

EASTERN EXPANSION AREA – CITY STREET AND SURROUNDING NETWORK REVIEW

Agreed as a delegated decision 7 April 2015 – this follows an Executive Scrutiny Mediation Panel Meeting held on 17 February 2015. (All items listed)

#	Measure/Action suggested by local stakeholders	Issues to consider/ Next step	Cost/activity	Time	Status
1	Re-instate the temporary HGV ban on Countess Way (which has lapsed) and make it permanent.	The current ban has reduced HGV traffic along Countess way. All signs remain in place. Request has been made to make this permanent. Will develop appropriate TROs.	This will require TRO (consultation & advertising). Best achieved if linked to other activities. Will therefore leave current signs in place – minimal cost (£2k)	Completed	27/07/16 The TRO has been made and came into effect on 24 th August 2015
2	Contact the Thames Valley Police Commissioner and insist that he properly enforces the ban.	Agreed. Letter to be sent as soon as permanent ban / restrictions in place	Minimal cost	Within 1 month	See note at item 8 below until signs are installed the Police cannot carry out enforcement
3	Replace the present speed bumps with raised tables.	The current features have been successful in reducing speed, whilst there is some swerving, this has impact of slowing vehicles as they cannot avoid one wheel traversing bump. Need to consider comfort of bus users and the impact of measures close to properties.	Medium cost Local consultation on designs and locations required (cost £30k)	6 months	Outline design and costs achieved – very limited budget remains to deliver this and other proposals on this list (c.£40,000 remains)
4	De-activate the bus gates at either end of Countess Way.	The purpose of the bus gates is to give public transport priority and illustrate commitment to public transport services. However without higher levels of traffic the need is reduced. Work to de activate has been commissioned. The gate at east end will be removed as part of new junction for Countess Way/ A5130 Newport road	Low cost	Completed	Done
5	Introduce light controlled pedestrian crossings at both ends (of Countess Way).	A new crossing will be included as part of new Junction with A5130. The next step will be to determine pedestrian desire lines. This needs to be considered alongside designs/locations for possible speed tables. Will require formal consultation.	Task with RS /monitoring team to assess locations at west end of Countess way (cost £10k)	6-12 months	As there is a crossing at one end of Countess Way consideration needs to be given as to whether another required? Outline design and costs achieved – very limited budget remains to deliver this and other proposals on this list (c.£40,000 remains)
6	Create a traffic light controlled junction at Warwick Avenue.	This would not be needed in terms of capacity, but may be beneficial for reducing traffic speed. There would also be an opportunity to deliver pedestrian crossing phase which could address the issue above. May not be as cost effective as speed humps. A more detailed assessment will be required	High. Will require design commission, and scheme (options) to be developed	Review within 6 months. Implementation (if required) in 2016/17	Outline design and costs achieved – very limited budget remains to deliver this and other proposals on this list (c.£40,000 remains)
7	Request the Police Commissioner to order proper enforcement of both the speed limit and HGV ban on Newport Road.	Write/lobby PC to maintain (enhance) current levels of enforcement	Letter to be drafted and signed by SD	Within 1 month	This is a repetition of Item 2 above – see note at item 8 below until signs are installed the Police cannot carry out enforcement
8	Extend the 30 mph speed limit on A5130 Newport Road Kingston.	Work now with RS team to deliver 30mph limit along whole A5130 from Kingston to Northfield.	Will require TRO and local consultation Low cost (£2k)	12-24 months (Adoptions to confirm)	The TRO has been made and came into effect on 7 th April 2016. However, there is a delay on installing the new signs due to this road being subject to a section 278 agreement.
9	Introduce more pedestrian crossings (in September Brooklands Farm will be a six form entry school).	RS team approaching school to participate within Safer Routes to school programme	Crossings are included on Fen Street. Additional crossing will be provided on Countess Way/ Fen Street. (developers cost)	6-12 months	Being addressed by Road Safety – Safer Journeys to School programme
10	Require Places for People to give a firm date for when Fen Street will be through to Magna Park and the 300 bus re-routed so as to relieve pressure on Newport Road.	Meeting already held with PFP. to accelerate northern tie in. Issue to be discussed with tariff team to establish if work can be accelerated	No cost to MKC	PPP suggesting this will now be Autumn 2016?	Following the granting of a 'non-material amendment' to the PP new design and technical assessment work is on-going but which will take several months – not likely to be completed until the end of calendar year 2016. The developers have yet to provide a clear timetable for them to complete the works required.
11	Introduce an HGV ban on Fen St as well as Countess Way & Newport Road so that goods vehicles leaving Magna Park for the motorway are forced to use V11.	This is appropriate. Strategy will be to introduce access only to allow deliveries to homes / businesses. Full ban once route (through route) established /connected. V11 / A421 route being improved.	Minimal	To follow to coincide with opening of Fen Street/northern access (Autumn 2016?)	Following the granting of a 'non-material amendment' to the PP new design and technical assessment work is on-going but which will take several months – not likely to be completed until the end of calendar year 2016. The developers have yet to provide a clear timetable for them to complete the works required.
12	Retain car parking on Fen St without bus lanes so that the 300 is forced to go through at an acceptable speed.	This has been designed and requires detail to be taken forward and programme with highways team. Bus lanes not yet adopted, so current parking allowable. Proposals will require local consultation and support of PFP.	Minimal	Timing linked to opening of northern access to Fen Street. (Autumn 2016?)	Following the granting of a 'non-material amendment' to the PP new design and technical assessment work is on-going but which will take several months – not likely to be completed until the end of calendar year 2016. The developers have yet to provide a clear timetable for them to complete the works required.

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13	Narrow the road at Brooklands Farm Primary so as to ensure pupil safety.	Road Safety team have contacted school to introduce safer routes to school initiative. Balfour Beatty working with school on sustainable transport issues as part of considerate contractor (A421 legacy issue)	Medium		This scheme will be considered as a possible Safer Route to School initiative for the 2017/18 programme
14	Stop the development of rat-runs through Broughton Gate by creating proper road markings at the junction of Watercress Way, Haven Street and Warwick Avenue.	Review current markings and signs marking as area review. Survey journey times	Minimal		Additional survey work required
15	Introduce more raised tables to stop speeding along Watercress Way.	Undertake speed surveys to identify potential locations of measures. Develop proposals for local consultation. Need to be wary of potential 'negative' impacts (noise vibration)	Medium		Additional speed monitoring required
16	Put down double yellow lines at the junctions of Bodmin Place, Wenford and Southwold Crescent with Warwick Avenue so as to enforce the Highway Code's 10 metre guideline safeguarding driver sightlines.	Develop appropriate area wide scheme for local consultation	Minimal costs Local consultation required TROs required		The TRO has been made and came into effect on 7 th April 2016 introducing 'no waiting at any time' restrictions along parts of Bala Lake Crescent, Watercress Way, Warwick Avenue, Wenford and Eaten Hall Crescent. The majority of the DYL's have been installed. The delay on some of the yellow lines being installed is due to vehicles obstructing the affected parts of the road which is preventing the lining crew from carrying out the works. Work now completed
17	Introduce double yellow lines on the Bluebell Gardens side of Lavender Hill (but stopping before the first front doors) for the same reason.	Develop appropriate area wide scheme for local consultation	Minimal Local consultation required TROs required		The TRO has been made and came into effect on 7 th April 2016 introducing 'no waiting at any time' restrictions along parts of Lavender Hill and Poppy Avenue. However, there is a delay in the instalment of the yellow lines due to this road being subject to a section 38 agreement. See above – discussions on-going with developers

Additional Measure/Action suggested by local stakeholders (following meeting with Councillor Bint and Council Officers on 16/10/2015)

#	Measure/Action suggested by local stakeholders	Issues to consider/ Next step	Cost /activity	Time	Status
18	Introduce double yellow lines along Claridge Drive, Middleton due to inconsiderate parking which is causing obstruction to motorists and damage to the grass verge.	Develop appropriate area wide scheme for local consultation	Minimal costs Local consultation required TROs required		The TRO has been made and came into effect on 7 th April 2016 introducing 'no waiting at any time' restrictions along parts of Claridge Drive. However, there was a delay on the instalment of the yellow lines due to the condition of the kerb line. Works now completed 01.08.2016
19	Replaced the 30mph speed limit on A5130 Newport Road (between Northfield Roundabout and the entrance to the Coach Station.	Develop appropriate area wide scheme for local consultation	Minimal Local consultation required TROs required		This has been delayed due to an area wide review of the speed limits approaching The M1 (Junction 14) and Northfield Roundabouts. – On-going subject to resource being available as part of business as usual.