



WEYBRIDGE 20MPH ZONE
SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE (ELMBRIDGE AREA)
23 MARCH 2005

KEY ISSUE:

To seek committee approval to proceed with advertising the necessary Traffic Regulation Order to implement the proposed Weybridge 20mph zone.

ELECTORAL DIVISION AND MEMBER:

Weybridge – Mr Ian Lake

OFFICER RECOMMENDATIONS:

- 1) The committee approves the making of a Traffic Regulation Order for the 20mph zone on the roads listed in Appendix 1 and as shown in Figure 1.
- 2) The Local Transportation Service undertake a wider consultation including the local schools in the area. This will also include consulting with the residents of Wey Road and Round Oak Road, to determine if they wish to be included within the 20mph zone.
- 3) The Local Transportation Director (LTD) be authorised, following consultation with the Chairman and Divisional Member, to consider and, if possible, resolve any objections received.
- 4) The committee approve a sum of £10,000 to be funded through the 2005/06 delegated Local Allocation.

LEAD CONTACT OFFICER:	Chris Smith - Local Transportation Director Sean Wotherspoon - Assistant Engineer
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BACKGROUND PAPERS:	DETR Circular 05/99 DfT Traffic Advisory Leaflets 01/91 & 09/99 DfT Circular 1/93 DfT Update of Circular 1/93 (Revised draft guidance) Inventory of 20mph Zones in Surrey (SCC, updated April 2004) Determining and Applying Appropriate Speed Limits (SCC, Final Draft)

1 INTRODUCTION AND BACKGROUND

- 1.1 In 2001 traffic calming was installed in Thames Street, Portmore Park Road, Elmgrove Road, Dorchester Road, Devonshire Road, Oakdale Road, St Alban's Avenue and Walton Lane in Weybridge.
- 1.2 Since completion of the project, vehicle speeds have been measured and the criteria for a 20mph zone has been achieved.
- 1.3 It is considered that having achieved the criteria, the introduction of a 20mph zone reinforces the perception of all users that the roads are generally safe and have a more balanced use.
- 1.4 The plan below indicates the area to be included in the 20mph zone. Wey Road and Round Oak Road are proposed for inclusion as they can only be accessed from the traffic calmed zone. Both are residential roads without accident histories and the judgement is that average speeds will be low.

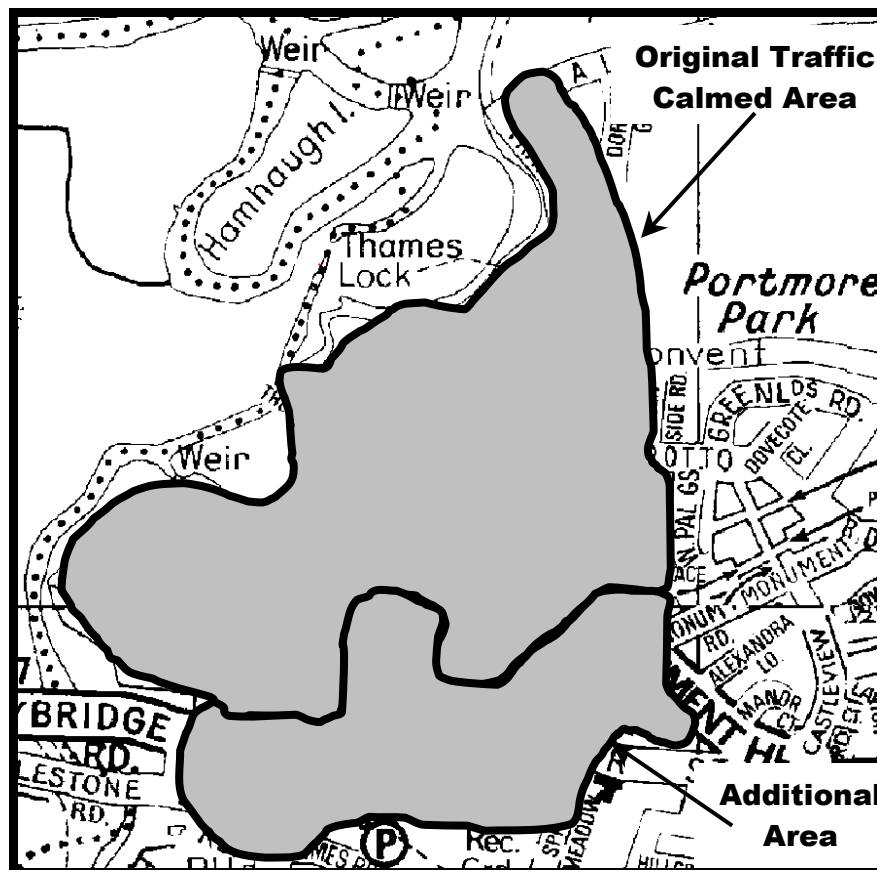


Figure 1: Proposed 20mph zone area

- 1.5 A review of the Personal Injury Accidents throughout the proposed 20mph zone is shown in table 1. The statistics are split between the roads that were specifically traffic calmed as part of the 2001 project, and those which have had more ad-hoc treatment, but are also proposed for inclusion in the zone.

Year	Accidents in traffic calmed area	Accidents outside traffic calmed area (<i>Additional Area</i>)
<i>Before Traffic Calming</i>		
1998	7	6
1999	5	11
2000	4	14
<i>After Traffic Calming</i>		
2001	4	9
2002	0	6
2003	2	12
2004	2	8
Total	24	66

Table 1: Accident summary of proposed 20mph zone

- 1.6 Of the total 90 accidents, 28 (31%) involved either pedestrians or cyclist, indicating both the high level of pedestrian and cycle movement in the area and their vulnerability.
- 1.7 20mph zones are most appropriately used in areas where an urban safety strategy has been applied, including traffic calming measures. They are often residential in character, although increasingly shopping streets are being treated in a similar manner (Transport in the Urban Environment – Institution of Highways & Transportation 1997).
- 1.8 The roads addressed by the traffic calming scheme clearly meet both the technical and demographic criteria. However, it is considered somewhat incongruous to exit a defined safety area into streets where vulnerable road users are found in greatest numbers (High Street and Church Street); an area where there is an obvious need to establish a road safety message.
- 1.9 Natural entry points have been identified as gateways to the town to indicate the main shopping streets and integrate the original traffic calmed areas. These streets include some traffic calming and other speed inhibitors such as zebra and pelican crossings.
- 1.10 Although results received indicate that vehicle speeds on Walton Lane are within the 30mph speed limit, they do not meet the criteria for a 20mph zone. The northern entry point to the zone would therefore be the western end of Walton Lane, where the road turns sharply into Thames Street (as shown in Figure 1). Unfortunately this means that Dorney Grove will not be able to be included within the 20mph zone, since its only point of entry is from Walton Lane.

- 1.11 A new conservation area project for 'The Quadrant' junction is proposed this year and it is suggested that the 20mph zone should be introduced with this work if possible.
- 1.12 20mph zone signage permits a degree of flexibility to reflect the local distinctiveness of the area. It is suggested that this be agreed with the Divisional Member for Weybridge. Consideration will be given to providing appropriate gateways. The zones will provide flexibility to remove signage for road humps and other traffic calming in the area.



Figure 2: Typical 20mph zone entry sign.

2 GUIDANCE AND CONSULTATION

- 2.1 Surrey County Council and the Department for Transport (DfT) provide general guidance.
- 2.2 Department of Environment, Transport and the Regions (DETR) Circular 05/99 sets out procedures for imposing 20mph speed limits. The guidance is for average speeds in 20mph zones to be 20mph or less at representative sites. All roads in the proposal meet this criteria.
- 2.3 DfT Circular 1/93 Setting Local Speed Limits (Revised draft guidance) is being updated and a version is out for consultation. It recommends that 20mph speed limits alone are introduced only in areas where vehicle speeds are already low (mean speeds 24mph or below). This criterion is also met.
- 2.4 The County policy for Determining and Applying Appropriate Speed limits is in final draft form. Guidance is not clear-cut in terms of hierarchal status as the A317 route is both a "Local Distributor Road" (30mph) and also a "Busy Town Centre Shopping Street" (20mph). The guidance still refers to 85th percentile data (24mph) although it recognises that the DfT circulars may change to mean speed thresholds which may need to be incorporated. For

example, the average 85th percentile in High Street between 2003 and 2005 is 25.8mph, with the average mean speed during the same period being 18.9mph.

- 2.5 The Inventory of 20mph Zones in Surrey (April 2004) identifies that zones have been introduced in a number of areas where both 'before' and 'after' speeds are far in excess of those monitored throughout the Weybridge proposal.
- 2.6 The Emergency Services will be consulted as will schools within the zone. The residents of Wey Road and Round Oak Road will be asked whether they wish to be included in the zone.
- 2.7 Surrey Police may not support the wider proposal as it will not be self enforcing throughout times of lower traffic volumes, creating a potential enforcement demand. Formal consultation will be undertaken, and responses to other (apparently less compliant) existing zones investigated.
- 2.8 The Topic Strategy Manager for Speed Management will be consulted for a policy viewpoint.
- 2.9 Upon approval from the committee, the necessary Traffic Regulation Order can be advertised. Assuming no objections are received, the Order can then be made and the 20mph zone implemented on site. If objections are received it is proposed that they be considered by the LTD in consultation with the Chairman and Divisional Member, and resolved wherever possible. If Surrey Police register a formal objection the matter will be referred back to the Local Committee, to consider the reasons and make a decision accordingly.

3 FINANCIAL IMPLICATIONS

- 3.1 This scheme is proposed to be funded using Local Allocation, with an amount of £10,000 being sought from the 2005/06 Local Allocation.

4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 4.1 The introduction of a 20mph zone will complement the existing traffic calming and enhance the road safety message for lower vehicle speeds throughout the area, thus encouraging cycling and walking.

5 CRIME AND DISORDER IMPLICATIONS AND EQUALITIES IMPLICATIONS

- 5.1 None.

6 CONCLUSION

Weybridge town centre lends itself to a formal 20mph zone. This should include both the area that was traffic calmed in 2001 as well as the main shopping streets, the conservation area around The Quadrant and the gateway entrance into the town from the Old Wey Bridge. It is recommended that the formal orders be advertised and wider consultation be carried out.

Weybridge 20mph Zone Vehicle Speeds**Appendix 1**

Road Name	2003		2004		2005		20 Zone Criteria met? (Yes/No)	Comments
	Vmean (mph)	85%ile (mph)	Vmean (mph)	85%ile (mph)	Vmean (mph)	85%ile (mph)		
Balfour Road	21.4	27.8	-	-	18.6*	23.7*	Yes#	#Based on 2005 results. *Average
Beale's Lane	-	-	15.0	18.8	-	-	Yes	Cul-de-sac ¹
Baker Street	-	-	-	-	18.8*	23.8*	Yes#	#Based on 2005 results. *Average
Bridge Road	-	-	-	-	-	-	Yes	Short length of traffic calming
Church Street	18.5	25.6	18.2	23.1	18.2*	23.0*	Yes#	#Based on 2004 & 2005 results. *Average
Churchfield Road	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Churchfield Place	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Darnley Park	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Devonshire Road	19.0	22.7	-	-	-	-	Yes	Criteria met
Dorchester Road	18.8	22.6	-	-	-	-	Yes	Criteria met
Elmgrove Road	16.9*	20.2*	-	-	-	-	Yes	*Average
Gascoigne Road	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Glencoe Road	-	-	16.6	20.7	-	-	Yes	Criteria met
High Street	18.3	25.3	18.6*	24.9*	19.7	27.1	Yes#	#Based on Vmean. *Average
Holstein Road	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Jessamy Road	-	-	17.7	22.0	-	-	Yes	Cul-de-sac ¹
Minorca Road	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Monument Green	-	-	-	-	-	-	Yes	Narrow, low speed residential road
Mount Pleasant	16.5	19.7	-	-	-	-	Yes	Criteria met
Oakdale Road	19.2	23.2	-	-	-	-	Yes	Criteria met
Parkside Court	-	-	-	-	-	-	Yes	Cul-de-sac ¹

Road Name	2003		2004		2005		20 Zone Criteria met? (Yes/No)	Comments
	Vmean (mph)	85%ile (mph)	Vmean (mph)	85%ile (mph)	Vmean (mph)	85%ile (mph)		
Portmore Park Road	22.0*	26.1*	19.8*	23.8*	-	-	Yes#	#Based on 2004 results. *Average
Portmore Way	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Radnor Road	-	-	14.7	17.9	-	-	Yes	Criteria met
Round Oak Road	-	-	-	-	-	-	Yes	Crescent – judged to meet criteria
St Albans Avenue	19.6	22.9	-	-	-	-	Yes	Criteria met
Springfield Lane	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Thames Street	18.9*	23.2*	-	-	-	-	Yes	*Average
The Crescent	-	-	13.9	17.1	-	-	Yes	Criteria met
The Willows	-	-	-	-	-	-	Yes	Cul-de-sac ¹
Wey Road	-	-	-	-	-	-	Yes	Crescent – judged to meet criteria

Note: ¹ Speed survey not required in cul-de-sac (less than 80m long) – Traffic Signs Regulations & General Directions 2002