

**TRAFFIC CALMING
AND 20 mph ZONES
SPECIALIST SCRUTINY PANEL
2008/9**

**Final report and
Cabinet response
June 2009**



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PANEL FOREWORD



Looking back thirty years ago there was a very little or no need for traffic calming in built up residential areas. Every year there are more and more cars on the roads. This has led to a build up of traffic in residential areas and there are demands from residents for the authorities to control the worrying effects of the increasing volume of traffic and speeding cars in their neighbourhoods.

Our transport experts have used speed cameras and other techniques on the road surface to make it difficult for car users to exceed the required speed levels. On residential and school surrounds 20mph zones have been established throughout this borough and in every council in this country.

Extremely convergent views have come from the public about the benefits and drawbacks of methods adopted to calm speeds to protect our population from speeding cars.

Our Council established this Panel to look into the performance of existing 20 mph zones in our borough and recommend to Council any changes required after consulting with residents and other road users and public services affected via this process. The Panel has proposed a report to be presented to the Cabinet. I hope this report will benefit everyone.

I would also like to thank all the panel members and in particular my vice-chairman Cllr Costello for their help and support during the year, all our external visitors and the service and scrutiny officers who supported this Panel.

Councillor Kang Chairman of the Traffic Calming & 20 mph Zones Specialist Scrutiny Panel

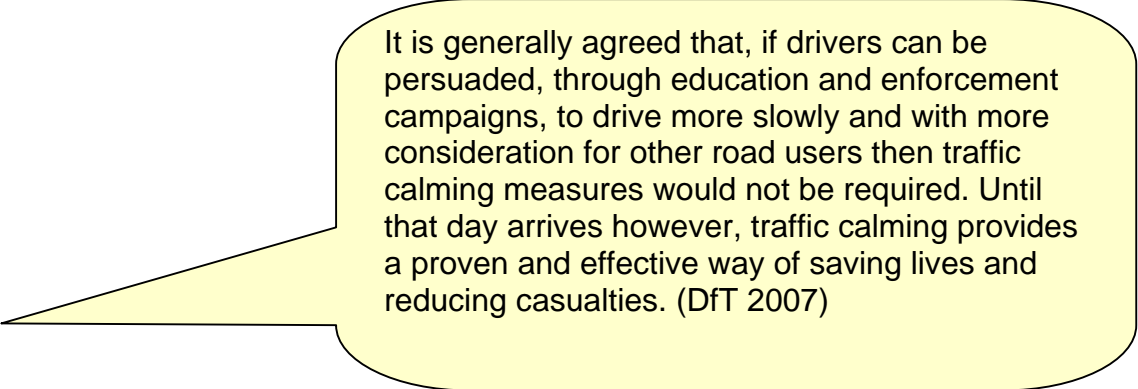
1. INTRODUCTION

- 1.1. **The Overview and Scrutiny Committee**, at its meeting of 24th April 2008, proposed the establishment of a Traffic Calming & 20mph Zones Specialist Panel. The membership was agreed at the Council meeting of 20th May 2008. The Panel held its first meeting on 3rd July 2008.
- 1.2. **The Council's Corporate Plan**, reflecting the Community Strategy, in its "Key commitments for future years, 2008-2010 " includes the statement "*Review the effectiveness of all local transport schemes implemented in the last four years.*" The panel worked on the basis that they would be able to make recommendations to assist in this process.
- 1.3. **Expert Witnesses** who presented to the panel included representatives from The Fire Service, The London Ambulance Service, Transport for London (TfL), and The Royal Society for the Prevention of Accidents (ROSPA), The Association of British Drivers, and Ealing Cycling Campaign.
- 1.4. **Visits and other external engagement activities** were an element of the panel's work. Some members took a cycle tour of traffic schemes, went out with an ambulance service Fast Response car and made observations when moving around the borough.
- 1.5. **Resident's and Councillors** comments were solicited through Press releases, articles in "Around Ealing", a consultation form on the council's website, publicity through Ward Forums and a panel specific question was added to the Annual Residents Survey. Nearly one hundred members of the public responded.
- 1.6. **Acknowledging diversity** was a key consideration for the panel. The members themselves represented the whole borough through gender, race and geography. The panel balanced out the interests of road users through attendees at the panel who represented the whole spectrum of use. The wide use of different media to solicit views ensured everyone in the borough had a chance to participate.

2. FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

a) Overall View.

The Red Flag Act of 1865 started traffic calming in the UK. It was repealed thirty-four years later and speed limits of between 12 and 14 mph were introduced. Speed limits were gradually increased until 1934 where the limits of 30 mph in built up areas and no limit on other roads remained in force until 1965 when the 70 mph limit was set. Since then vehicle speeds have become more restricted in speed and in location.



It is generally agreed that, if drivers can be persuaded, through education and enforcement campaigns, to drive more slowly and with more consideration for other road users then traffic calming measures would not be required. Until that day arrives however, traffic calming provides a proven and effective way of saving lives and reducing casualties. (DfT 2007)

Views on traffic calming and 20 mph zones vary from those who would like all roads to be 20 mph to those who would like to see every single road hump removed. Having considered all the evidence the Panel took a view somewhere between these opposing views. While they made a number of specific recommendations, outlined later in this report, they felt it important to agree a broad statement of policy to set the context for all the recommendations.

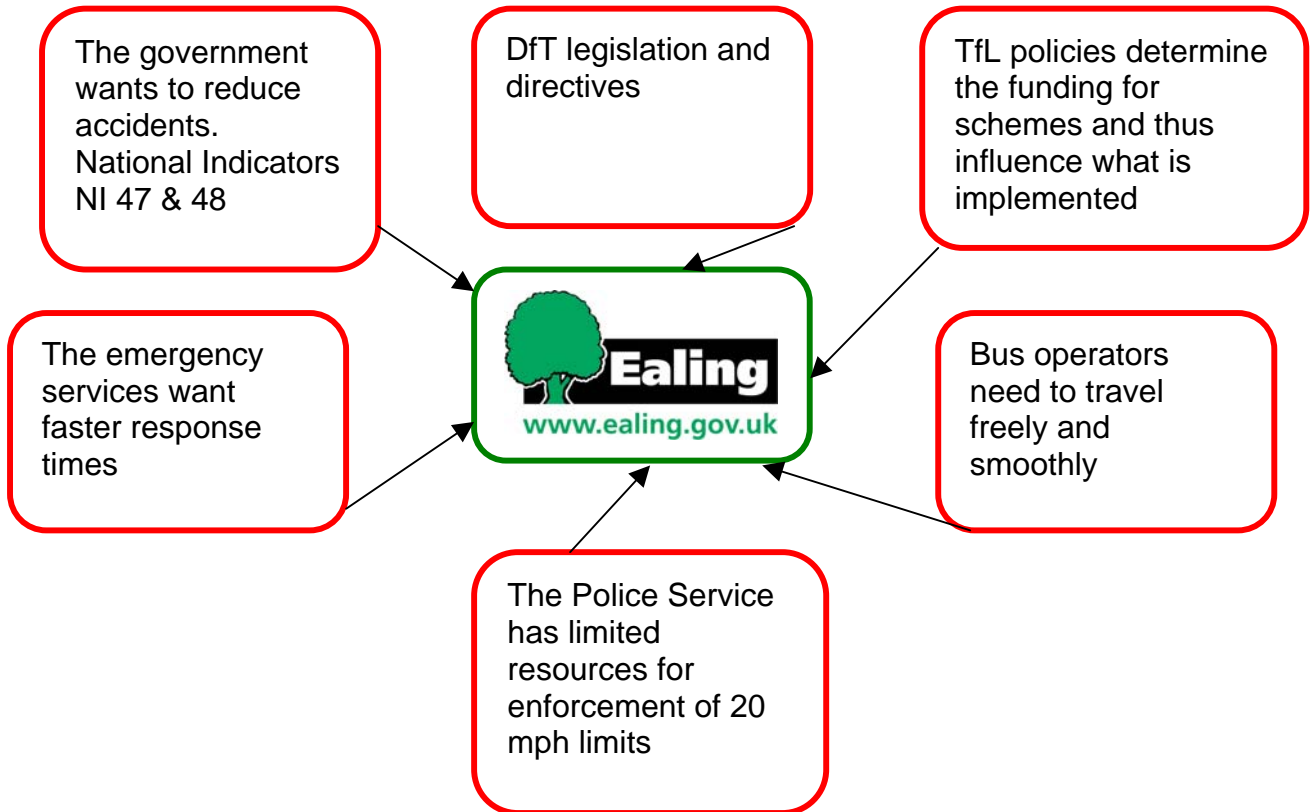
R1.

The Council will only consider physical traffic calming measures at locations where there is a demonstrable benefit and that have a high level of support from local residents.

In practice this means only considering such measures at locations where the introduction of traffic calming and/or a 20 mph zone would assist the council in its statutory duty to prevent accidents under the Road Traffic Act 1988 with regard to speed related casualties (cf LB Ealing Road Safety Plan para 4.1) where there is clear evidence of unacceptable numbers of speed related reported personal injury accidents already occurring.

The External Context

Traffic calming and 20mph zones is a policy area where Ealing Council have limited / autonomy



i) The Department for Transport (DfT)

The main legislation is enshrined in the Highways Act 1980 with specific local authority powers clarified in The Highways (Traffic Calming) Regulations 1999. In London The Greater London Authority Act gave local authorities in London a greater freedom to construct traffic calming measures (in consultation with the Secretary of State). The Transport Act 2000 permitted the installation of “Home Zones” with designation requirements set out in the Quiet Lanes and Home Zones (England) Regulations 2006.

Under Section 39 of the Road Traffic Act 1988 the council has a duty to prepare and carry out a programme of measures designed to promote road safety and to take appropriate measures to prevent accidents including measures for controlling the movement of traffic.

The DfT also own two key relevant National Indicators NI s 47 and 48

NI 47 People killed or seriously injured in road traffic accidents DfT DSO

NI 48 Children killed or seriously injured in road traffic accidents DfT DSO

ii) The Emergency Services

Residential areas are often, as we see it, high risk areas (particularly at night) in terms of primary fires with their resulting potential for death injury and damage. In short the sooner we arrive the sooner we can have a positive effect on the outcome of an incident (in terms of injury to occupants and direct and indirect costs to society at large).

The Fire Service in Ealing had over 4,000 incidents to deal with in 2008. Around 5% of these were road traffic accidents. While the service recognise the need to reduce accidents they also know how critical it is for them to get to fires as swiftly as possible and can suffer reduced response times if they have to traverse heavily traffic calmed areas.

The Ambulance Service in Ealing has over 30,000 “responses” each year. They naturally have a full understanding of the impact of traffic accidents and strive to answer emergency calls as quickly as possible. In some ways they are more affected by slow roads as they often have, after arriving on scene, to move a patient rapidly towards an appropriate medical centre. Further they need to give their patients as smooth a ride as possible.

The Police Service has a more complex role in this area; while they wish to move to the scene of incidents as rapidly as possible they also play a major role in speed limit enforcement. In principle the police will not enforce 20mph zones leading to the current DfT guidelines that 20 mph zones have to be self enforcing (i.e. make it difficult to travel greater than 20 mph) thus the use of physical traffic calming measures.

iii) Transport for London (TfL)

TfL are a key influence upon the council as not only do they set the strategic direction of transport policy in London they also provide the bulk of funding for traffic schemes in Ealing and do so through a prescriptive scheme based approach. In practical terms they will only consider schemes under the “Local Safety Schemes” heading if there are accident figures to justify the scheme. Ealing council has extremely limited funds to enable them to carry out schemes without TfL’s approval.

iv) Bus Operators

Bus transport is a key element of London’s transport infrastructure (every weekday over 6,800 scheduled buses carry around six million passengers on over 700 different routes) and there is limited traffic calming of bus routes. Where this does occur humps are hardly ever used and speed cushions are employed.

The Panel received presentations from the Fire Brigade and the London Ambulance Service as well as written representations from the police¹. It became clear that while local safety schemes are designed with the interests of those in the locality in mind there is no wider view taken to assist the emergency services in moving around as freely as possible. The emergency services are always consulted on potential schemes but often simply respond with a standard objection rather than a considered response to the particular proposal.

The Panel thought that there was a need to build up a strategic map of the Borough, in full consultation with the emergency services, which would identify “Cross Borough Routes, where measures that overly hindered movement would be avoided where possible and potentially, in the future, some current physical calming measures could be adjusted or removed.

The Panel imagined that this could be done through a “Road Humps summit” where the emergency services and council officers meet to draw up a proposed list of cross borough routes.

R2.

That the relevant officers and the emergency services be requested to work together to identify and draw up a strategic map of cross borough routes in Ealing to assist the emergency services in responding rapidly to emergencies. The map should indicate

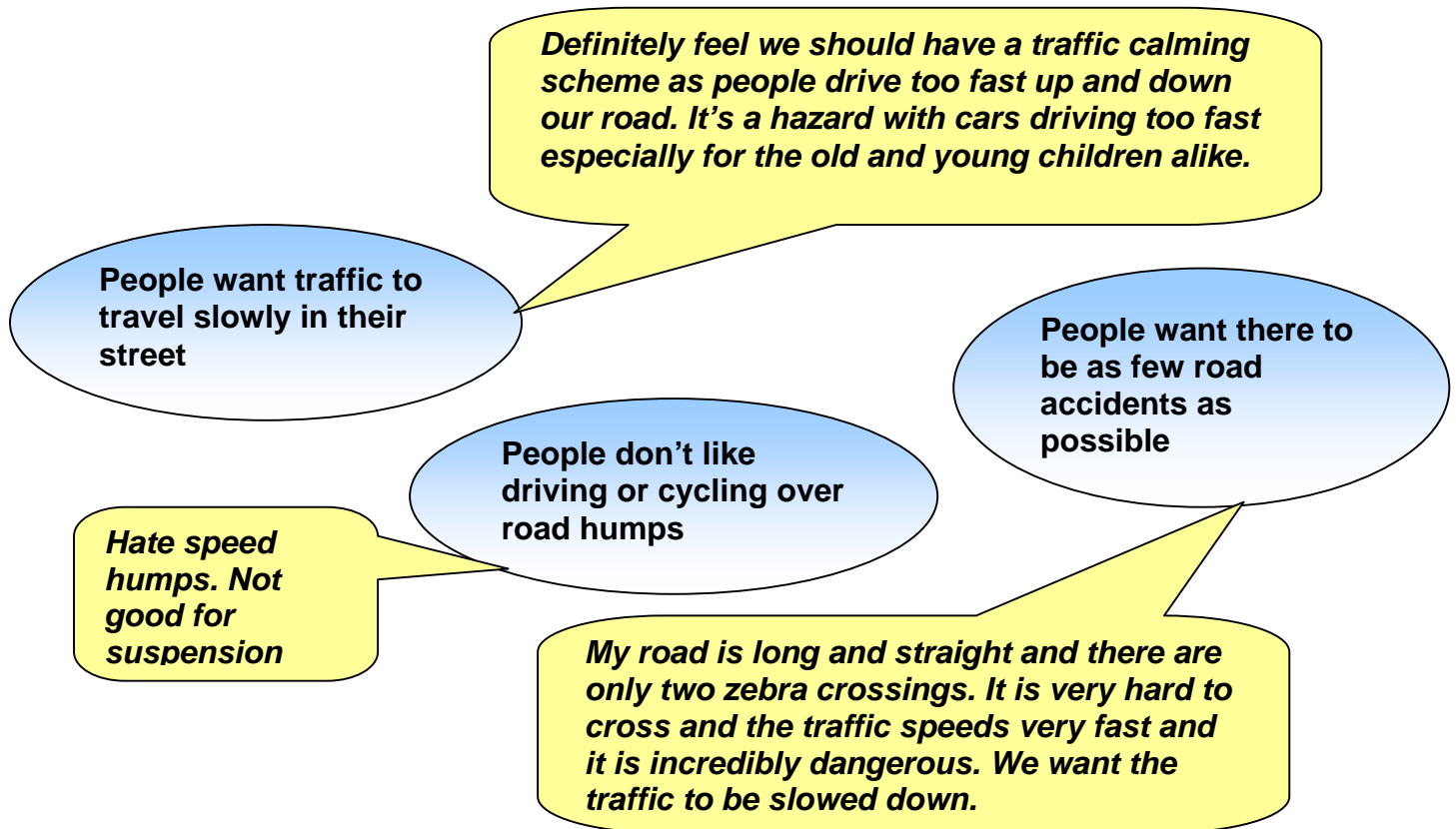
a) The strategic routes

b) Areas of the routes where traffic calming measures are in situ and where consideration might be given to reducing their impact

c) Traffic calming free roads where the presumption would be that the status quo is maintained.

¹ Full details of their submissions can be found at http://www.ealing.gov.uk/ealing3/export/sites/ealingweb/services/council/committees/agendas_minutes_reports/scrutiny/traffic_calming_20mph_zones/20may2008-15may2009/5_March_2009/Item_6_Appendix_2.doc

b) Cognitive Incongruence- Residents' Views.



The Panel arranged for a question to be put onto the Annual Residents' Survey, carried out by an independent research organisation, to ascertain the extent to which the need for traffic calming was perceived as an important issue. The question posed was;

"Thinking about the local area, how much of a problem do you think the following are?"

It can be seen overleaf that the issue is seen as the fourth most important out of ten and justifies the efforts put in to create traffic calmed areas.

“Thinking about the local area, how much of a problem do you think the following are?”	1 - A very big problem	2 - A fairly big problem	3 - Not a very big problem	4 - Not a problem at all	Don't know	Summary: A Problem	Summary: Not a problem
Parents not taking responsibility for the behaviour of their children	9%	26%	23%	38%	4%	35%	61%
Teenagers hanging around on the streets	10%	24%	25%	40%	1%	34%	65%
Rubbish and litter lying around	9%	24%	28%	38%	1%	33%	66%
Cars speeding in your neighbourhood	11%	19%	20%	45%	5%	30%	65%
People not treating other people with respect and consideration	7%	20%	27%	44%	2%	27%	71%
People using or dealing drugs	9%	15%	15%	47%	14%	24%	62%
Vandalism graffiti and other deliberate damage to property or vehicles	5%	18%	27%	48%	2%	24%	75%
People being drunk or rowdy in public spaces	6%	17%	26%	49%	1%	23%	75%
Noisy neighbours or loud parties	4%	14%	23%	58%	1%	18%	81%
Abandoned or burnt out cars	2%	8%	22%	64%	3%	10%	86%

One of the striking features evident in analysing the data was the geographic spread of responses²

Ward	A Problem	Not a problem	DK
NORTH GREENFORD	48%	44%	8%
NORTHOLT WEST END	45%	40%	14%
HOBBAYNE	43%	56%	1%
LADY MARGARET	40%	59%	1%
PERIVALE	40%	57%	3%
SOUTHALL GREEN	40%	55%	5%
Overall	30%	65%	5%

² The sample size and stratification was such that over 120 residents were interviewed in each ward. However the confidence limits are higher at 7%

Ward	A Problem	Not a problem	DK
CLEVELAND	15%	85%	3%
HANGER HILL	17%	81%	2%
EAST ACTON	20%	79%	1%
SOUTH ACTON	15%	79%	6%
WALPOLE	23%	75%	1%
Overall	30%	65%	5%

Residents' views were widely solicited through distributing feedback forms at Ward Forums, an article in "Around Ealing" delivered to all residents in the borough, a feedback form placed on the website and various groups presented to the Panel. All the evidence collected can be found at (LINK).

The key finding was that there is no one dominant view and while there was much opinion that was often based on personal views rather than hard evidence.

See traffic calming as a necessary evil in some places

Nevertheless a number of themes emerged.

i) The perception of noise and vibration from road humps was one that arose.

Scrutiny officers organised a cross-departmental meeting to ascertain the nature and extent of the issue and the findings reported to the panel³. In summary it appeared that there was not as much of a problem as one might intuitively think. Transport services receive about a dozen complaints a year with Highways, typically, getting around three in each new 20 mph zone. More importantly Insurance services have only received seventeen claims over the last five years and just paid out on four of them.

Nevertheless what became clear through the exercise was that because this was not a significant problem the council had no clear and co-ordinated way of dealing with complaints.

When complaints were received they could arrive at a number of different departments who did not always have mechanisms for dealing with them effectively and in a joined up way.

Bearing residents' views in mind and how this operated, the Panel took the view that the council should develop a coherent and transparent policy on this issue. There were two elements to this: the first concerning roads where there is substantial HGV traffic.

³ The full report can be accessed at http://www.ealing.gov.uk/ealing3/export/sites/ealingweb/services/council/committees/agendas_minutes_reports/scrutiny/traffic_calming_20mph_zones/20may2008-15may2009/15_01_2009/Noise_and_Vibration_Final.doc

R3.

During a scheme's initial design stage:

- a) Where proposed road humps are to be placed within close proximity to an industrial estate or any industrial or other premises that generates significant goods vehicle movements an HGV count should be carried out. This is in a case where vehicles are driving along a road that gives access to or leads from an industrial area.**
- b) Should the vehicle count be high then an alternative form of traffic calming should be considered for such areas, as is done with bus routes.**
- c) Occasional HGVs or usual deliveries would not apply in this instance as there will always be vehicles of this nature making their way through traffic calmed roads.**

The other element was that the council should have a consistent policy and process for dealing with complaints about noise and vibration. The Panel recommended:

R4.

The Council should adopt a clear policy on dealing with complaints about noise and vibration from road humps where

- a) Complaints are to be passed onto Highways Management in the first instance to check if the humps meet current DfT guidelines**
- b) If current guidelines are met then noise and vibration are unlikely to be attributed to the speed humps and therefore no further action need be taken by the Council.**
- c) If the guidelines are not met then action should be taken to ensure these guidelines are met.**
- d) Only in extreme circumstances should these then be passed onto Environmental Health for 'noise and vibration' monitoring. (If the humps have been implemented and constructed to the DfT guidelines then there will not be adverse noise and vibration on impact).**
- e) Highways Maintenance (under Highways Management) will repair the hump or resurface the site around if there is deterioration or maintenance needed.**

ii) **Quality control** was another issue that arose; both panel members' own experiences and those from cyclists and residents created a perception that the standard humps had not all been installed to the required standard. This is not only a problem as they could cause more noise but also inconsistency means that it is much more difficult for motorists and cyclists to adopt the appropriate speed and driving habits. The Panel felt that there should be an explicit recommendation for the council to adopt.

R5.

The size and width of all new speed humps and cushions throughout the borough should be standardised, uniform and consistent and comply with current DfT regulations and standards at a height of 75mm and be subject to a rigorous system of quality control.

iii) **110 mm humps** were the maximum permitted size when they were first introduced and today the maximum is 100 mm. However generally 75 mm is considered to be more than adequate and is recommended by the DfT. To prevent these older humps becoming permanent irritating features on our roads the Panel recommended that the road resurfacing and repair programme, as it is applied to different roads, takes into account current standards and adjusts them if necessary.

R6.

Highways Management will in due course as the road maintenance programmes are run each year, replace older humps that do not fit in with current DfT regulations and standards.

d) Physical Options

While the conventional round-topped road hump has been appearing on more and more roads for the last twenty years or so there is a feeling that more sophisticated measures could be adopted. The Panel became aware of the “sinusoidal hump” which, although more expensive⁴, being carefully designed with a more gentle gradient on the “off” side does, does provide a much smoother ride for vehicles travelling at the correct speed.

The Panel concluded:

R7.

All new road humps installed in the borough should be of the “Sinusoidal” type.

This conclusion only applies to the hump that covers the width of the road and not speed cushions or “Berlin Pillows”.

It is clear that traffic calming through physical measures is an attempt to mitigate the effects of illegal and anti-social behaviour; in a perfect world where all motorists obeyed the speed limit these would not be required. However it is suggested that better signage and “branding” of 20 mph zones could help more motorists obey the speed limits. To assist this the Panel thought that signage and road markings could be better designed particularly within the zone itself.

R8.

At the design stage of a 20 mph zone the number of warning signs and markings are adequate to ensure that all road users are certain they are entering and in a 20 mph zone.

⁴ All projects have design and management fees. However on top of this one round top hump will cost around £600 to cover a typical residential road and a sinusoidal just under £1,000.

e) Enforcement Options

Much of the rationale for traffic calming measures in 20 mph zones is that they have to be self-enforcing, as the police do not have the resources to enforce these. However, since this policy was adopted technology has moved on rapidly and the Panel thought that it would be a good time to, at least on an experimental basis, trial a number of enforcement options.

One such item is that of the “average speed cameras” commonly seen on motorways where lane restrictions are in place. While they are fairly expensive both in capital terms and the revenue costs associated with them⁵ these costs are likely to diminish in the future. Therefore the Panel felt that there should be an experiment in an area to see how effective they actually were in an urban environment. TfL, when attending the Panel did indicate that they might look favourably on such an experiment.

R9.

“Average Speed Cameras” should be trialled in a designated “uncalmed” trouble spot or “hot spot” area of the borough with the intention of increasing their use in other parts of the borough in co-operation with TfL.

It appears that there are also mobile Average Speed Cameras which could be deployed on a temporary basis. While the suggestion above relates to fixed cameras there is also the mobile or temporary option. There is much sense in trialling the use of this technology which could not only increase enforcement options but also provide a useful source of evidence to measure speeds in non traffic calmed areas to get a better picture of the full extent, if any, of the problem. It should be noted that fines for speeding are dealt with by the police services who retain any revenues derived.

R10.

The cost of a set of mobile “Average Speed Cameras” should be investigated with the intention of using them both to enforce and monitor speeds in chosen areas.

There is also some evidence that uninsured, unqualified or disqualified drivers commit many traffic offences. There is a current programme of enforcement where the police, working with council departments, check a number of vehicles in an area. The Panel saw the benefits of this as a way of taking bad drivers off the road and wished to encourage officers to work with the police on as many of these as possible. The Transport and Environment Panel could monitor the effectiveness of this approach.

⁵ A typical camera installation, including the appropriate infrastructure will cost around £30,000.

R11.

Officers should work with the police and other agencies on a series of co-ordinated enforcement programmes to take as many illegal drivers off the roads as possible.

The police have also indicated that they would be keen to assist the council through a limited number of initiatives where the police operate hand held speed cameras to enforce speed limits.

R12.

Officers should work with the police on a rolling programme of police enforcement of speeds in jointly agreed areas.

f) Policy and Review

While the Panel chose not to examine the minutiae of traffic consultations there were a number of concerns on the process of development and implementation.

i) Accident statistics

Safety is the prime reason for traffic calming and is used by TfL to determine whether or not to fund schemes. Members discovered that the category of “serious injury” is defined by a stay of one night, or longer, in hospital. Further it is joined up with “killed” which is defined as the accident causing death within a year of the accident. Members thought that these key pieces of evidence should be separated.

R13.

Accident statistics should be dis –aggregated with deaths separated from serious injury and accident locations distinguished by speed limit. This information should be published to provide greater transparency on the evidence base determining the need for a scheme.

ii) Consultation Responses

Over the last year the Council has developed a revised CPZ policy which includes, amongst other things prescriptive rules on how consultation results are interpreted⁶

If a consultation exercise has a response rate of less than 10% then, irrespective of any majority in favour of a CPZ, no CPZ will be created. General experience of consultations is a response rate of 20% may be considered good. A low response rate will be taken as evidence that there is insufficient appetite within the consultation area for a CPZ. This information shall be specified in the consultation documents so that residents are aware of all possible outcomes.

If the consultation response rate is between 10-15% and the percentage in favour of creation of a CPZ is less than 60% of responses, then no CPZ will be created. The combination of a relatively low response rate and a less than overwhelming majority in favour of a CPZ will not be considered to provide the convincing case for introducing a CPZ.

If the consultation response rate is over 20% and the percentage in favour of creating a CPZ is less than 60%, then a CPZ will be created only where measures can be taken to reduce the impact of any parking displacement on neighbouring streets outside the proposed CPZ area. If this is not possible, then a CPZ will not be created.

⁶

http://www.ealing.gov.uk/ealing3/export/sites/ealingweb/services/council/committees/agendas_minutes_reports/cabinet/20may2008-15may2009/16_sept_2008/Item_27_-_CPZ_Policy_Review.pdf

The Panel thought that these same rules should be tidied up and used as a basis for Traffic Calming consultations.

R14.

A clear policy setting out what level of consultation responses are required to proceed with the implementation of a traffic calming scheme should be adopted.

- a) If the response rate is less than 10% that consideration be given not to implement the scheme**
- b) If the response rate is greater than 10% but less than 20% then if 60% or more of responses are in favour consideration should be given to implementing the scheme.**
- c) If the response rate is greater than 20% then a simple majority in favour will mean that consideration should be given to proceeding with the scheme.**

iii) Post Implementation Reviews

The Panel studied a wealth of material on traffic calming including official models of good practice. One such simple guide⁷ covers the seventeen steps required in developing a scheme. Members observed that the last three steps

- “15. Monitor scheme but allow a few months for the public to adjust to the new layout before taking any measurements or opinions unless serious problems are identified.*
- 16. Review scheme after monitoring to see if any modifications are required and to add any experience gained to subsequent schemes.
Report results of review particularly to public.*
- 17. Review again after three years to determine the effect on accidents particularly for schemes designed primarily to reduce accidents.
Report results of review particularly to public.”*

are not usually followed. It is notable that TfL do not fund post implementation reviews.

While such reviews are likely to cost between £10,000 to £20,000 per scheme it was thought that mechanisms should be developed to incorporate reviews using ward councillors as the initial source of information.

⁷ *Traffic Calming in Practice* by IHT et al., 2005

It was also clear that there were opportunities afforded through the ongoing road resurfacing programme where not only could road humps be adjusted to meet modern standards but, as mentioned in recommendation 1, if there were strong local issues with the scheme this would be a relatively cost effective time to improve a scheme.

R15.

A clear policy will be developed setting out a process for post implementation reviews of newly installed schemes within three years of implementation. This policy will also integrate a review of existing schemes with the road resurfacing programme. A mechanism should be available for triggering a review of existing road traffic schemes.

3. KEY LEARNING POINTS

At the final meeting of the Panel members discussed what they had learnt and how this could be applied to improving the scrutiny function in the future.

- Developing the scope of the Panel is critical and then ensuring it is adhered to. Further it might be that the scope could also include a series of questions that the Panel will set out to answer.
- The Panel agreed that engaging with stakeholders is valuable and it was agreed that in deciding not to have co-optees it was possible to have a full range of interests represented through encouraging people to participate in a particular meeting.
- There was a broad spread of external contributors and this was felt to be extremely valuable in presenting as many views as possible to the Panel.

4. MEMBERSHIP AND ATTENDANCE

Panel Member	Maximum possible	Attendance	Apologies
Cllr Kang - Chairman	5	4	1
Cllr Costello – Vice Chairman	5	5	
Cllr Allott	5	4	1
Cllr Ann Chapman	5	5	
Cllr Jandu	5	5	
Cllr Mahfouz	5	4	1
Cllr Rosa Popham	5	4	1
Cllr Marie Randall	5	4	1
Cllr Sharma	5	5	
Cllr Bell	1	1	
Cllr Greenhead	1	1	
Cllr Ware	1	1	
Cllr Elizabeth Reilly	1	1	

Mr Ian Reid from The Association of British Drivers was in attendance at four meetings and Ealing Cycling Campaign were also present. Council officers Mike Donnellan, (Transport Strategy Manager) and Richard Stiles (Transport Planner) were present at most meetings

Expert Witnesses who addressed the Panel

Organisation	Name	Date
Transport for London	Mr. Chris Feltham, - Road Safety and Engineering Manager,	11 th September
London Fire Brigade	Mr Mark McHenry, Station Manager Ealing	11 th September
Royal Society for the Prevention of Accidents	Mr. Kevin Clinton	6 th November
London Ambulance Service	Ms. Pauline Cranmer	6 th November
The Association of British Drivers'	Mr Ian Reid	6 th November
The Ealing Cycling Campaign'	Mr Peter Mynors	6 th November
The 5 Roads Forum'	Mr Kuldeep Gharatya	6 th November
The Gordon Roads and Surrounding Streets Residents Association'	Mr Greg Phelan	6 th November
W3' resident	Mr Julian Kell	6 th November

5. BACKGROUND INFORMATION

Agendas, minutes and all reports considered by the Panel are available on the Ealing Council website

http://www.ealing.gov.uk/services/council/committees/agendas_minutes_reports/scrutiny/traffic_calming_20mph_zones/20may2008-15may2009.html

All the evidence presented to the Panel is brought together in one document (http://www.ealing.gov.uk/ealing3/export/sites/ealingweb/services/council/committees/agendas_minutes_reports/scrutiny/traffic_calming_20mph_zones/20may2008-15may2009/5_March_2009/Item_6_Appendix_2.doc)

The Department for Transport website contains a wealth of information and guidance

<http://www.dft.gov.uk/pgr/roads/tpm/>

6. RECOMMENDATIONS, SERVICE OFFICER COMMENTS AND CABINET RESPONSE

Ref	PANEL RECOMMENDATION	SERVICE OFFICER COMMENTS	CABINET RESPONSE 23.6.09
R1	<p>The Council will only consider physical traffic calming measures at locations where there is a demonstrable benefit and that have a high level of support from local residents.</p> <p>In practice this means only considering such measures at locations where the introduction of traffic calming and/or a 20 mph zone would assist the council in its statutory duty to prevent accidents under the Road Traffic Act 1988 with regard to speed related casualties (cf LB Ealing Road Safety Plan para 4.1) where there is clear evidence of unacceptable numbers of speed related reported personal injury accidents already occurring.</p>	<p>Accepted – road traffic collision injury statistics inform decisions on the need and priority of any traffic calming measures.</p>	<p>Accepted</p>
R2	<p>That the relevant officers and the emergency services be requested to work together to identify and draw up a strategic map of cross borough routes in Ealing to assist the emergency services in responding rapidly to emergencies. The map should indicate</p> <ul style="list-style-type: none"> a) The strategic routes b) Areas of the routes where traffic calming measures are in situ and where consideration might be given to reducing their impact c) Traffic calming free roads where the presumption would be that the status quo is maintained. 	<p>Accepted – maps detailing traffic calming measures will be made available to the emergency services with an invitation to jointly prepare strategic cross-borough routes appropriate to different times of the day</p>	<p>Accepted</p>

Ref	PANEL RECOMMENDATION	SERVICE OFFICER COMMENTS	CABINET RESPONSE 23.6.09
R3	<p>During a scheme's initial design stage:</p> <p>a) Where proposed road humps are to be placed within close proximity to an industrial estate or any industrial or other premises that generate significant goods vehicle movements an HGV count should be carried out.. This is in a case where vehicles are driving along a road that gives access to or leads from an industrial area.</p> <p>b) Should the vehicle count be high then an alternative form of traffic calming should be considered for such areas, as is done with bus routes.</p> <p>c) Occasional HGVs or usual deliveries would not apply in this instance as there will always be vehicles of this nature making their way through traffic calmed roads.</p>	<p>a) Accepted in practice each site would be considered on its merits and account will be taken of HGV numbers. Any scheme would be subject to funding.</p> <p>b) Accepted -Alternative measures may require additional design and/or implementation costs.</p> <p>c) Accepted – where identified</p>	Accepted

Ref	PANEL RECOMMENDATION	SERVICE OFFICER COMMENTS	CABINET RESPONSE 23.6.09
R4	<p>The Council should adopt a clear policy on dealing with complaints about noise and vibration from road humps where</p> <p>a) Complaints are to be passed onto Highways Management in the first instance to check if the humps meet current DfT guidelines.</p> <p>b) If current guidelines are met then noise and vibration are unlikely to be attributed to the speed humps and therefore no further action need be taken by the Council.</p> <p>c) If the guidelines are not met then action should be taken to ensure these guidelines are met.</p> <p>d) Only in extreme circumstances should these then be passed onto Environmental Health for 'noise and vibration' monitoring. (If the humps have been implemented and constructed to the DfT guidelines then there will not be adverse noise and vibration on impact). Highways Maintenance (under Highways Management) will repair the hump or resurface the site around if there is deterioration or maintenance needed.</p>	<p>Accepted- road humps, cushions and tables meeting DfT guidelines are considered satisfactory from any noise and vibration aspects.</p> <p>The compliance of older road humps with current guidelines is being reviewed from 2009-10 as part of the on-going road maintenance programme.</p>	Accepted
R5	<p>The size and width of all new speed humps and cushions throughout the borough should be standardised, uniform and consistent and comply with current DfT regulations and standards at a height of 75 mm and be subject to a rigorous system of quality control.</p>	<p>Accepted- DfT current standards, including the 75mm maximum height standard are now being met.</p>	Accepted

Ref	PANEL RECOMMENDATION	SERVICE OFFICER COMMENTS	CABINET RESPONSE 23.6.09
R6	Highways Management will in due course as the road maintenance programmes are run each year, replace older humps that do not fit in with current DfT regulations and standards.	Accepted - compliance of older road humps with current guidelines is being reviewed from 2009-10 as part of the on-going road maintenance programme.	Accepted
R7	All new road humps installed in the borough should be of the "Sinusoidal" type.	Accepted - subject to budget .	Accepted subject to appropriate funding being identified within existing budgets
R8	At the design stage of a 20 mph zone the number of warning signs and markings are adequate to ensure that all road users are certain they are entering and in a 20 mph zone.	Accepted - signage is designed to meet TfL guidelines. Excess signage would be contrary to Ealing's street clutter reduction policy.	Accepted
R9	"Average Speed Cameras" should be trialled in a designated "uncalmed" trouble spot or "hot spot" area of the borough with the intention of increasing their use in other parts of the borough in co-operation with TfL.	This would be subject to funding and co-operation of TfL on camera type approval and the public in any proposed area. A scheme would be likely to cost about £50, 000	Accepted subject to appropriate funding being identified within existing budgets
R10	The cost of a set of mobile "Average Speed Cameras" should be investigated with the intention of using them both to enforce and monitor speeds in chosen areas.	As R9 above and where practicable.	Accepted

Ref	PANEL RECOMMENDATION	SERVICE OFFICER COMMENTS	CABINET RESPONSE 23.6.09
R11	Officers should work with the police and other agencies on a series of co-ordinated enforcement programmes to take as many illegal drivers off the roads as possible.	Accepted as resources permit. Work would be police led	Accepted
R12	Officers should work with the police on a rolling programme of police enforcement of speeds in jointly agreed areas.	As R12 above	Accepted
R13	Accident statistics should be dis –aggregated with deaths separated from serious injury and accident locations distinguished by speed limit. This information should be published to provide greater transparency on the evidence base determining the need for a scheme.	Accepted – fatal and serious injury road collision statistics will be provided separately.	Accepted
R14	<p>A clear policy setting out what level of consultation responses are required to proceed with the implementation of a traffic calming scheme should be adopted.</p> <p>a) If the response rate is less than 10% that consideration be given not to implement the scheme.</p> <p>If the response rate is greater than 10% but less than 20% then if 60% or more of responses are in favour consideration should be given to implementing the scheme</p> <p>b) If the response rate is greater than 20% then a simple majority in favour will mean that consideration should be given to proceeding with the scheme.</p>	Accepted – however, the Council needs to also take account of the potential effect of any scheme for reducing road traffic collision accidents	Accepted

Ref	PANEL RECOMMENDATION	SERVICE OFFICER COMMENTS	CABINET RESPONSE 23.6.09
R15	A clear policy will be developed setting out a process for post implementation reviews of newly installed schemes within three years of implementation. This policy will also integrate a review of existing schemes with the road resurfacing programme. A mechanism should be available for triggering a review of existing road traffic schemes	Accepted - A policy will be developed on the review of traffic calming schemes	Accepted