Council
19 April 2017

Community Call in of the Introduction of a 20mph Zone in Surbiton

Report by the Director of Place

Purpose
To respond to a Community Call-in of a decision of the Residents Committee at its meeting on 8 December 2016, in respect of the Introduction of a 20mph Zone in the Surbiton area.

Recommendation
The Council is recommended to determine how it wishes to respond to the Community Call-in of the Residents Committee decision in respect of the Introduction of a 20mph Zone in the Surbiton area with reference to the options set out in paragraph 6 of this report.

Key points about the Surbiton Neighbourhood area wide 20mph decision

A. The Community Call-in relates to the following resolution of the Residents Committee of 8 December 2016 concerning the introduction of a 20mph speed limit in Surbiton following a public consultation exercise:

*a blanket 20mph speed limit is not implemented in the whole of the Surbiton Neighbourhood area at this time, due to the low response rate received to the consultation*

B. The call-in is supported by 194 signatures of which 130 are in electronic form and 64 hard copy. The Call-in has been assessed as valid in accordance with the Council's constitutional arrangements.

C. The Surbiton Neighbourhood Committee, at its meeting on 7 December 2016, also considered and commented upon the public consultation outcome in advance of the Residents Committee meeting. The Neighbourhood Committee supported the introduction of a 20mph speed limit across all residential roads in the Surbiton Neighbourhood area, excluding Ewell Road, Upper Brighton Road, Portsmouth Road and Hook Road.

Residents Committee Decision

1. On 8 December 2016, the Residents Committee considered a report on consultation results on 20mph speed limit proposals across all residential roads in Surbiton Neighbourhood, excluding Ewell Road, Upper Brighton Road, Portsmouth Road and Hook Road, within Surbiton Neighbourhood. The full decision of the Committee was as follows:

   1. *the Surbiton Neighbourhood Committee comments from 7 December Committee are noted;*
      Voting: Unanimous
   2. *the results of the area wide consultation, as set out in annexes 1 - 10, are noted;*
      Voting: Unanimous
3. a blanket 20mph speed limit is not implemented in the whole of the Surbiton Neighbourhood area at this time, due to the low response rate received;
Voting:
For: Councillors Johnson-Creek, Doyle, Bedforth, Bass, Cunningham, Paton, Pandya and Griffin (8)
Against: Councillors Reid, Rolfe, Self, Thayalan, Yoganathan (5)

4. the support received for the scheme in St. Mark's and Berrylands Wards be noted; and that the Committee refer consideration of individual 20 mph speed limit schemes for specific roads within the Surbiton Neighbourhood back to the Surbiton Neighbourhood Committee subject to consultation and support. Once roads have been suggested by the Surbiton Neighbourhood Committee then schemes will be submitted for approval to the Residents Committee for a final decision.
Voting:
For: Councillors Johnson-Creek, Doyle, Bedforth, Bass, Cunningham, Paton, Pandya and Griffin (8)
Against: None (0)
Abstention: Councillors Reid, Rolfe, Self, Thayalan, Yoganathan (5)

2. The report to the Residents Committee on 8 December 2016 is attached at Annex 1 and the minutes are at Annex 2. All Annexes associated with the report to the Residents Committee, which report the consultation outcome in more detail, including area analysis and commentary from those who responded, can be found on the following link:
https://moderngov.kingston.gov.uk/ieListDocuments.aspx?CId=609&MId=7970&Ver=4

The report to and minutes of the Surbiton Neighbourhood Committee on 7 December 2016 which commented upon the proposals can similarly be viewed on this link:
https://moderngov.kingston.gov.uk/ieListDocuments.aspx?CId=163&MId=8041&Ver=4

The Community Call-in

3. A Community Call-in in respect of resolution (3) above was received on 20 January 2017. The Call-in is supported by 194 signatures of which 130 are in electronic form and 64 hard copy.

4. The terms of the Call-in are as follows:
We, the undersigned, call-in resolution 3 of item 7, Appendix C, 'Introduction of 20mph zone (Surbiton)', of the Residents Committee held on Thursday 8th December 2016, for review at Full Council for the following reasons: There was clear public support for an area-wide 20mph speed limit, with 1,125 responses and 57% in favour.
● It is the policy of Kingston Council to introduce a 20mph limit across the whole borough, and the majority of Surbiton Councillors support it.
● Reducing vehicle speeds have been shown to help children and vulnerable adults cross the road safety and encourage more walking and cycling.
● Short sections of 20mph, which Surbiton currently has, can be confusing to the motorist. An area-wide 20mph limit is clearly understood and provides a consistent message to all road users.

● 20mph just outside schools is not the answer. Children, as well as adults with disabilities, are part of our community and have the right to use our streets safely everywhere.

● Acceleration and braking is the greatest cause of car pollution - travelling at a constant lower speed actually reduces pollution.

● 20mph on residential roads doesn't significantly alter journey times, as constantly drively at 30mph is virtually impossible in built-up areas.

5. The Council’s procedure relating to Community Call-ins is attached elsewhere on the agenda for this meeting, at Annex 4 to the report on the Cocks Crescent SPD Call In. The procedure indicates that Council shall consider a call-in as soon as possible, and, wherever practicable, at its next Ordinary meeting. In this instance it was not considered feasible for the Call-in to be submitted for debate to the meeting of Council on 28th February because of consideration of the Budget at the same time. It is therefore now presented to this meeting.

6. The procedures provide for a representative of the signatories to the Call-in the opportunity to address the meeting on the subject for a maximum of five minutes. A further period of up to ten minutes shall be allowed for questions and answers. These time periods may be extended by resolution of the Council. The Council may agree a response to the call in or establish a time limited Task and Finish Group to which the matter can be referred for further consideration. The options available to the Council are therefore to:

   i. reaffirm the decision of the Committee OR
   ii. modify the decision of the Committee OR
   iii. overturn the decision of the Committee OR
   iv. refer the decision back to the Committee for further consideration OR
   v. refer the decision of the Committee to a Task and Finish Group for further consideration

Response of the Director of Place to the Community Call in

7. A detailed response by the Director of Place to the Community Call-in is provided below.

8. An extensive consultation was undertaken across the Surbiton Neighbourhood area, with letters delivered to 18,300 addresses, covering the whole of the Surbiton Neighbourhood area, to encourage Surbiton residents and business to take part and have their say on the proposals.

9. In addition to the letters dropped, adverts were placed in local newspapers, magazines and the Surrey Comet. Bus stops adverts were put up throughout the Surbiton and Kingston area to raise awareness and encourage a higher response rate.

10. The online consultation questionnaire went live from 5 September 2016, and closed on 3 October 2016, allowing a 4 week consultation period. Hard copies of the consultation were available at Surbiton library and Guildhall offices for those with no internet access.
11. The consultation posed one specific question that was agreed by the Surbiton Neighbourhood Committee in February 2016: “To what extent do you support the introduction of a 20mph speed limit in all residential roads across Surbiton Neighbourhood? (excluding Ewell Road, Upper Brighton Road, Portsmouth Road and Hook Road)?”.

12. The officer’s assessment in terms of the overall response to the consultation, was that the response rate of 4.5% for the residents from the Surbiton Neighbourhood is considered to be too low to warrant further consideration of the consultation proposals.

13. The consideration of the results across the Surbiton Neighbourhood ward results were inconsistent, with two wards supporting and two wards opposing, and it was considered that this further supported the recommendation not to pursue an area-wide scheme at this time.

14. The Surbiton Neighbourhood committee noted that there is significant support for the introduction in both St Mark’s and Berrylands wards, thus extensions to current 20mph limits within these wards could be considered.

15. In their consideration of the report it was the view of the majority of the Surbiton Committee that a 20mph limit should be introduced across the Neighbourhood’s residential roads. The majority of the Committee felt that the consultation received a high response rate, one that compares favourably to other consultations recently undertaken, and that it demonstrates strong support for the proposal. It was the majority view that the proposal will help to reduce the risk of accidents and remove the current piecemeal approach to speed limits that often causes confusion to motorists who find themselves continually moving between 20mph and 30mph limits.

16. Some Members expressed concern about the blanket introduction of 20mph limits across the neighbourhood. Members doubted the cost efficiency of this one size fits all approach given the Council’s current budgetary constraints. It was the view of these Members that targeted and bespoke approaches to speed reduction that include traffic calming measures and focus on individual roads would be more efficient and cost effective than a blanket 20mph speed limit.

17. The Borough’s transport strategy, the Local Implementation Plan (LIP) contains guidance on the use of speed limits and it recognises the importance of speed restrictions (appropriate to the road conditions) in ensuring road safety, and that traffic speeds can be reduced through speed restrictions or through design interventions.

18. The use of 20mph restrictions in residential roads and around schools and shopping areas 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.

19. However, it is important to note that options to expand the coverage of existing 20mph zones and limits is restricted due to national legislation and requirements for physical traffic calming. Those requirements have changed in recent years, making the need for physical measures a lesser consideration, but there is still a need for consideration of the average speed levels on the road network.

20. The current LIP Policy S2 (c) states that the borough will ‘Implement speed restrictions appropriate to the road environment and develop a Borough wide 20mph implementation plan.’ The need for appropriate schemes has, to date been considered on a Neighbourhood basis, and there has not been a specific borough
wide plan. It has become clear during consultations on 20mph schemes that there is no clear and across the board support for the schemes, nor the physical measures that are often required where average vehicle speeds are above the 24mph criteria that determines the need for speed reducing measures.

21. It is highlighted that Transport for London have advised that the current LIP settlement and arrangements for the years beyond 2017/18 will be determined and announced at the start of the 2017/18 financial year. This is to enable TfL to engage more fully with the London Boroughs on the new direction for the next borough LIPs, and the associated new Mayor’s transport priorities.

22. This discussion will be guided by the ‘Healthy Streets’ agenda, outlined in the Mayor’s recent ‘City for all Londoners’ document. This new approach aims to prioritise active travel, making walking, cycling and public transport use the best choices for travel, encourage the most efficient methods of essential travel for people and goods, and create more attractive, accessible and people-friendly streets.

23. TfL have further advised that in the meantime, it is expected that a consultation draft of the new Mayor’s Transport Strategy will be issued this Spring. Alongside this, TfL will also publish a consultation draft of Guidance on the preparation of new LIPs. A clearer picture on short, and longer term requirements under the LIP will be communicated to the boroughs via the LIP Annual Spending Submission Guidance for 2018/19, due in May 2017. This presents the Council with an opportunity to review their transport related policies, should they wish.

24. In terms of the matter relating to the proposals for the Introduction of 20mph speed limits in Surbiton, Officers would reiterate their view that the consultation response rate was insufficient to warrant further action.

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Background papers: None