

WANDSWORTH BOROUGH COUNCIL

PLANNING AND TRANSPORTATION OVERVIEW AND SCRUTINY
COMMITTEE – 10TH SEPTEMBER 2009

EXECUTIVE – 14TH SEPTEMBER 2009

Report by the Director of Technical Services on an investigation into the introduction of a 20mph speed limit in the Shaftesbury Estate area, SW11 (Shaftesbury).

SUMMARY

Background/Policy. This report presents the results of an investigation into the traffic conditions and analysis of personal injury casualties associated with road traffic accidents in the Shaftesbury Estate area and proposes the introduction of 20mph speed limits in the roads in the area to complement existing measures introduced as part of a Local Safety Scheme (LSS) in 2009.

Issues/Proposals. The report recommends the implementation of a 20mph speed limit throughout the area bounded by Latchmere Road to the west, Lavender Hill to the south, Queenstown Road and Stanley Grove to the east and the railway line connecting Clapham Junction to central London to the north. In order to implement a 20mph speed limit on residential roads without traffic calming, the existing mean vehicular speeds have to be below 24mph. Since the introduction of the LSS, all roads within the estate now have recorded mean vehicular speeds under 24mph with both Elsley Road and Sabine Road mean vehicular speeds being reduced by approximately 6mph in both directions.

The implementation of a 20mph speed limit, mainly by means of signage and minimum physical measures throughout the area will be sufficient. In addition to the signage, it is recommended that raised 'gateways' to the area should be introduced and that junctions and entrances are raised and highlighted particularly on the approaches to local schools and where the existing recorded mean vehicular speeds are highest. The proposed locations for junction treatments are Ashbury Road junctions with Grayshott Road and Tyneham Road and Eversleigh Road junctions with Grayshott Road and Tyneham Road. It is also proposed that entry treatments should be introduced on Wickersley Road and Wycliffe Road. The 'gateways' that would require highlighting are at the start of Sabine Road and Heathwall Street when entering from Latchmere Road. The proposed surface treatment will be the same as that used on the existing Local Safety Scheme. This treatment was originally chosen as it was considered suitable for use in a conservation area. There are already entry treatments on the roads entering the area from Lavender Hill.

The proposals aim to provide a more pedestrian and cycle friendly environment with low vehicular speeds within the proposed 20mph speed limit area, which will assist in improving road safety for all road users and ensure that road traffic accident casualties are minimised.

Comments of the Director of Finance. The cost of the scheme is estimated at up to £180,000. Subject to confirmation that approved resources can be reallocated to agreed priority projects, this cost can be met from the provisions in the capital programme in 2009/10 for Local Safety Schemes and 20 mph zone projects, financed by capital grant from Transport for London.

Supporting Information. Copies of the papers of all background papers are available from the Technical Services Department (Mr D Cochrane – 02088716543 or dcochrane@wandsworth.co.uk).

Conclusion. The Executive are recommended to approve the measures contained in the report.

GLOSSARY

LSS	Local Safety Scheme
PI	Personal Injury
ATC	Automatic Traffic Count

1. **Recommendation.** The Planning and Transportation Overview and Scrutiny Committee are recommended to support the recommendations in paragraph 3.
2. If the Overview and Scrutiny Committee approve any views, comments or recommendations on the report, these will be reported to the Executive for their consideration.
3. The Executive are recommended to: -
 - (a) approve the proposals described in the report and shown on drawing number OS/CES/R/992031/001; and
 - (b) instruct the Director of Technical Services to: -
 - (i) carry out statutory consultation on the proposed improvements;
 - (ii) carry out a public consultation with local residents and businesses on the proposals;
 - (iii) advertise the associated notices under the Highways Act 1980 and the Road Traffic Act as appropriate;
 - (iv) prepare the necessary traffic management order; and
 - (v) subject to no unresolved objections being received, to implement the proposals as detailed in the report.

4. **Introduction.** This report compliments a previous report (Paper No. 08-566) considered by this Committee on 30th June 2008 relating to the investigation of road traffic accident casualties in the Shaftesbury Estate area.
5. This report investigates the proposed implementation of a 20mph speed limit throughout the Shaftesbury Estate and surrounding area.
6. A number of representations have been received on behalf of, and directly from, local residents regarding the high volumes of traffic, high vehicular speeds and numbers of accidents caused by 'rat-running' on the Shaftesbury Estate.
7. The LSS investigation revealed that vehicular traffic volumes and speeds were not particularly high on the estate. However, there were a number of personal injury accidents in the area. In order to reduce the number of road traffic accident casualties on the estate, certain junctions were raised and highlighted using a surface treatment with contrasting colours to that of the carriageway and footway. This surface treatment consisted of a 'stone' coloured block pattern on the approach ramps and 'charlwood grey' coloured block on the raised junction areas.
8. Having recently undertaken post implementation vehicular traffic surveys, the recorded vehicular speeds on Elsley Road and Sabine Road, the roads previously with the highest vehicular speeds on the estate prior to the implementation of the LSS, had reduced significantly.
9. Prior to implementing the LSS, a resident consultation exercise was undertaken requesting opinions on the proposed measures. As a result of this, many residents requested further traffic calming measures to reduce vehicular speeds throughout the area as well as at the junctions targeted as part of the LSS.
10. **Background.** The Shaftesbury Estate is included within an area between Latchmere Road (A3220) and Queenstown Road (A3216), north of Lavender Hill (A3036) and south of the railway line connecting Clapham Junction to central London. Latchmere Road forms part of the Transport for London Road Network.
11. The area is within the C3 (Clapham Junction) controlled parking zone. The hours of control in the area are from 9.30am to 5.30pm. The road layout in the area is basically in a grid format, creating many cross road junctions. There is parking along both sides of all the roads in the area. The road widths are approximately 7.5 metres but are reduced to about 3.5m for vehicular traffic, with 2m parking bays on either side. At all junctions there are yellow line waiting restrictions to prevent corner parking.
12. The G1 bus route services the entire estate and its route has recently been altered following reports that the bus was still experiencing difficulties moving around the estate due to the tight corners, narrow carriageway widths and number of vehicles on the estate. The route now enters the estate via Sabine

Road from Latchmere Road, continuing to the junction with Tyneham Road. It then heads north on Tyneham Road to Eversleigh Road where it heads east to Wickersley Road where the bus route turns and stands. On its return from Wickersley Road, it heads west on Eversleigh Road to Grayshott Road, at this junction it heads south to Sabine Road. It then travels west along Sabine Road back to the junction with Latchmere Road where it continues south.

13. There are three schools located within the boundaries of the estate although one school, Elsley School, is currently closed. The other two schools are Shaftesbury Park Primary School accessed via Ashbury Road and John Burns Primary School accessed via Wycliffe Road and Wickersley Road.
14. Eversleigh Road is considered to be a 'route on quieter roads recommended by cyclists' and Tyneham Road is considered to be a 'route signed for cyclists that may be on busier roads' as defined by Transport for London.
15. As stated previously, a Local Safety Scheme was implemented on the Shaftesbury Estate in February 2009. This scheme consisted of the introduction of raised junction tables targeting high road traffic accident casualty rates within the estate. The junctions on the estate that were raised were Sabine Road junctions with Eland Road, Grayshott Road and Tyneham Road and Elsley Road junctions with Eland Road and Grayshott Road.
16. A large part of the proposed 20mph limit area is within the Shaftesbury Park Conservation Area and particular attention has been given to the use of suitable materials. This conservation area is bounded by Eversleigh Road, Tyneham Road, Heathwall Street and Elsley Road.
17. **Traffic surveys.** Automatic Traffic Counts (ATCs) were carried out in 2007 on the entire estate as part of the LSS investigation. Vehicular volume and speed surveys of traffic were undertaken and any driver 'rat running' trends were identified. Having collected the data it was clear that speeds and volumes were not necessarily the main issues of concern regarding traffic conditions in the estate. Sabine Road experienced the highest am and pm peak time flows with 179 vehicles travelling in a westbound direction between 08:00 and 09:00 and 205 vehicles recorded between 19:00 and 20:00 in an eastbound direction.
18. The vehicular speeds recorded on the estate displayed a mean speed in excess of 25mph on Sabine Road in both eastbound and westbound directions. Sabine Road clearly experienced the highest speeds and volumes throughout the estate.
19. Further traffic counts were undertaken after the implementation of the LSS to see what impact the raised junctions had on traffic speeds on Sabine Road and Elsley Road. The results of these counts indicate a reduction in vehicular speeds. On Sabine Road, the mean speeds had reduced to 18mph in both directions whilst Elsley Road had reduced from a mean speed of 23mph to 17mph in both directions.

20. Eversleigh Road now experiences the highest vehicular speeds on the estate with a recorded peak mean speed of 23.6 mph. This is still within the criteria for the introduction of a 20mph speed limit but being so close to the 24mph level it would be beneficial to introduce raised junction treatments in addition to signage and markings, to maintain the required vehicular speeds.
21. On this evidence, the mean speeds throughout the estate are all under 24mph, therefore meeting the criteria for a 20mph speed limit to be introduced without necessarily having accompanying physical measures.
22. **Accident records.** There have been 11 reported personal injury road traffic accidents resulting in 11 casualties within the Shaftesbury Estate in the 3-year period ending 31st March 2009. Of the 11 accidents, 2 were considered serious with the rest being of a slight severity. The two serious accidents occurred at the junctions of Heathwall Street with Latchmere Road and Elsley Road junction with Eland Road. Six of the accidents occurred at junctions on the estate including the two serious incidents.
23. These accidents have already been targeted by the recently introduced LSS measures which aim to reduce speeds and conflicts at junctions and this will be enhanced by the additional proposed measures. The accident levels have already reduced when compared to the levels before the original scheme was implemented and it is intended to build upon this.
24. **Proposals.** The proposals are as shown on drawing number CES/OS/R/992031/001, which will be on display in the Committee Room on the evening of the meeting of the Committee, and as described below.
25. It is proposed to provide ‘gateway’ features on all approaches to the estate. There are already entry treatments in place at all junctions with Lavender Hill and it is proposed to install 20mph signage and 20mph roundels on the carriageway at these locations. At the two junctions entering the estate from Latchmere Road, Sabine Road and Heathwall Street, it is proposed to install a raised junction entry treatment to highlight the entrance into a 20mph speed limit area. This would reduce speeds at the junctions and improve facilities for pedestrians to cross at one level, particularly those with prams or using wheelchairs, etc. These entrances would also include the required signage and carriageway roundels to highlight the entrance into a 20mph speed limit.
26. It is intended to introduce raised junction treatments to slow vehicular traffic on the approaches to schools and on those roads where the vehicular mean traffic speeds are close to 24mph. These include Ashbury Road junctions with Grayshott Road and Tyneham Road and Eversleigh Road junctions with Grayshott Road and Tyneham Road. These measures consist of the application of contrasting surface materials as used in the original scheme.
27. Raised entry treatments are proposed in Wickersley Road and Wycliffe Road to highlight and improve safety on the approaches to John Burns School. This would reduce speeds at the junctions and improve facilities for pedestrians (including schoolchildren) to cross at one level and those with prams or using

wheelchairs, etc. These entrances would also include the required signage and carriageway roundels to highlight the entrance into a 20mph speed limit.

28. As part of the 20mph speed limit, it would be necessary to erect signage on the entrance to the estate and repeater signs at set intervals within the estate. In order to reduce the 'street clutter' on the estate, particularly as a large area of the estate is within a conservation area, it is proposed to install the signage on existing lamp columns.
29. The estimated scheme cost is £180,000. Subject to the outcome of the consultation exercise the works would be planned to commence on site in the 4th quarter of 2009/10.
30. **Comments of the Director of Finance.** The cost of the scheme is estimated at up to £180,000. Subject to confirmation that approved resources can be reallocated to agreed priority projects, this cost can be met from the provisions in the capital programme in 2009/10 for Local Safety Schemes and 20 mph zone projects, financed by capital grant from Transport for London.
31. **Conclusion.** The findings of this report have shown that the recorded vehicular speeds in the roads within the Shaftesbury Estate area are low enough to allow the implementation of a 20mph speed limit without the need for physical traffic calming measures.
32. The proposed measures would include surface treatments on approaches to the area and to specific junctions, to enhance and highlight the proposed 20mph speed limit, together with the necessary signing. The type of surface treatment proposed has been chosen following discussion with the Borough Planner in consideration of the Conservation Area.
33. The recommended measures would result in an area wide 20mph speed limit that aims to improve safety for all road users, particularly cyclists and pedestrians within the area, by reducing speeds generally and the incident of road traffic accident casualties.

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2nd September 2009

Background Papers

The following background papers were used in the preparation of this report: -

1. Shaftesbury Estate LSS – Paper no. 08-566;
2. Traffic survey results – Nov 2007 and June 2009; and
3. Accident statistics for 3yr period to Mar 2009.

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council's website (www.wandsworth.gov.uk/committ) unless the report was published before May 2001, in which case the Committee Secretary (Mr. F. deLima – 020 8871 6488; email fdelima@wandsworth.gov.uk can supply if required).

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