and 21 May 2008, respectively – STEP Zones 6 and 7 - Cheam

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