SUMMARY

Recent changes to the Traffic Signs Regulations and General Direction, which governs the criteria for introducing 20mph schemes, has prompted a review of the 20mph areas across the whole Borough. This report focuses specifically on those roads within the Maldens and Coombe Neighbourhood, highlighting any issues and suggesting a way forward to ensure that the current measures are coherent and comply with legislation.

This report recommends measures to achieve this aim, including incorporating adjacent 30mph roads where speeds are already low into existing 20mph zones to create more coherent low speed areas. It is also proposed to introduce a small number of additional 20mph roundels (road markings) and repeaters signs within existing 20mph areas to enhance drivers’ awareness of the limit and to make them compliant with legislation by reducing mean speed to less than 25mph.

RECOMMENDATIONS

It is RECOMMENDED that

Members note the report and approve the proposed the changes as set out in the Annexes, subject to the Traffic Management Order (TMO) process.

REASON FOR RECOMMENDATIONS

To ensure all roads with a 20mph speed limit are compliant with legislation and are capable of Police enforcement, in the unlikely event that this should be needed or agreed to by the Police and to provide sensible and clearly defined areas which are easily understood by the public.

BACKGROUND

1. The Council has a borough-wide transport strategy which is known as LIP2. This is the second version of the Local Implementation Plan, which is a statutory document and sets out how transport schemes will reflect and deliver RBK’s local priorities and objectives, as well as delivering those set out in the Mayor’s Transport Strategy.

2. The Borough has been able to maintain an excellent road safety record in recent years and as of 2009 RBK had the second lowest rate of total casualties in London. This is due an excellent programme of education and the implementation of a variety road safety schemes that have been funded as part of the annual LIP settlement from Transport for London (TfL). This has included the use of 20mph schemes, primarily on residential roads and outside schools.
3. LIP2 highlights the importance of speed restrictions (appropriate to the road conditions) in ensuring road safety; traffic speeds can be reduced through speed restrictions or through design interventions. The use of 20mph restrictions in residential roads and around schools can be one of the most effective ways to reduce frequency and severity of road collision as well as making road conditions more attractive for cycling and walking. In recent years a number of 20mph schemes have been introduced throughout the borough and the recent changes to the Traffic signs Regulations and General Directions meant it was appropriate for a borough wide 20mph review to be carried out.

4. The changes to criteria governing the use of 20mph schemes means that there is a lesser requirement for physical measures to be included, as it is now possible to use either road markings (20mph roundels) or signs to enable schemes to be compliant within the requirements of the revised legislation. However, roads within zones or 20mph speed limits must still have average speeds of below 25mph to be compliant even within the new relaxed rules. Accordingly, this study has encompassed a review of existing traffic calming measures and signage as well as recorded speeds and where necessary recommends change. This report concerns itself with roads in the Maldens and Coombe Neighbourhood.

REVIEW PROCESS

5. As mentioned above in order to comply with The Traffic Signs (Amendments) Regulations and General Direction (TSRGD) 2011, the Council is carrying a borough wide 20mph roads review, to ensure we achieve an adequate level of compliance and make roads enforceable.

6. The first stage of the review of Maldens and Coombe 20mph roads involved reassessing traffic speed data, for roads to check for compliance or non-compliance with the new criteria. Where there was no available or current speed data, new speed counts were undertaken in mid October 2012 so that all roads that needed assessing could be considered.

7. Special consideration was also given to a high number of roads in the Mount Pleasant Road area, by Elm Road and Clarence Avenue. These are roads which are nearby to existing 20mph measures, but their current speed limits are 30mph. At present there is a confusing situation, because these are no signs to identify a change in speed limit, when you drive between the different roads which have different speeds limits. It is considered that this review offers the opportunity to remove this confusion. These roads, by virtue of them being relatively short in length means that they could easily be made 20mph, without the need for any physical measures and subject to the mean speeds being at an acceptable level.

8. All available speed data has now been reviewed, which covers three main areas – Mount Pleasant Road area, Painters Estate and The Manor Drive area as shown on plans attached as Annexes 2 and 3. There are a couple of individual roads which are also covered, such as Blakes Lane and Thetford Road. The outcomes of the review have been discussed with colleagues from the Metropolitan Police and their views/feedback are set out below.
9. As set out above the changes to the Guidance suggests that 20 mph speed limits are appropriate where the current mean speeds are lower than 25 mph. With the new regulations, a minimum of one physical calming feature is required in a whole zone area, where road roundels and repeaters signs are regarded as traffic calming features. As such it is suggested that additional 20mph roundels and repeater signs should be introduced on those roads which do not comply with the above, to raise the awareness of 20mph speed limit and achieve lower and safer traffic speeds.

10. The recent speed surveys, which were required where no current data existed, were carried out in the middle of October. These showed that the mean speeds were at an acceptable level, i.e. below the 25mph set out in the guidance. Those roads where data was available also indicated that mean speeds were at acceptable levels.

11. Those new roads in the Mount Pleasant Road, Elm Road and Clarence Avenue area, which are listed in Annex 1- table 1, would not be considered compliant with the current guidance because they do not have 20mph entry zone gateway signs and end of zone signs. The survey data indicates that the recorded speeds on these roads are sufficiently low that their speed limits can be changed from 30mph to 20mph. It is recommended that these roads be included within an extension to the existing 20mph limits and zones in Clarence Avenue, Elm and Mount Pleasant Roads. By co-joining these zones and adding these additional roads, all that is needed to make the whole area compliant is a small number of 20mph roundels and repeater signs.

12. If members do not wish those roads mentioned in Paragraph 11 above to be included within a 20mph zone, it would be necessary to erect new 20mph entry/end back to back zone signs on either side of every road to make Elm Road, Mount Pleasant road and Clarence Avenue compliant. This would require the introduction of the much larger, 20mph entry and exit signs at the junctions with the 20 side roads at a total of 80 new signs.

13. As shown on table 1, there is a section of Blakes Lane with a 30mph limit, which is between the existing 20 mph zone (on the bends of Blakes Lane) and an existing 20mph limit in West Barnes Lane (LB Merton). It is suggested that this short section of 30mph road is converted into a 20mph, to simplify the situation and allow some signage to be removed.

The existing mean traffic speed at this location is compliant with regulations, and as such, only additional road roundel markings and signs would be required.

14. Roads listed on Annex 1, table 2, are currently not compliant due to lack of adequate signing or features. However the mean traffic speeds are compliant, hence no new physical features are required or proposed, and only additional roundels markings and signs are needed. All of these roads are currently within 20mph zones, so there will be no changes to the TMO.

CONSULTATION
15. If the Committee supports the proposed changes set out in the Annexes the residents who are directly affected, will be informed of the proposals and the traffic order process.

16. Those residents who live in the roads listed in Table 1 would see their roads changing from 30mph to 20mph, but it is believed that these roads will benefit from the change and many may already consider that their roads have or should have a 20mph limit. The residents who live in the roads listed in table 2 will effectively just have a couple more signs or road marking painted on the ground. Where required the opportunity will be taken to refresh faded 20mph markings.

17. As mentioned above it is recommended that the residents in Highdown are consulted an options for either a) additional speed reducing features to make the road compliant or b) the change in the speed limit, reverting back to 30mph.

18. As mentioned above the Metropolitan Police have been consulted on the proposals. They have stated that they recognise that the proposals will result in a reduction in signage required, which will remove confusion on the roads listed. Additionally, whilst they accept that the Borough has Special Directions to review the 20mph, they should be mindful of the guidance given on monitoring speeds, to try and achieve speed reductions to 20mph or below.

19. Where new roads are having their speed limits changed there will be a statutory consultation process as part of the advertising of the Traffic Management Order.

**TIMESCALE**

20. If the Committee supports the proposals the traffic order process will commence at the earliest opportunity and the changes will be implemented in Feb/March 2013.

**FINANCIAL IMPLICATIONS**

21. TfL have provided an allocation of £20,000 in 2012/13 for reviewing 20mph areas in the whole borough wide and it is considered that the changes set out in Annex 1, 2 and 3 can be funded from this budget. However, this situation may need to be reviewed if the suggested additional measures for Highdown are supported, but it is believed that additional funding would be secured in 2013/14 for those works if required.

**ENVIRONMENTAL IMPLICATIONS**

22. The schemes do not involve any additional physical speed reducing features. The scheme will not have any significant environmental implications but should reduce the risk and severity of accidents to the benefit of the whole community.

**NETWORK IMPLICATIONS**

23. There are no anticipated network implications with these schemes.

**Background papers:** Ian Price – 020 8547 5934, e-mail: ian.price@rbk.kingston.gov.uk

- Traffic Survey data
**Table 1:**
Proposed roads to be incorporated into existing 20mph zones, where speed surveys show mean speeds are already compliant with regulations. (Do these require additional signs/markings?)

<table>
<thead>
<tr>
<th>Oliver Road</th>
<th>Barton Green</th>
<th>Ash Close</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Crescent</td>
<td>The Green</td>
<td>Laburnum Grove</td>
</tr>
<tr>
<td>The Close</td>
<td>Myrtle Grove</td>
<td>Long Walk</td>
</tr>
<tr>
<td>Muybridge Road</td>
<td>Midleton Road</td>
<td>Ashcombe Square</td>
</tr>
<tr>
<td>Rosemont Road</td>
<td>Mount Road</td>
<td>Beech Grove</td>
</tr>
<tr>
<td>Chestnut Grove (west end)</td>
<td>Highclere Road</td>
<td>Kingscote Road</td>
</tr>
<tr>
<td>Melrose Gardens</td>
<td>Northcote Road</td>
<td>Blakes Lane (east end)</td>
</tr>
</tbody>
</table>

**Table 2:**
Roads where additional roundels, road markings and signs are required to comply with regulations. Mean speed are compliant with regulations.

<table>
<thead>
<tr>
<th>Grafton Road</th>
<th>Alverstone Road</th>
<th>Egerton Road</th>
<th>Thetford Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manor Drive North</td>
<td>Gainsborough Rd</td>
<td>Romney Road</td>
<td>Turner Road</td>
</tr>
<tr>
<td>(west part)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landseer Road</td>
<td>Van Dyke Avenue</td>
<td>Reynolds Road</td>
<td>Kneller Road</td>
</tr>
<tr>
<td>Lawrence Avenue</td>
<td>Brockenhurst Ave</td>
<td>Yew Tree Close</td>
<td>Fullbrooks Ave</td>
</tr>
<tr>
<td>The Glebe</td>
<td>Avondale Ave</td>
<td>Perry How</td>
<td>Manor Way</td>
</tr>
<tr>
<td>Manor Close</td>
<td>Forest Side</td>
<td>The Hollands</td>
<td>Downfield</td>
</tr>
<tr>
<td>The Manor Drive</td>
<td>Leyfield</td>
<td>Paddock Close</td>
<td>Lady Hay</td>
</tr>
<tr>
<td>Church Rd</td>
<td>Highbourn</td>
<td></td>
<td></td>
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</tbody>
</table>