

**LOCAL COMMITTEE (ELMBRIDGE)****DATE: 29 NOVEMBER 2021****SUBJECT: INTRODUCE A 20MPH SPEED LIMIT IN LONG DITTON****DIVISION: THE DITTONS****PETITIONS AND PETITION RESPONSES****DETAILS:**

A petition with 277 signatures has been received relating to Long Ditton. The lead petitioner is E Sims. The petition reads as follows:

We the undersigned petition Surrey County Council to Introduce a 20mph speed limit in Long Ditton. Particularly on Ditton Hill Road, Ewell Road and Sugden Road where the entrances to Long Ditton Infant School and Long Ditton Saint Mary's Junior School are located.

Parents and teachers at both schools, and other local residents are getting increasingly concerned about the speed cars travel in the Long Ditton Village area. There have been a number of "near miss" incidents outside the Junior school since the return to school in September and we would like to see a reduced speed zone implemented before a serious accident happens.

The key areas that cause concern are:

Ewell Road: from where it joins Thorkhill Road past Long Ditton recreation ground, through the railway bridge and up to the roundabout outside Manny's.

Sugden Road: from the roundabout at the bottom of Fleece Road to just after the entrance to Surbiton Hockey Club.

Ditton Hill Road: from the bottom of the hill at the cross junction with St Mary's Road and Church Road along Ditton Hill to the roundabout.

Specific Concerns:

Residents on Thorkhill Road have expressed concern at the speed motorists take the corner from Ewell on Thorkhill.

The corner on Ewell Road just before Rushett Road is a terrible blind spot, particularly for parents with young children crossing over to the park. Cars come from Effingham Road, or from under the bridge far too fast around that corner.

www.surreycc.gov.uk/elmbridge

ITEM 6

Motorists also speed up to get through the railway bridge. This is of great concern considering this is directly outside the Junior School and there is little signage to highlight there is a school nearby.

The St Marys Road, Church Road and Ditton Hill crossroads is already a notorious accident hotspot so reducing the speed coming down Ditton Hill would help reduce accidents in this area.

Now that both schools no longer have the Lollipop People assistance and we are relying on motorists skills for the pedestrian crossings, a slower speed zone would greatly impact the safety of our residents, especially considering the pedestrian crossing on Ditton Hill Road is after a bend, again with no warning of it being a school zone.

We ask that the safety of our children and all local residents is prioritised and a 20mph speed limit is implemented.

RESPONSE:

Introduction

Long Ditton St Mary's Junior School is located on Sugden Road and Ewell Road. Long Ditton Infant and Nursery School is located on Ditton Hill Road. Sugden Road, Ewell Road and Ditton Hill Road are of predominantly residential use. Sugden Road/Ewell Road and Ditton Hill Road are linked by Fleece Road with mini roundabouts to the east and west. Fleece Road forms part of an east-west route running parallel to the railway line, including Sugden Road and linking west to Manor Road North. There is a shopping parade with marked parking bays on the south side of Fleece Road. There are footways on each side of Sugden Road, Ewell Road, Fleece Road and Ditton Hill Road. The roads are subject to 30mph speed limits.

Background

In 2012, a petition was presented to the local committee concerning safety, speed and volume of vehicular traffic in the vicinity of Long Ditton Infants School and St Mary's Junior School. The petition requested a 20mph zone encompassing both Long Ditton and St Mary's schools, traffic calming, and a pedestrian crossing at the Infants School in the form of a raised table. The committee approved and funded a feasibility study to determine the most appropriate solution to the petitioner's request. This feasibility study led to the beginning of the "Long Ditton Schools" improvement project.

However, the public consultation results showed that the community favoured pedestrian crossing improvements over a 20mph zone, so the project was revised to focus on pedestrian safety improvements, resulting in the following highway improvement measures installed in 2014-15:

- An uncontrolled crossing on a raised table with tactile paving outside Long Ditton Infant School on Ditton Hill

- An uncontrolled crossing with dropped kerbs and tactile paving at the junction mouth of Kings Road/Ditton Hill
- Enhanced warning signs

In February 2015, a petition requesting road safety measures on Ewell Road was successful and measures to improve pedestrian safety were included within the 'Long Ditton Schools' project. Following successful funding bids to Elmbridge Borough Council, additional funding became available from the Community Infrastructure Levy (CIL) to deliver additional road safety improvements. Public consultation was carried out on proposals to amend the road layout to improve facilities for pedestrians (including options for a 20mph zone). Once again, proposals for pedestrian safety improvements were favoured over a 20mph zone option.

In 2017, the following highway improvement measures were delivered:

- Zebra crossing on the raised table near to Long Ditton Infant School on Ditton Hill Road.
- Build-out features on Ditton Hill Road and Sugden Road
- Uncontrolled pedestrian crossing with refuge island and junction improvements on Ewell Road/Rushett Road.

An additional public consultation was carried out in 2018, which resulted in a new zebra crossing on the raised table in Sugden Road between Rectory Lane and Ewell Road being installed in 2019.

Road Safety – Collisions Involving Personal Injury 01/01/2018 to 31/10/2021

The council currently receives funding to be used specifically to reduce road casualties. In partnership with Surrey Police road collisions are monitored across the county. There are thousands of road traffic collisions every year that result in an injury, the vast majority of which are caused by human error. We focus our road safety resources on those sites where there are patterns of casualties, because we can then be reasonably confident of identifying whether an engineering intervention might help reduce the frequency of casualties at a particular site. We then prioritise investment in those sites with the highest frequency of casualties, where we believe an engineering intervention would be beneficial. Given the number of existing sites where there are patterns of casualties, when considering investment in road safety we are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency of casualties.

Surrey Police shares data on collisions where an injury has been recorded. The police record likely factors that may have contributed to a collision resulting in injury. Collision data may be viewed on the publicly accessible website Crash Map.

<http://www.crashmap.co.uk/>

When monitoring road casualties, it is standard practice to review data from the most recent three-year period. This enables patterns to be identified and sites to be compared. Available data between 1st January 2018 to 31 October 2021 records the following:

www.surreycc.gov.uk/elmbridge

ITEM 6

- 07 August 2020; St Mary's Road near junction with Ditton Hill; Vehicle 1 traveling on Church Road toward the junction with Ditton Hill has failed to see the cross junction and proceeded through the junction and has collided with vehicle 2 who was traveling along Ditton Hill towards Surbiton; Slight injury; Recorded Factor; Dazzling sun and Careless/reckless in a hurry
- 06 July 2019; Church Road junction with Ditton Hill; Pedal Cycle travelling along Ditton Hill Road and as passing junction with Church Road vehicle 2 has pulled out of St Mary's Road and collided with the rear wheel of the pedal cycle; Slight injury; Recorded Factor; none – Reported over the counter
- 18 April 2019; Ewell Road junction with Rushett Road; whilst Vehicle 1 exiting and turning right from Rushett Road, vehicle 2 travelling southwest on Ewell Road has caused vehicle 1 to swerve and collide with bollard on traffic island in Ewell Road; Slight injury; Recorded Factor; careless/wreckless in a hurry.
- 06 November 2018; Ewell Road junction with Thorkhill Road; Travelling southwest on Ewell Road vehicle 1 has collided with cyclist pulling out of the junction with Thorkhill Road; Slight injury; Recorded Factor; Failed to look properly
- 17 November 2018; Ditton Hill Road outside No.37; Vehicle 1 parked with the owner placing his child in the child seat, vehicle 2 travelling eastbound hits the open door of vehicle 1; slight injury; Recorded Factor; None- accident was reported over the counter
- 13 April 2018; Fleece Road junction with Pound Close; Pedal Cyclist travelling northeast to southwest has collided with parked unattended vehicle; Slight injury; Recorded Factor; too close to cyclist

In summary, one collision involved a pedestrian and three collisions involved pedal cyclists. Excess speed was not recorded as a contributory factor in any of the six recorded collisions.

Available Speed Data

Surrey County Council and Surrey Police have worked in partnership to create local speed management plans for each of Surrey's 11 Boroughs and Districts. These plans list those stretches of road where speeding vehicles are a prime issue either because of a history of collisions, evidence of speeding or because of concerns raised by residents. The aim of each plan is to ensure that the roads with the worst speeding problems are identified and prioritised. Out of the four named roads within the petition, Ditton Hill and Sugden Road were last investigated within Surrey County Council's Speed Management Plan in August 2019. The speed data showed the following average speeds

Ditton Hill	Sugden Road
Southeast bound 34mph	Southbound 22mph
Northwest bound 35mph	Northbound 29mph

As Sugden Road's average speed showed a good compliance with the 30mph speed limit, the road was not prioritised for further action when compared with other locations. However, the recorded average speeds on Ditton Hill led to inclusion in the local Casualty Reduction Officer's enforcement schedule, subject to police resources. Neither Ewell Road or Fleece Road, have been investigated through the Speed Management Plan process.

Surrey County Council's "Setting Local Speed Limits Policy"

The full policy can be found here:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety/speed-limits/setting-local-speed-limits-policy>

There are two ways to reduce a speed limit to 20mph: By means of a 20mph limit or by means of a 20mph zone.

A **20mph limit** is indicated by terminal and repeater signs, making them very economical to introduce. However, a 20mph limit may only be introduced where traffic speeds are already low enough to be commensurate with a 20mph speed limit.

A **20mph zone** is indicated by terminal signs, and includes traffic calming features at regular intervals to ensure that traffic speeds are low enough to be commensurate with a 20mph speed limit. This makes 20mph zones very expensive.

Currently, without relevant up to date speed data we are unable to conclude if a 20mph speed limit or a 20mph zone is appropriate for this location. The evidence from 2019, suggests that a 20mph zone would be needed to reduce the speed limit to 20mph. The cost of a 20mph zone would be in the range £125,000 to £210,000, as a road table or similar feature would be needed every 60m to 100m.

Traffic calming of this sort is not universally popular due to concerns about noise and vibration and may only be introduced following consultation with residents. Committee will remember that following consultation with residents of Aston Road and The Avenue, traffic calming in these roads was removed when these roads were resurfaced. In terms of priority, there are a number of factors to consider – including the casualty history of the road, the nature of the road, the use of the road by different road users, and the quality of life for the residents.

The above casualty data suggests that Sugden Road, Ewell Road, Ditton Hill and Fleece Road would not be a priority for any casualty reduction measures when compared with other locations with significant numbers of collisions causing injury. That said, there is a well-documented statistical relationship that suggests that even for incremental reductions in traffic speeds, the likelihood and severity of road traffic collisions may be reduced.

In addition, this should not be the only consideration when investigating the feasibility of a 20mph zone and on this occasion the nature and layout of the existing roads are suitable for a 20mph zone to be considered.

If Committee were minded to take this matter forwards, noting the likely cost of the solution suggested by the petitioners, the next step would be to commission a feasibility study, including speed assessment. A speed assessment would include traffic surveys to understand traffic speeds in different locations and assess the frequency of traffic calming features that would be needed to lower traffic speeds sufficiently to introduce a 20mph zone. As part of this assessment, we would also consult Surrey Police. A feasibility study including speed assessment would cost in the range £5,000 to £10,000.

ITEM 6

The Committee may be minded to add the requested scheme to Committee's prioritisation list of Integrated Transport Schemes (ITS Schemes) for consideration in a future year.

RECOMMENDATION

The Local Committee is asked to:

- (i) Note the response.

Contact Officer: Zena Curry
 Highways Engagement & Commissioning Manager
