

Appendix 5

Potters Road junction with Woodville Road, four armed raised junction table and additional waiting and loading restrictions

Consultation responses and Officer Comments

A public consultation was undertaken on the scheme between 29 June 2017 and 21 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (extension of waiting and loading restrictions and raised table). Press and on-street notices were provided for the statutory changes and a letter and plan distributed to 261 properties in and near the affected roads inviting comments or objections.

The scheme (as shown on Consultation Drawing No. C2016_BC/001029-01-100_01) incorporated:

- Construction of a four arm raised table at the junction of Potters Road and Woodville Road with informal crossing points including dropped kerbs, tactile paving and safety bollards;
- Existing double yellow lines extended on all four arms to aid visibility for pedestrians using the crossing;
- 16m extension of double yellow lines outside St Mark's Church;
- Additional 'SLOW' road markings.

.7 responses were received.

5 expressed support for the scheme in general. (Items 1 to 5 below)

2 objected to the scheme in general (Items 6 to 7 below)

More detail is provided in the table below.

Number of similar responses	Consultation response (summarised)	Officer comment
1	General support for 20mph schemes. As it is a tricky crossroads and any measures that make it safer will be an improvement.	Noted
2	Resident of Pearson Close was pleased to learn of the proposals as it was sometimes difficult turning out of Pearson's Close. Resident also requested refreshing give way markings on Pearson Close as they were fading.	Noted
3	Several residents were in favour of the scheme but asked if we can consider additional road humps on Potters Road towards Potters Lane as it is a blind corner and traffic speeds dangerously around the bend.	Noted. May be considered as part of a future traffic calming scheme but will not be incorporated into this scheme.
4.	Resident in favour of scheme but raised concerns on a number of points	Summary of reply to resident 1. The frequency of incidents has increased in the past few years.

	<p>especially in relation to the extents of the proposals and the impact on their properties access.</p>	<p>Has the reason for the collisions been analysed to determine the main cause of this spike? My (unscientific) belief is that it is excessive speed, plus the dreadful sight lines from, and to, the corner of the Meadway due to parked commercial vehicles outside the church entrance (north side of Potters Road). The parking of commercial vehicles here is a relatively recent change (past 2 years?).</p> <p>Response: Attached is collision data obtained from the police/Tfl. for 5 years to 31 August 2016. These accidents are those reported to the police, It is appreciated there may well have been other unreported collisions which we do not have on record.</p> <p>2. Is there any data that you can share, that analyses the likely causes of the collisions and any pattern which has led to the planned measures?</p> <p>Response: The collision data attached indicates no particular overriding contributing factors, all occurred during daylight hours and only 22% were in wet conditions, the accidents were all classified as 'slight' and indicate a certain amount of driver error. The proposed measures are for both vehicles and pedestrian safety as well as collision reduction. https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision https://collisions.london You may also find the above websites of interest</p> <p>3. Have other, less drastic, measures been considered before drawing up this extensive proposal? eg a 20 mph speed limit, solar powered speed signs or even speed cameras.</p> <p>Response: Potters Road does not meet the TfL criteria necessary for a speed camera, ie number of</p>
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		<p>persons killed or seriously injured.</p> <p>A 20 mph speed limit without traffic calming, would not be appropriate, it is also a bus route, and difficult to enforce. Vehicle Activated Signs (VAS) may be considered at a later date depending on the outcome of the consultation.</p> <p>4. Would just an extension of the yellow lines along the entire length of Potters Road (North side) from Woodville Road to the Meadway plus 20 mph signs be a suitable, less extensive, less disruptive and cheaper solution that could be considered?</p> <p>Response: Extending double yellow lines and thus removing parking would open the road up for vehicles to speed, the parked vehicles act as a form of traffic calming as vehicles slow down to by-pass. Reducing the speed limit without traffic calming measures is not suitable for Potters Road.</p> <p>5. The proposed entry/exit points of the on/off ramps occur immediately outside my property on 2 of the arms, and the Potters Road one in particular is adjacent to my bedroom window. What level of noise is anticipated as vehicles, especially buses, bump on and off the ramps including sharp braking and then accelerating?</p> <p>Response: No increase in noise is anticipated the ramps are designed with a sinusoidal profile which effects a very gentle on/off ramp, At its highest point the height of the table is 75mm decreasing to carriage way level over 1.85 metres of sinusoidal ramps.</p> <p>6. What materials are used for the surface of the junction table and, more importantly, the on/off ramps and what increase in noise and vibration would these create? Would it be a type of rumble strip/uneven surface which would obviously create</p>
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		<p>significant noise almost 24 hours per day as it is a busy road. Response: The ramps and flat topped table will be in high quality Asphalt, there will be no 'Rumble' strip effect, the surface will be smooth with a good skid resistance properties. The scheme has been designed to minimise noise and vibration.</p> <p>7 I have an approved self funded dropped kerb from my driveway onto Woodville Road. At what level will the table be laid and how will this affect my dropped kerb, the level of the pavement and the access in and out of my property? Response: The table will be laid to a maximum height of 75mm and your existing dropped kerb will be raised to maintain level access from the carriageway to your property.</p> <p>8. If my dropped kerb is removed as a result of these measures, will I be refunded the cost I incurred? Response: Your dropped kerb will not be removed as a result of these measures.</p> <p>9. In the event that the scheme is implemented, but at a later date is removed for whatever reason, can I have assurances that my dropped kerb would be restored/maintained? Response: Should the measures be installed and then removed then yes your dropped kerb would be reinstated to exactly as it is now, with no cost to you incurred.</p> <p>In summary, the resident stated they were supportive of measures to improve safety at this junction, which are long overdue, but would like to have a response to my concerns above, especially in relation to the extent of the proposal, the impact on my property's access and potential noise levels.</p>
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5.	In agreement but requests a further extension to the double yellow lines on Potters Road.	Noted
6.	Resident unaware of any particular problems with the current layout and expresses concern that vehicles travelling west on Potters Road will speed up as they approach the bend at Meadway. Resident would prefer to see Zebra crossings at the junction instead of a raised table.	Noted. Possible future additional traffic calming. Speed surveys to be undertaken after construction. A zebra crossing would not serve to curb vehicle speeds and would cause further congestion for busses. The volume of pedestrians on Potters Road is not sufficient to merit zebra crossing
7.	Resident feels it is an unnecessary and expensive proposal. Resident proposes additional double yellow lines from Meadway to Woodville on the north side of the road.	The construction of the four arm junction table and the additional waiting and loading restrictions will aid road safety for all users and pedestrians. Having double yellow lines on Potters Road between Meadway and Woodville Road would open up the carriageway and further encourage speeding.