

London Borough of Sutton

St. Helier, The Wrythe and Wandle Valley Local Committee - 08 July 2008
Carshalton & Clockhouse Local Committee - 15 July 2008

Report of the Executive Head of Planning, Transport & Highways

WEST STREET - 20MPH SPEED LIMIT

Ward Location:	The Wrythe Carshalton Central	Author(s) and Contact Phone Number(s): David Waugh (020 8770 6431)
Area Served:	St. Helier, The Wrythe and Wandle Valley Carshalton & Clockhouse	Executive Councillor: Colin Hall

Key Decision Report

Summary

This report proposes that the current experimental 20mph speed limit on West Street, Carshalton, which expires 16 October 2008, is made permanent.

Recommendations

I recommend the Committee to :

- (i) Agree to implement a permanent 20mph speed limit on West Street, Carshalton.

1. Background

- 1.1 A request to introduce traffic calming measures in West Street was made in the form of a petition signed by 50 residents and presented to the Carshalton & Clockhouse Area Committee on 19 October 2005.
- 1.2 The Council bid for and were granted funding from Transport for London to devise a scheme on the basis of implementing a 20mph speed limit on West Street.
- 1.3 This scheme was consulted on, designed, and implemented during the 2006/2007 financial year. This included a legally enforceable 20mph limit from West Street's junction with Wrythe Lane (where the traffic flows meet) to a point 35 metres north of West Street's junction with Pound Street. To ensure acceptable speeds within the preferred 20mph speed limit, the scheme also involved the introduction of traffic calming features. These included speed cushions, flattop road humps, vehicle activated signs (VAS), and '*visual junction tables*' (formed using coloured anti-skid road marking).
- 1.4 The experimental 20mph speed limit has been enforceable since April 2007 and will expire, unless made permanent, on 16 October 2008.

2. Issues

2.1 Since the introduction of the experimental 20mph speed limit on West Street in April 2007, the existing speeds have been monitored by speed detection radars within the Vehicle Activated Signs (VAS). A sample of the data logged by these devices can be seen in Appendix A of this report. This data has been compared with data recorded before the implementation of the scheme.

The table below shows a comparison of the speeds before and after the implementation of the scheme in the northern section of West Street, Carshalton.

Speed Survey Comparison Table in Southbound Direction

Data Analysed	85 th Percentile Speed (mph)	85 th Percentile Speed (mph)	Mean Speed (mph)	Mean Speed (mph)
	Before	After	Before	After
12-Hour	30.00	25.68	24.80	21.37
24-Hour	30.50	26.66	25.25	22.24

The Department for Transport (DfT) guidelines on speed limits say that a 20mph speed limit should only be considered for introduction if the existing mean speeds are 24mph or less. At the time the speed limit was introduced it didn't meet the DfT's criteria, i.e. because of the nature of the housing and the road, traffic calming for a zone was impracticable. Therefore, despite the fact that the road didn't strictly meet the criteria, it was agreed with the Metropolitan Police to introduce it experimentally to see if the signage brought it down to acceptable limits, with a view to retaining it if it worked or seeking alternatives if it didn't.

As we can see from the table above, there have been significant drops in the mean speeds and the 85th percentile speeds of vehicles travelling Southbound in the northern section of West Street. The existing mean speeds dropped under the 24mph requirement by the Department for Transport for a 20mph speed limit.

Currently, an extensive speed and volume survey is being carried out at two locations in West Street. These locations are similar to those chosen to carry out a speed and volume survey before implementation, between 29 September 2006 and 12 October 2006.

Unfortunately, the results of these surveys were not available in time to be submitted with this report. However, if the results of the mean speeds correlate with those recorded by speed detection radar, then the Metropolitan Police will support a permanent speed limit of 20mph on West Street, and only if the existing associative traffic calming measures remain in place.

2.2 A major target of the experimental 20mph speed limit on West Street was to reduce accidents resulting in personal injury. The location is currently being monitored, and at the moment there is only 9 months of accident data post-implementation available to analyse. Accident and casualty data for this period and the 3-year period prior to the implementation of the 20mph speed limit can be viewed in Appendix B of this report.

Accident & Casualty Severity in West Street Comparison Table

Accident Type	3-year period before	9-month period after	Casualty Type	3-year period before	9-month period after
Fatal	0	0	Fatal	0	0
Serious	2	1	Serious	2	1
Slight	12	2	Slight	14	2
Total	14	3	Total	16	3

The table on the previous page shows a comparison of the accidents & casualties recorded on West Street before and after the implementation of the 20 mph speed limit scheme. The situation will continue to be monitored, but it currently shows a significant reduction in slight injury accidents. There has been one serious injury accident since the implementation, resulting in one casualty, a pedestrian (11yr-old boy), who according to the report, was using the pedestrian crossing facility at the time when colliding with the rear of a vehicle on the crossing.

- 2.3 Pedestrians using West Street span a wide range of the public, from more vulnerable road users such as school children to residents, shoppers, business owners and commuters to Carshalton Station. In addition to these, the water tower and Honeywood Lodge attract visitors to the heritage centre on a regular basis.

In consultation with Margaret Sinclair (Headteacher of St. Mary's Infants School on West Street) in January 2008, regarding their School Travel Plan (STP), she commented that the 20mph speed limit scheme on West Street has proven beneficial to the school.

3. Financial Implications

- 3.1 The scheme is funded from LIP funding.
- 3.2 The implementation costs are estimated at about £1000.
- 3.3 Sutton previously received an allocation from TFL for this scheme under the Road Safety 20mph zones initiative and this scheme will have first call on the 2008/09 TFL allocation for Road Safety 20mph zones. Capital estimates have been amended and financial provision released as part of the wider Local Implementation Plan (LIP) for 2008/09.

4. Influence of the Council's Core Values

- 4.1 The 20mph speed limit targets reducing accidents and casualties and making the street a safer environment for all vulnerable road users.
- 4.2 This scheme used an innovative approach, as psychological traffic calming was implemented in a section of West Street where physical calming measures could not be used due to width restrictions. Furthermore, the section of the street is within a Conservation Area.

5. Background Papers

- 5.1 A report prepared in November 2006 titled “PROPOSED 20MPH LIMIT IN WEST STREET, CARSHALTON – TRAFFIC CALMING MEASURES IN A CONSERVATION AREA” and used for consultation with the Ward Councillors and The Metropolitan Police.

Appendix A

The tables below show results of a speed survey carried out before the implementation of the scheme. The location of the survey was in the northern section of West Street, Carshalton.

12-Hour Speed Survey in Southbound Direction

Date of 12-Hour survey (07:00 – 19:00)	85 th Percentile Speed (mph)	Mean Speed (mph)
Tuesday 03 October 2006	30.00	25.30
Thursday 05 October 2006	30.00	24.30
2-Day Averages	30.00	24.80

24-Hour Speed Survey in Southbound Direction

Date of 24-Hour survey	85 th Percentile Speed (mph)	Mean Speed (mph)
Tuesday 03 October 2006	31.00	25.80
Thursday 05 October 2006	30.00	24.70
2-Day Averages	30.50	25.25

The tables below show results of speeds recorded by a speed detection radar. The speeds were recorded after the implementation of the scheme. The location of the survey was in the northern section of West Street, Carshalton.

12-Hour Speed Survey in Southbound Direction

Date of 12-Hour survey (07:00 – 19:00)	85 th Percentile Speed (mph)	Mean Speed (mph)
Tuesday 22 May 2007	25.69	21.31
Thursday 24 May 2007	25.66	21.43
2-Day Averages	25.68	21.37

24-Hour Speed Survey in Southbound Direction

Date of 24-Hour survey	85 th Percentile Speed (mph)	Mean Speed (mph)
Tuesday 22 May 2007	26.64	22.22
Thursday 24 May 2007	26.67	22.26
2-Day Averages	26.66	22.24

Appendix B

The tables below show the accident and casualty information recorded for West Street, Carshalton, during a 3-year period (01 April 2004 – 31 March 2007) prior to the implementation of the 20mph speed limit scheme.

Accident Severity Recorded in West Street

Accident Type	2004	2005	2006	2007	Total
Fatal	0	0	0	0	0
Serious	0	1	1 (ped)	0	2
Slight	6 (2 m/cy and 1 ped)	2	3 (2 ped)	1	12
Total	6	3	4	1	14

Casualty Severity Recorded in West Street

Casualty Type	2004	2005	2006	2007	Total
Fatal	0	0	0	0	0
Serious	0	1	1 (ped)	0	2
Slight	6 (2 m/cy and 1 ped)	3	3 (2 ped)	2	14
Total	6	4	4	2	16

The table below shows the accident and casualty information recorded for West Street, Carshalton, during a 9-month period (01 April 2007 – 31 December 2007) after the implementation of the 20mph speed limit scheme. This is the most recent data available to London Borough of Sutton.

Accident & Casualty Severity Recorded in West Street

Accident Type	2007	Total	Casualty Type	2007	Total
Fatal	0	0	Fatal	0	0
Serious	1	1	Serious	1 (ped)	1
Slight	2	2	Slight	2 (1 m/cy)	2
Total	3	3	Total	3	3