Committee: Advisory Street Management
Date: 15th January 2007

Agenda item:

Wards: Raynes Park

Subject: Bodnant Gardens – results of formal consultation on proposed Safer Routes to School Scheme

Lead officer: Richard Rawes, Director of Environment & Regeneration

Lead member: Councillor Tariq Ahmad

Key decision reference number:

Recommendations:

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member:

1. Notes the result of the formal consultation carried out during November/December 2006 on the following proposed measures:
   - The introduction of a 20mph zone along Bodnant Gardens between its junctions with West Barnes Lane and Hidcote Gardens.
   - The conversion of the existing single yellow line restrictions at the West Barnes Lane/Bodnant Gardens to double yellow lines.
   - The introduction of double yellow lines at the Bodnant Gardens/Farnham Gardens junction.
   - The introduction of double yellow lines at the proposed speed table adjacent to the school entrance and at the school entrance (to replace a section of existing ‘school keep clear’ road marking).
   - The introduction of double yellow lines at Bodnant Gardens/Hidcote Gardens at the proposed mini roundabout.
   - The removal of the existing ‘School Keep Clear’ parking restriction.
   - The introduction of 2 speed tables (1) adjacent to the junction with West Barnes Lane and (2) at the main pedestrian entrance to the school.

2. Agrees to proceed with the making of the Traffic Management Orders and the implementation of the proposed measures as shown on plan Z80-29/11/B.

3. Agrees to exercise his discretion to not hold a public inquiry on the consultation process.

As detailed on drawing number Z80-29/11/B

1. Purpose of report and executive summary

1.1 This report details the results of the formal consultation carried out during November/December 2006 on the following proposed measures:
1.1.1. The introduction of a 20mph zone along Bodnant Gardens between its junctions with West Barnes Lane and Hidcote Gardens.

1.1.2. The conversion of the existing single yellow line restrictions at the West Barnes Lane/Bodnant Gardens to double yellow lines.

1.1.3. The introduction of double yellow lines at the Bodnant Gardens/Farnham Gardens junction.

1.1.4. The introduction of double yellow lines at the proposed speed table adjacent to the school entrance and at the school entrance (to replace a section of school keep clear marking).

1.1.5. The introduction of double yellow lines at Bodnant Gardens/Hidcote Gardens at the proposed mini roundabout.

1.1.6. The removal of the existing ‘School Keep Clear’ parking restriction.

1.1.7. The introduction of 2 speed tables (1) adjacent to the junction with West Barnes Lane and (2) at the main pedestrian entrance to the school.

1.2 Agrees to the making of the Traffic Management Order and the implementation of the proposed measures as detailed above and as shown on plan Z80-29/11/B

1.3 Agrees to exercise its discretion to not hold a public inquiry on the consultation process.

For full details see plan Z80-29/11/B, attached as appendix 1.

2. Details

2.1 Funds have been successfully secured in a bid to Transport for London, for the implementation of traffic measures, as part of the Council’s ‘Safer Routes to School’ programme. This followed the West Wimbledon Primary School implementing a ‘School Travel Plan’.

2.2 Bodnant Gardens is a ‘No through road’ that serves as a link to Farnham Gardens and Hidcote Gardens, which subsequently serve as links to other roads. The area is predominately residential with 427 dwellings. West Wimbledon Primary School is located in Bodnant Gardens.

2.3 Since February 2005 the Council has been assisting the school's efforts in minimising the congestion associated with the school. Through TfL, the Council has funded the implementation of the school travel plan, which has been operational since April 2005. The School has participated in the ‘Walk on Wednesdays’ initiative, which has resulted in 75% of pupils regularly walking to and from school. ‘Debra the zebra’ has been invited to school assemblies and the school has participated in design of the proposed 20mph zone signs. If approved, the proposed measures have the potential to sustain and enhance the successes that have already been achieved.

2.4 On the 17 March 2006 Officers were invited to a school assembly, where the initial draft of the proposals were presented to pupils, parents and teachers. A display was also erected at the school reception for three weeks. The current proposals have taken into consideration the feedback received during this time.
2.5 During the last three years there has been one reported personal injury accident and this was located at the West Barnes Lane/Bodnant Gardens junction. Notwithstanding this it is considered that the provision of the proposed measures would alleviate concerns of the school and parents over safety. Furthermore, it would improve general safety particularly for the vulnerable road users. It should be noted that this is not an accident remedial measure but a ‘Safer Route to School’ scheme designed to complement the school travel plan.

2.6 A speed survey has recently been undertaken by the Council in order to determine the current average 24 hour 85th percentile speeds along Bodnant. The result is summarised in the table below:

Table 1: Average 24 hour 85th percentile speeds

<table>
<thead>
<tr>
<th>Road</th>
<th>Eastbound/Speed (mph)</th>
<th>Westbound/Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bodnant Gardens</td>
<td>31.8</td>
<td>33.7</td>
</tr>
</tbody>
</table>

2.7 It is appreciated that these 85th percentile speeds may be acceptable along certain roads. However, it is considered that these speeds can be perceived as excessive along a road that is a cul de sac, predominately residential, and accommodates a primary school. The school attracts large concentrations of pupils and school related traffic. Furthermore, the high level of parking often leads to poor driver/pedestrian visibility, which compromises safety and contributes towards perceived danger.

3. Results of Informal Consultation

3.1 The informal consultation started on the 13th September 2006 and concluded on the 6th October 2006. A consultation newsletter comprising of a description of the proposed scheme, a plan, a questionnaire and a ‘pre-paid’ reply card was distributed to 427 dwellings within the consultation area (a plan showing the distribution area is attached as appendix 3). It detailed the Council’s intentions and informed residents of the public exhibition, which took place at the West Wimbledon Primary School on the 30th September 2006, between 11am and 4pm.

3.2 A response rate of 15.4% was achieved to the informal consultation. Although low, there was a strong support from those who responded for the implementation of the proposed measures.

3.3 The questions posed and the responses received are noted in table 2.

Table 2: Results of Informal Consultation

<table>
<thead>
<tr>
<th>Representation</th>
<th>Support</th>
<th>Objection</th>
<th>Unsure</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bodnant Gardens</td>
<td>11</td>
<td>1</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>Do you support the introduction of a 20mph zone? A 20mph zone must be self-enforcing. The introduction of the speed tables (speed reducing features) are therefore necessary.</td>
<td>(92%)</td>
<td>(8%)</td>
<td>(0%)</td>
<td>(20% of those consulted in Bodnant Gardens)</td>
</tr>
<tr>
<td>Neighbouring Streets</td>
<td>44</td>
<td>9</td>
<td>1</td>
<td>54</td>
</tr>
<tr>
<td>Do you support the introduction of a raised mini roundabout at the junction of Bodnant Gardens and Hidcote Gardens?</td>
<td>(81%)</td>
<td>(17%)</td>
<td>(2%)</td>
<td>(13% of those consulted)</td>
</tr>
<tr>
<td>Do you support the introduction of a raised mini roundabout at the junction of Bodnant Gardens and Hidcote Gardens?</td>
<td>39</td>
<td>15</td>
<td>0</td>
<td>54</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>(72%)</td>
<td>(28%)</td>
<td>(0%)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.4 The results of the informal consultation were reported to the Street Management Advisory Committee and the Cabinet Member on the 23rd October 2006, whereby the Cabinet Member agreed to the undertaking of the formal consultation.

4. Results of Formal Consultation

4.1 The formal consultation started on the 8th November 2006 and concluded on the 1st December 2006. The consultation included the erection of the Notices on lamp columns in the area, together with the publication of Council’s intentions in the Local Guardian and the London Gazette. The documents were also available at the Link, Civic Centre. A formal consultation newsletter (attached as appendix 2) was also distributed to the same 427 dwellings as the informal consultation. It detailed the Council’s intentions and the undertaking of the formal consultation on the proposed restrictions and invited all to make representations. The information was also available on the Council’s website.

4.2 Prior to the public consultation at a Traffic Liaison Meeting the proposals were presented to the Emergency Services and no objections were raised.

4.3 Representation received

As part of the formal consultation all statutory authorities were given a further opportunity to comment. The Council received a representation from the Police objecting to the signage, stating that ‘the proposed signage may only be used when drivers are never more than 50 metres from any traffic calming features’.

Officer’s comments

The proposed measures are in accordance with the 'Traffic Signs Regulations and General Directions 2002’ in that the maximum distance between each traffic calming feature, (in this case between the two speed tables) is 98 metres. Therefore, should any motorist be located midway between the two features, they can only be a maximum of 49 metres from either feature and this satisfies the requirements.

5. Recommendation

5.1 In light of the support received during the informal consultation and that the formal consultation did not result in any objections, it is recommended that the Cabinet Member agrees to the making of the Traffic Management Order and the implementation of the proposed measures.

5.2 The proposed measures include:

5.2.1. The introduction of a 20mph zone along Bodnant Gardens between its junctions with West Barnes Lane and Hidcote Gardens.

5.2.2. The conversion of the existing single yellow line restrictions at the West Barnes Lane/Bodnant Gardens to double yellow lines.

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5.2.3. The introduction of double yellow lines at the Bodnant Gardens/Farnham Gardens junction.

5.2.4. The introduction of double yellow lines at the proposed speed table adjacent to the school entrance and at the school entrance (to replace a section of school keep clear marking).

5.2.5. The introduction of double yellow lines at Bodnant Gardens/Hidcote Gardens at the proposed mini roundabout.

5.2.6. The removal of the existing ‘School Keep Clear’ parking restriction.

5.2.7. The introduction of 2 speed tables (1) adjacent to the junction with West Barnes Lane and (2) at the main pedestrian entrance to the school.

6. Timetable

6.1 If approved, the measures will be implemented before March 2007, preferably with the elements of the scheme located in close proximity to the school being implemented during the school holidays.

7. Financial, resource and property implications

7.1 The cost of implementing the proposals as shown on drawing No. Z80-29/11/B (including the publication of Draft Orders) is estimated at £35,792. This does not include staff costs.

7.2 The cost of implementing the proposals will be funded from the ‘School Travel Plans’ Capital allocation received from Transport for London.

8. Legal and statutory implications

8.1 These proposals are being dealt with under the Road Traffic Regulation Act 1984. The overriding obligation when exercising any function under the 1984 Act is to do so in such a way as to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate facilities on and off the highway and so far as practicable having regard to:

(a) the desirability of securing and maintaining reasonable access to premises;
(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
(c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
(d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
(e) any other matters appearing to the local authority to be relevant.

8.2 In this case the council believes that 8.1(a) above and 8.1 (d) are satisfied by these proposals. The relevant matters in 8.1(e) is the implementation of the Safer routes to School Programme.
Traffic Management Orders for the proposed double yellow lines and ‘School Keep Clear’ road markings would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order in a local newspaper and the London Gazette). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

Traffic Management Orders for the proposed double yellow lines and ‘School Keep Clear’ road markings would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order in a local newspaper and the London Gazette). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

The proposed junction entry treatments can be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended). A Notice must be published detailing the proposals, and a minimum of 21 days to invite representation. No Order is required.

The proposed 20mph zone can be introduced under Section 84 of the Road Traffic Regulation Act 1984.

Human rights, equalities and community cohesion implications

The implementation of the proposals will affect all sections of the community, improving safety for all road users, especially school children. As a result it would achieve the transport planning policies of the Government, the Mayor for London and the Borough.

The Council has carried out a public consultation, which gave the local community the opportunity to air their comments. The proposed formal consultation will give the local community a further opportunity to forward their comments.

Risk management and health and safety implications

The road safety implications/risks during construction and maintenance have been fully considered at each stage of the design process.

Safety Audits have been undertaken by external consultants broadly in accordance with the Highways Agency design note on Road Safety Audits.

The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, ‘Managing Health and Safety in Construction’, published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd.

Potential risks have been identified during the preliminary and detailed design stages. Therefore, the measures have been designed accordingly to manage them, these are detailed in the table below.
Table 3: Management of Health and Safety Risks

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
</thead>
</table>
| Possible risk to pedestrians/school children during construction stage of scheme as a result of large pedestrian movements generated by the school | Certain aspects of the scheme will need to be implemented during the school holiday period to reduce risk to pedestrians, and possibly after the morning peak | • Highways Project Officers undertaking detailed design
  • Planning Supervisor                                                 |
| It is appreciated that cyclists are potentially at risk at mini roundabouts. | None, as the risk to cyclists is considered to be minimal.                               | • N/A                                                                         |

11. Alternative options

11.1 An alternative option would be to abandon the proposed scheme and do nothing. However, this would be contrary to the support from the majority of respondents within the consultation area. And this would be contrary to the support from the majority of respondents. Also, it would be seen as failure on the part of the Council to address the school and the local community’s concern about the general safety of the area. It would also lead to loss of confidence in the Council.

Appendices – the following documents are to be published with this report and form part of the report

Appendix 1 – Plan of proposals – Drawing No. Z80-29/11/B (on display)
Appendix 2 – Formal consultation newsletter
Appendix 3 – Extents of Consultation Area

Background Papers – the following documents have been relied on in drawing up this report but do not form part of the report

Street Management Advisory Committee Report - 23rd October 2006

Contacts

- Report author:
  - Name: Paul Tugwell
  - Tel: 020 8545 3948
  - email: paul.tugwell@merton.gov.uk
- Meeting arrangements - Democratic Services:
  - email: democratic.services@merton.gov.uk
  - Tel: 020 8545 3356/3357/3359/3361/3616
- All press contacts - Merton’s Press office:

www.merton.gov.uk
• email: press@merton.gov.uk
• Tel: 020 8545 3181

- London Borough of Merton:
  - Address: Civic Centre, London Road, Morden, SM4 5DX
  - Tel: 020 8274 4901

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http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.
Dear Resident,

The purpose of this newsletter is to inform you of the outcome of the informal public consultation, carried out during 2006. The results and the comments of those who responded were reported to the Street Management Advisory Committee on the 23rd October 2006 and the Cabinet Member has agreed to:

- The introduction of a 30 mph zone along Bostan Gardens between West Barnes Lane and Hidcote Gardens. This would also include cut backs and build outs at the junctions for the entrance to the proposed 30 mph zone and will assist drivers when turning around the area.
- The introduction of a speed tables (1) adjacent to the junction with West Barnes Lane and (2) at the main pedestrian entrance to the school. These features will help to control the pedestrian crossing movements to those specific locations. The features will also improve access to the school entrance and where pedestrians may be crossing the road.
- To prevent encroachment of the School Keep Clear parking restriction.
- To convert the existing single yellow line restrictions at West Barnes Lane and (2) at the main pedestrian entrance to the school.
- Introduce double yellow lines at Bostan Gardens junction.
- Introduce double yellow lines at Bostan Gardens/Hidcote Gardens junction.
- Introduce pedestrian crossing improvements at Bostan Gardens junction.
- Introduce additional pedestrian crossings at Bostan Gardens junction.

The consultation showed that these measures will provide a safer environment for all road users, particularly vulnerable road users such as school children. The plan inside this leaflet shows the proposed measures.

What happens next?

It is now necessary to undertake a formal consultation on the proposed measures. The plan shows the location of the proposed measures. An advert for the Traffic Management Order (TMO) for the above proposed measures will be published in the local newspaper and the London Gazette, and posted on lamp columns in the area. We urge anyone who is in favour of or against the scheme to make representation in writing to the Head of Street Management, Merton Civic Centre, London Road, Morden, Surrey, SM5 5DX by no later than 6th December 2006. A copy of the proposed TMO will be deposited at the User Information Centre in Morden Library.

Please note that a response will not be made to representations until a decision is made.

We would like to thank you for your feedback provided at the consultation that for any further information you may contact Paul Tugwell on 020 8286 3949 or via email at streetman@merton.gov.uk.

Yours sincerely,

Councillor Margaret Beale
Councillor Linda Scott
Councillor Rod Scott

Transport for London

Appendix 2

www.merton.gov.uk
Bodnant Gardens – results of formal consultation on proposed Safer Routes to School Scheme

1. Purpose of this report
This report details the result of the formal public consultation carried out during November/December 2006 and seeks approval for the making of the Traffic Management Order and the implementation of the measures as detailed in section 5 below and shown on plan Z80-29/11/B

2. Reason for the scheme
As part of the Council’s ‘Safer Routes to School’ programme and as a result of the West Wimbledon Primary School implementing a School Travel Plan, Bodnant Gardens was identified as a road that would benefit from the implementation of the proposed traffic measures. This proposal is funded by Transport for London through the ‘Safer Routes to School’ programme.

3. Location of the scheme
Bodnant Gardens, between West Barnes Lane and Hidcote Gardens.

4. Consultation
An informal consultation resulted in majority in favour of the proposed measures and the formal public consultation which was carried out during November/December 2006 resulted in a representation from the Metropolitan Police regarding a traffic regulation sign proposed as part of the measures. The representation is a misunderstanding which has been addressed.

5. Recommendation
If agreed the Traffic Management Orders will be made and the proposed measures will be implemented before March 2007.

The proposed measures include:

- The introduction of a 20mph zone along Bodnant Gardens between its junctions with West Barnes Lane and Hidcote Gardens.
- The conversion of the existing single yellow line restrictions at the West Barnes Lane/Bodnant Gardens to double yellow lines.
- The introduction of double yellow lines at the Bodnant Gardens/Farnham Gardens junction.
- The introduction of double yellow lines at the proposed speed table adjacent to the school entrance and at the school entrance (to replace a section of school keep clear marking).
- The introduction of double yellow lines at Bodnant Gardens/Hidcote Gardens at the proposed mini roundabout.
- The removal of the existing ‘School Keep Clear’ parking restriction.
- The introduction of 2 speed tables (1) adjacent to the junction with West Barnes Lane and (2) at the main pedestrian entrance to the school.