



OFFICER REPORT TO LOCAL COMMITTEE (SPELTHORNE)

C234 THAMES STREET, LOWER SUNBURY

PROPOSED 20MPH ZONE

24 NOVEMBER 2008

KEY ISSUE & SUMMARY

To consider the introduction of a 20mph zone on Thames Street, Sunbury broadly between its junctions with Green Street and French Street and along short lengths of the adjacent side roads, as shown on **Annex A**.

A 20mph zone already exists on French Street between Darby Gardens and Thames Street.

OFFICER RECOMMENDATIONS

The Local Committee (Spelthorne) is asked to agree that:

- (i) the proposed 20mph zone on Thames Street broadly between its junctions with Green Street and French Street, Green Street between its junctions with Thames Street and Church Street, Church Street between its junctions with Green Street and Thames Street and The Avenue between its junctions with Saxonbury Avenue and Thames Street as shown at **Annex A** be approved;
- (ii) the proposed 20mph zone set out in (i) above is advertised by public notice;

- (iii) subject to no objection being received the 20mph zone is implemented;
- (iv) if an objection to the proposal is received before the end of the objection period, it is determined by the Local Highway Manager in consultation with the Chairman and the Local Electoral Division Member; and
- (v) construction of the proposal is funded from the 2009/10 Local Transport Plan budget at a cost of £20,000.

1 INTRODUCTION AND BACKGROUND

- 1.1 Thames Street is currently subject to a 30mph speed limit and traffic calming already exists between its junctions with Green Street and French Street.
- 1.2 A 20mph zone already exists along part of French Street, between its junctions with Darby Gardens and Thames Street.
- 1.3 Residents in the local area have highlighted concerns over vehicle speeds along Thames Street.
- 1.4 Thames Street is used as one of the main routes into Hampton and Kingston and many shoppers use the facilities situated along Thames Street and The Avenue.
- 1.5 During busy periods motorists often use Thames Street instead of the A308 Staines Road East to avoid congestion.
- 1.6 The proposed area of the 20mph zone is within the limits of the Lower Sunbury Conservation Area.

2 ANALYSIS

- 2.1 A feasibility study to introduce a 20mph zone on part of Thames Street and short lengths of the adjacent side roads has been developed as shown at **Annex A**.
- 2.2 During the period 1 January 2005 to 30 September 2008 there were two slight personal injury collisions within the proposed 20mph zone, one on Green Street and one on Thames Street.
- 2.3 In order to comply with the SCC policy for the introduction of 20mph speed limits/zones, the average recorded speed should be 20mph or less. Readings have been taken on all the streets within the proposed zone and the average speeds are as follows:

LOCATION	AVERAGE SPEED MPH
Thames Street	19.9
Green Street	20.2
The Avenue	17.7
French Street	21.8
Church Street	21.2

The average speed recorded for Church Street was 21.2mph. This does not quite meet the required 20mph average speed, however it was not considered high enough to exclude Church Street from the zone. A 20mph zone already operates satisfactorily on French Street.

3 OPTIONS

- 3.1 There are two ways of introducing a 20mph speed restriction, either a 20mph speed limit or a 20mph zone.
- 3.2 A 20mph speed limit could be introduced along Thames Street broadly between its junctions with Green Street and French Street. In order to comply with speed limit policy 20mph repeaters would be required along the length of the limit. This would increase the number of signs on the highway and would have a detrimental visual impact on the road through the Conservation Area.
- 3.3 Alternatively, a 20mph zone could be introduced along part of Thames Street, again broadly between its junctions with Green Street and French Street. A 20mph zone does not require repeater signs however to comply with SCC policy a zone must be self-enforcing. Along the lengths of roads being considered for the introduction of a 20mph zone vehicle speeds are sufficiently low not to require any further engineering measures. The 20mph zone on French Street was implemented before the use of traffic calming was made mandatory, therefore traffic calming is not required.
- 3.4 For either of the above options it is recommended that the adjacent side roads Green Street, Church Street and The Avenue as shown at **Annex A** should be included.

4 CONSULTATIONS

- 4.1 Surrey Police have been consulted and fully support the proposals.
- 4.2 Local businesses and residents will be consulted through the Public Notice procedure.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The design and implementation costs to introduce a 20mph zone as shown in **Annex A** could be funded from the Local Transport Plan budget. The cost of the works is estimated to be £20,000.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no implications.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There is currently a risk of traffic driving at inappropriate or excessive speed along Thames Street, Green Street, Church Street and The Avenue.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 A 20mph zone along parts of Thames Street, Green Street, Church Street and The Avenue should be implemented.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The introduction of a 20mph zone would reduce vehicle speeds and therefore reduce the risk of collisions along Thames Street and the adjacent side roads, making the area safer for all highway users.

10 WHAT HAPPENS NEXT

- 10.1 Detailed design will be carried out, followed by advertising the proposal by Public Notice. Subject to no unresolved objection, the 20mph zone will be implemented.

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BACKGROUND PAPERS: