



Archery Road & North Park Area

20mph Zone

Consultation Document
March 2017

Background to the scheme

The Council is rolling out the introduction of 20mph Zones on all residential roads in the Royal Borough. A study into the number and severity of accidents has been used, along with other factors such as those which involving vulnerable road users (e.g. children, pedestrians and cyclists) and the types as the number of schools in an area, to produce a priority ranking for new 20mph Zones. This study has identified the Archery Road & North Park areas as a priority for the introduction of a 20mph Zone. The proposed 20mph zones also complement the improvement works and the new 20mph speed limit on Eltham High Street.

The improvements outlined below are designed to reduce these particular types of accidents from occurring and also to improve facilities for more vulnerable road users.

What is a 20mph Zone?

The speed limit is reduced to 20mph and measures are installed to slow vehicles down, and in this way the zone is “self-enforcing.” A combination of measures can be used within 20mph Zones. Physical measures, such as road humps, are used in locations where traffic speeds are high and/or there have been accidents. “Softer” measures, such as signs and road markings are used in those locations with lower traffic speeds and/or accident levels.

Speed surveys have been carried out on all roads in your area. The results of the surveys, along with the accident statistics, have been used to decide on what roads in the area require physical measures and what roads require “softer” measures.

Benefits of 20mph Zones

There have been a number of studies into the effectiveness of 20mph Zones. These have shown a clear link between the introduction of lower speed limits and a reduction in the number and severity of casualties. There is other strong evidence showing the benefits of physical traffic calming measures, which are used in 20mph zones.

A study commissioned by Transport for London found traffic speed within 20mph Zones reduced by an average of 9mph after the zones were introduced. The study also found that 20mph zones reduced all casualties by 42%, and fatal or serious casualties by 46%. As well as road safety benefits, 20mph Zones can have benefits in encouraging more physical activity, such as walking and cycling, by contributing towards a safer environment.

What are the Archery Road & North Park area 20mph Zone proposals?

The proposals are to:

- Introduce a 20mph Zone covering the Archery Road & North Park area as shown on the enclosed plan. The roads included in the proposed zone are: Archery Road, Orangery Lane, Dobell Road, Strongbow Road, Strongbow Crescent, Glenlea Road, Gourock Road, Elstow Close, Balcaskie Road, Beechhill Road, Glenhouse Road, Blunts Road, Friar Mews, North Park, Passey Place, Pound Place, Elm Terrace, Messeter Place, Greenacres, Halons Road, Enslin Road and Ladysmith Road,
- Install road humps / raised tables on those roads in the area that do not currently have them and where traffic speeds are high and/or there have been accidents,
- Repair any existing traffic calming features where needed,
- Install “20” roundels, on those roads in the area with lower traffic speeds and/or accident levels and at key points on some of the roads that do have traffic calming to remind motorists of the speed limit,
- Re-mark faded road markings,
- Take down any unnecessary signage throughout the area to reduce street clutter,
- Review road markings at junctions where cars are being parked very close to the junction to reflect the requirements of The Highway Code. Residents affected by this will be consulted separately at a later date.

Please take a look at the enclosed plan to see how you may be affected

How can you find out more?

To find out more about the proposals please call Richy Udemezue on **020 8921 3804** or send an email to rich.udemezue@royalgreenwich.gov.uk

Your views are important to us so please therefore take the time to read the consultation document and respond to the enclosed questionnaire.

Details of how to reply are listed overleaf.

The closing date for this consultation is 31st March 2017.

Returns received after this date will not be considered

Below are photographs and descriptions of some of the types of measures that are proposed for the 20mph Zone:



20mph Zone Signs

Signs are put up at all entry points into a 20mph Zone so that it is clear to motorists what the speed limit is. Children's drawings can be incorporated into the bottom of the sign which is useful to reinforce the message about the consequences of speeding. We will be asking the pupils of the schools in the area to do drawings for the bottom of the signs.



Sinusoidal Road Hump

A sinusoidal road hump is a type of road hump (sometimes known as a speed hump or sleeping Policeman) with a special ramp profile which has a shallower initial rise which provides a smoother ride compared to a normal road hump, this is especially beneficial to cyclists.



Speed Table

A speed table is a raised section of carriageway with ramps on both ends that raises the entire wheelbase of a standard sized vehicle. Speed tables act as a speed reducing feature for vehicles for vehicles travelling along the carriageway.



Speed Cushion

A speed cushion is a raised area on a road, similar to a speed hump, but does not cover the entire width of the road. The width of each cushion is designed intentionally so that the wider axle of emergency vehicles can pass unaffected but that smaller passenger vehicles must ride over the raised area.



20mph Roundels

A 20mph roundel is an elongated circular road marking with the speed limit shown in the centre. The latest 20mph Zone regulations now allow the installation of road markings instead of physical measures, such as speed humps, however vehicle speeds must already be low to do this.

How to respond to this consultation?

On-line

You can complete the questionnaire online by visiting

<http://www.royalgreenwich.gov.uk/ArcheryRoad20mphzone>

Please note that you will need the unique ID Ref printed on the front of the enclosed questionnaire to respond online.

By Post

Complete the enclosed questionnaire and return it in the **FREEPOST** envelope enclosed, or post it to:

Royal Borough of Greenwich
Strategic Transportation
Directorate of Regeneration, Enterprise and Skills
Woolwich Centre
35 Wellington Street
London, SE18 6HQ.

If you reply to the consultation by post only the enclosed questionnaire should be used as no other material or photocopies will be accepted.

Your response is protected by the Data Protection Act and will only be used for the specific purposes for which it was collected and will not be disclosed to any other party. Please note that we cannot respond individually to responses to this consultation.

Who is being consulted?

We are consulting all residents directly affected by the proposal, Ward Councillor's, local residents groups, schools, the emergency services and other statutory groups.

What happens next?

All comments received will be carefully considered and depending on the comments received may carry out amendments to the proposal. Any major changes will be subject to additional consultation. Once the consultation period has finished a decision will be made whether to proceed with the scheme or not. The results of the consultation and the decision made will be published on the Royal Borough of Greenwich's website. This information is usually available within one month from the end of the consultation period.

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**If you require this document in larger print
please call 020 8921 3804**