

## Consultation on Living Street Scheme in Douglas Central

### Douglas City Council Response

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#### Living Streets proposals

To what extent do you support the introduction of a 20mph speed limit within the area?

**The Council supports a 20mph speed limit in some locations within the scheme area.**

#### Living Streets proposals (speed limit)

Please draw lines on the map below to show which roads within the area you think should remain at 30mph (i.e. should NOT be set at 20mph):



#### Living Streets proposals (traffic calming measures)

The scheme proposes traffic calming measures on Alexander Drive and Mount Bradda. To what extent do you support the use of traffic calming in these areas?

**The Council supports the introduction of traffic calming on Alexander Drive and Mount Bradda.**

#### Living Streets proposals (crossings)

To what extent do you support the addition of new road crossings, including zebra-like side road crossings, in the area?

**Not sure.**

Living Streets proposals (walking and cycling routes)

Please indicate below the extent to which you support the improvements to popular walking and cycling routes in the area:

Matrix - Support the improvements to popular walking and cycling routes in the area - Improvements to the existing walking route from Ballakermeen Drive to Ballakermeen High School:

**Not sure.**

Matrix - Support the improvements to popular walking and cycling routes in the area - School user walking route improvements on entry to Ballakermeen High School:

**Not sure.**

Matrix - Support the improvements to popular walking and cycling routes in the area - Footway improvements on Harwarden Avenue:

**Support.**

Matrix - Support the improvements to popular walking and cycling routes in the area - Traffic-free zone linking into residential and school area from Peel Road:

**Not sure.**

Please use the box below if you would like to provide further details to explain your response:

**Waste Services – can't see any major implications for service delivery and note that Q.21 of the survey makes it clear that even in a low traffic zone, goods vehicles would be exempt or not be bound by the same restrictions. Depending on whether or where any one way systems would be introduced may mean that Waste Services would have to adjust their rounds but presumably we will have advanced warning on this to allow plenty of time to revise our schedule accordingly?**

Living Streets proposals (traffic flows)

Please indicate below the extent to which you support the one-way road and no entry treatments:

No entry treatments on residential streets (two-way traffic on street itself):

**Not sure.**

One-way restriction on access road next to Woodbourne Square:

**Not sure.**