

TECHNICAL NOTE



Subject: KIMPTON 20MPH ZONE
Job No: 210007
Note No: TN001 (rev. 00)
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Introduction

The aim of this Note is to identify the design constraints in developing a 20mph Zone within the village of Kimpton.

In considering the introduction of 20 mph Zone the following must be considered:

All roads in 20mph areas must demonstrate speed compliance and in some cases, this may require the installation of traffic calming measure in order for a scheme to be agreed.

Mean (average) speeds of 24mph or lower are considered to be compliant for the purposes of 20mph areas.

Site appraisal

The area under consideration is typically residential with predominately residential properties situated along the main through route known as High Street. The adjacent side roads also consist of residential housing.

The current speed limit within the entirety of the village is 30mph by virtue of there being a system of street lighting within the area under consideration.

Considerations

Initial consideration was given to implementing a 20mph Zone along the High Street between Luton Road to the west of the village and Hitchin Road to the West. Speed surveys undertaken along this route fell into two distinct categories when considering a 20mph Zone, they are:

- High Street, Between Luton Road and Claggy Road -Vehicle speed exceeds 27mph mean speed.

- High Street, Between Claggy Road and Hitchin Road – Vehicle speed did not exceed the 24mph mean speed.

Following on from initial investigation, officers were asked to consider extending the 20mph Zone to include the whole village. Whilst it is considered that most roads within the village would not exceed a 24mph mean speed, Claggy Road would have a similar mean speed (27mph) to the western leg of the High Street between Luton Road and Claggy Road.

Outcome for considering an entire 20mph Zone

The introduction of a 20mph Zone is achievable however the following would need to be considered to ensure that vehicle Mean speeds are below 24mph to enable the scheme to gain any approval and considered self-enforcing.

The High Street, Between Luton Road and Claggy Road where vehicle speed exceeds 27mph (mean speed) will require some form of physical measure in the form of speed cushions/tables, or chicanes **Plan 3,4 & 5** (below). These individual physical measures will need to be spaced at approximately 80 metre intervals to ensure that appropriate speed is maintained along this section. Consideration should be given to the Introduction of a horizontal Gateway Treatment and the start of the 20mph speed limit near its junction with Luton Road. The type of Gateway could be like **Plan 1 & 2** (below).

High Street, Between Claggy Road and Hitchin Road where vehicle speed does not exceed the 24mph mean speed will not require any form of vertical or horizontal deflection and can have repeater signing and set intervals.

Claggy Road from the village boundary to its junction with High Street has a vehicle mean speed exceeding 27mph and therefore will require some form of physical measure in the form of speed cushions/tables, or chicanes. These individual physical measures will need to be spaced at approximately 80 metre intervals to ensure that appropriate speed is maintained along this section. Consideration should be given to the Introduction of a horizontal Gateway Treatment and the start of the 20mph speed limit near its junction with Luton Road. The type of Gateway could be like **Plan 1 & 2** (below).

The remaining side roads within the Village of Kimpton will not require any physical traffic calming as speeds do not exceed 24mph (mean speed) and will only require minimum level of signing.

Other considerations

Should physical traffic calming measures **not** be favoured then the alternative option is to:

- Introduce the 20mph Zone along the High Street between Claggy Road and Hitchin Road only.
- The remaining side roads would be incorporated into the 20mph zone.
- The sections of High Street between Luton Road and Claggy Road **would remain 30mph.**

EXAMPLES OF HORIZONTAL TRAFFIC CALMING FEATURES



PLAN 1



PLAN 2

EXAMPLES OF VERTICAL TRAFFIC CALMING FEATURES



PLAN 3



PLAN 4



PLAN 5