

This is your opportunity to tell us your views!

How to respond to this consultation?

Please complete the enclosed questionnaire and return it in the FREEPOST envelope provided – no stamp is required. Only the enclosed questionnaire should be used to respond to the consultation, other material and photocopies cannot be accepted.

The closing date for this consultation is **10th June 2013**.
Returns received after this date will not 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.

This consultation can be viewed online at <http://www.royalgreenwich.gov.uk/haveyoursay>

Who is being consulted?

We are consulting all residents directly affected by the proposal, Ward Councillor's, local residents groups, 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.

Some elements of the scheme, such as the road humps and waiting restrictions, require traffic orders which are the legal instruments by which traffic authorities implement most traffic management controls on their roads. There is a statutory procedure that has to be followed which includes a period of consultation followed by the making of the Orders. Objections to the traffic orders can be submitted during the consultation period.

How can you find out more?

To find out more about the proposals please call Paul Smith on **020 8921 2284** or send an email to paul.smith@greenwich.gov.uk

**If you require this document in larger print
please call 020 8921 2284**

Ref: LZO/00119 (PS)



Hornfair Road Area

20mph Zone Consultation Document May 2013



Background to the scheme

The Royal Borough of Greenwich is moving forward with the phased implementation of 20mph Zones on all residential roads in the borough.

A borough wide study into the number, types and severity of accidents has been carried out and this, along with other factors such as the number of schools in an area, has been used to produce a priority ranking for new 20mph Zones. The Hornfair Road area is top of the priority listing and as such a 20mph Zone is proposed for the area.

In the 36 month period between 1st November 2009 and 30th November 2012 there were 22 personal injury accidents in the area, 18 were classed as slight, 4 were classed as serious and there were no fatalities.

What is a 20mph Zone?

A 20mph Zone is a group of roads where the speed limit is reduced down to 20mph. 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 those locations where traffic speeds are high and/or there have been accidents and "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 the area and 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 and a clear link has been demonstrated between the introduction of lower speed limits and a reduction in the number and severity of casualties. There is similarly strong evidence showing the benefits of physical traffic calming measures, which are used in 20mph zones.

The study "Review of 20mph Zones in London Boroughs" commissioned by Transport for London found traffic speed within 20mph Zones reduced by an average of 9mph after the zones were introduced. This finding echoed earlier Department of Transport research, which studied zones in different locations across the country which also found that average speeds reduced by 9mph. 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 proposals?

The proposals are to:

- Introduce a 20mph Zone covering Banchory Road, Bowater Place, Canberra Road, Charlton Dene, Charlton Park Lane (to the west of Cemetery Lane), Cherry Orchard, Courthurst Road, Dornberg Road, Fairlawn, Furzefield Road, Greenbay Road, Grenada Road, Hassendean Road, Hornfair Road, Indus Road, Inigo Jones Road, Kashmir Road, Kenya Road, Lizban Street, Lyveden Road, Marlborough Lane, Meridian Road, Montcalm Road, Nigeria Road, Prince Henry Road, Rectory Field Crescent, Reynolds Place, Sunfields Place, Sutlej Road and The Glade.
- Install road humps on those roads in the area that do not currently have them and where traffic speeds are high and/or there have been accidents.
- 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.
- Install a raised junction at the junction of Charlton Dene and Indus Road along with kerb build-outs across Indus Road and new paving around the junction.
- Install a raised junction at the junction of Hornfair Road and Canberra Road and a raised junction on Indus Road at its junction with Hornfair Road along with a kerb build-out on the north-eastern side of the road and new paving around these junctions.
- Remove the existing kerb build-outs and speed table on Indus Road outside of Charlton Manor Junior School and install a redesigned measure that includes larger kerb build-outs, a new speed table, a priority give-way (motorists travelling northwards will be required to give way to southbound vehicles), new paving, new bollards and new “At Any Time” waiting and loading restrictions. This measure is designed to prevent the inconsiderate parking that often takes place at this point to keep the area in front of the school clear and to maintain access to residents dropped kerbs.
- Re-mark the faded road markings in the area.
- Take down any unnecessary signage throughout the area, such as the road hump warning signs that are not needed in a 20mph Zone, to reduce street clutter.

Please take a look at the enclosed plans to see how you may be affected by the proposals.

Below are photographs and descriptions of some of the types of measures that are proposed for the area:



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 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.



Raised Junctions

A raised junction is a section of carriageway which is raised to footway level and extends across the road at a junction. Raised junctions act as a speed reducing feature for vehicles approaching the junction and provide level crossing surfaces for pedestrians assisting the less mobile such as people in wheelchairs and people with pushchairs.



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.



‘At Any Time’ Waiting Restrictions

‘At Any Time’ waiting restrictions are shown by double yellow lines marked in the road next to the kerb and they prohibit parking 24 hours a day, 7 days a week. Signs are no longer required to be installed for ‘At Any Time’ waiting restrictions.