Purpose

To agree to a revision of the scheme agreed in November in order to enable 20mph speed limits to be implemented within the vicinity of schools in the north of the Neighbourhood.

Recommendations

1. That the revised proposals, as set out in Annex 1, for the introduction of 20 mph speed limits only in the vicinity of schools and nurseries be agreed in principle in order to enable their implementation. This revision provides a pragmatic approach rather than a literal interpretation of the Council Resolution which will allow a more easily understood and less expensive scheme to be implemented as soon as possible.

2. That the Committee notes that the consultation process for the wider implementation of 20mph speed limits across the north of the neighbourhood will take place in March 2015 for the reasons given in paragraph 13 of the report.

Key Points

A. The Committee at its meeting on 14 September agreed to set aside the objections received to a draft traffic Management Order that was advertised in order to introduce a 20mph speed limit for roads in the vicinity of Surbiton Town Centre. The matter was requisitioned under the provisions of Paragraphs (A) (2) (i) (a) & (b) of the General References and Delegations to Committees for consideration by Council.

B. Council at its meeting on 4 November 2014 reviewed the Committee’s decision and resolved “…to permit 20mph zones in the immediate vicinity (up to 100m from the entrances) of schools contained within the original proposed 20 mph zone.”

C. In practice, strict adherence to the wording of this resolution would result in a confusing arrangement for motorists where the 20mph limit would start, end and then restart again within a short distance in several roads. A revised proposal that rationalised these anomalies but which endeavours to remain within the ‘spirit’ of the Council Resolution was therefore prepared. The revised arrangement not only removes the potential for confusion but is also less expensive to install.

D. Advice given by the Head of Corporate Governance was that the scheme could be implemented in this revised form, provided it had the agreement of both the Neighbourhood as the delegated Highway Authority for these roads and the appropriate Lead Members. With this joint agreement there would be no need for a revised resolution of Council.

E. Subject to this mutual agreement, it is targeted to implement the new 20mph speed limits only by schools and nurseries during the spring half term holidays. Without
this change implementation is unlikely to occur until a later date. This report seeks
the Committee’s agreement to this proposed change as Lead members are
supportive of an early introduction of the modified proposals.

Context

1. Following discussion with the Chairs and ward Councillors it was agreed to
introduce a 20 mph speed limit in Surbiton Town Centre and roads to the northwest
to make all roads as far as the river 20mph. Initially it was not proposed to include
all of Surbiton Hill or Balaclava Roads. It was agreed that rather than carry out a
formal consultation, residents in the area would be advised of the proposal by letter
at the same time as the formal process to advertise the 20mph Traffic management
Order took place. Following delivery of this letter requests from Surbiton High
School and some residents asked for part of Surbiton Road, all of Surbiton Hill
Road and the section of Balaclava Road next to the Recreation Ground to be
included. Accordingly a second letter was dispatched in July, two weeks after the
initial correspondence. At the same time advertisements appeared in the press and
street notices were placed throughout the area advising of the intention to make a
Traffic Management Order (TMO) for the lower speed limit.

2. During the consultation period for the TMO 13 letters of objection were received
along with 32 letters supporting the lower speed limit. A full report was submitted to
the September Committee meeting detailing all of the views expressed and
recommending that the objections be set aside in order to enable the scheme to
proceed.

3. At the September Committee meeting a revised recommendation proposing a
reduced scheme limited to the areas only around schools was considered and
rejected by the Committee who agreed that the objections be set aside and the full
complement of roads should proceed with the 20mph limit. The Item was then
requisitioned for review by the Council which took place on the 4 November 2014
when the following motion was agreed:

“This Council endorses the proposal made at the Surbiton Neighbourhood
Committee on 2 September 2014 by Conservative Councillors (which was cynically
voted down by the Lib Dem majority) to permit 20mph zones in the immediate
vicinity (up to 100m from the entrances) of schools contained within the original
proposed 20 mph zone.

Further, this Council returns the remainder of the 20mph zone proposal (i.e. the rest
of the roads agreed by the Neighbourhood Committee) to the Neighbourhood
Committee for the Neighbourhood Committee to give further and proper
consideration after the review of the Council policy on consultations is completed.”

4. On preparing a reduced scheme in line with the Council Resolution it became
apparent that a strict adherence to the ‘up to 100 metres’ wording, would lead to
confusing anomalies where the lowered limit would be stopped only to start again a
short time after. This would lead to additional signs with resultant extra cost and
street clutter. To resolve this, a revised scheme that kept to the principle of only
introducing 20mph in roads close to schools, even though it did breach the 100
metres provision, was developed and by doing so removed these anomalies and
un-necessary cost and street clutter. This revised layout is shown as Annex 1 and it
is recommended for introduction.

5. This amended arrangement would cost approximately £11,600 to implement and
would include 10 roads or parts of roads. Whilst a strict adherence to the Council
resolution would only include 7 roads but because of the breaks and need for more illuminated signs the costs would be around £18800. Either scheme can be implemented without need for further advertising of the TMO which can just be made in the reduced form.

6. Discussions with the Head of Corporate Governance have confirmed that, in his view, it would be possible to proceed with this proposal even though it departs slightly from the strict wording of the Council resolution, provided it is supported by the Lead Members and the Neighbourhood Committee who act as Highway Authority for roads within their area under powers delegated by Council. Both appropriate Lead Members, Councillors Richard Hudson and David Cunningham are supportive of this revised proposal recognising it as a cost effective and pragmatic solution that meets the objectives of the Administration supported motion adopted by the Council. This report therefore seeks the approval of the Committee in order to enable the modified proposal to proceed.

7. Were the Committee not to approve the recommendation two alternatives exist. The Committee could approve a more expensive scheme that complies with the precise wording of the Council recommendation; or the matter could be referred back to Council in March for them to review the wording of the original motion so that the modified scheme could proceed. Neither of these options is recommended because of the delay and/or increased cost that would result.

Conclusions

8. The scheme recommended provides an expansion of 20mph controls within the Neighbourhood and includes slightly more roads than would be the case were strict adherence to the Council motion be followed.

9. The revised scheme is less confusing to motorists and is cheaper to install because of the reduced number of signs required. It will also be less expensive to modify should the subsequent consultation on the wider adoption of 20mph in the area provide an adequate demonstration of support to enable it to proceed.

10. The Head of Corporate Governance advises that with appropriate support from both the Committee and Lead Members there are no reasons why this revised scheme could not proceed as it is clearly a pragmatic interpretation of the Council’s decision.

11. Because of the reasons detailed above the Committee is recommended to give its agreement to allow the modified scheme as shown in Annex 1 to proceed.

Timescale

12. Subject to the Committee’s agreement it is programmed to introduce the revised scheme during the Spring Half Term holidays, but this is subject to our contractor being able to meet this timescale. Were it deemed necessary to refer the matter to Council, this could not occur until the March Budget meeting which may delay implementation beyond this financial year, jeopardising the opportunity to utilise the current LIP funding which exists for these works.

13. It is proposed to consult the remainder of the area regarding their support for the introduction of a 20mph speed limits in their roads once the Administration’s Policy on consultation is clarified in February following a meeting of the Policy and Finance Committee on 12 February 2015. This consultation of the circa 2500 properties will follow as soon as possible after this guidance is set and will be a prepaid
questionnaire asking “Do you support the introduction of a 20mph speed limit in your road? Yes or No. It is likely that this consultation will take place in March so as not to be affected by the restrictions on publicity in the period preceding the General Election in May.

**Resource Implications**

14. The recommended scheme will cost an estimated £11600 and is funded by TfL (Transport for London), from whom the Council has secured funding allocated for 20mph schemes in the borough.

15. The costs to consult the 2500 premises on the wider scheme is around £1000 and funds exist within the TfL budget to do this regardless of whether it occurs this financial year or next.

16. Money can be made available from next year’s LIP allocation to introduce 20mph in the other roads due to be consulted in March if they support the wider proposal.

**Risk Assessment**

17. The introduction of 20 mph speed limits will promote the message of road safety in these residential roads and help reduce the risk of road traffic accidents. The scheme does not involve any additional physical speed reducing features and should reduce the risk and severity of accidents to the benefit of the whole community.

**Background papers:** held by the author of the report, Paul Drummond, – Lead Officer - Neighbourhood Engineering

tel. 020 8547 4690, e-mail: paul.drummond@kingston.gov.uk
• Draft Traffic Management Order
• Letters to residents regarding draft TMO and Public Notice dated 27 June, 14 July and 15 July 2014
• emails/letters of objection.
• emails/letters of support.
• Previous Committee items

**List of reports/documents**

None.