



**OFFICER REPORT TO LOCAL COMMITTEE
(Elmbridge)**

**PETITION, ROAD SAFETY
BURWOOD ROAD, HERSHAM**

25 February 2013

KEY ISSUE

To update members on the investigations carried out, together with the conclusions and recommendations, following the presentation of a Petition to the November meeting of this committee.

SUMMARY

This report updates members following the Petition at the November Committee highlighting safety concerns, the lack of 30mph reminder signs, and traffic calming on Burwood Road. A report to the Committee was agreed following further investigation, and this report presents the results.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to:

- (i) Approve that a feasibility study is carried out to determine, the most appropriate solution, to the petitioner's requests, subject to the funding for the feasibility being provided by the Divisional Member's next year's allocation.

1 INTRODUCTION AND BACKGROUND

- 1.1. Members are reminded that a Petition was submitted to the November 2012 meeting of the Local Committee, signed by 190 residents, highlighting safety concerns generally including, speed of vehicles, the lack of 30mph reminder signs, traffic calming, and crossing points on the C152 Burwood Road, Hersham.
- 1.2. The petition requests a 20mph zone encompassing Molesey Road from Thrupps Lane to Queens Road, and extended into Burwood Road, to its junction with Green Lane, and to include Pleasant Place.
- 1.3. Additionally requested are signs in the remaining existing 30mph section, painted speed roundels on the carriageway, and a zebra crossing in the vicinity of the School and Church.
- 1.4. The road is subject to a 30mph speed limit from the A244 Hersham Bypass to Turners Lane, and is well lit by a continuous system of street lighting. The remaining section of Burwood Road is subject to a 40mph posted limit up to its junction with Seven Hills Road.
- 1.5. The speed limit at western end of Burwood Road was reduced from 50mph to 40mph in 2005 to coincide with the reduction in limit on Seven Hills Road.
- 1.6. Two Vehicle Activated Signs, which will only display to drivers travelling in excess of the posted limit, are also positioned within the 40mph limit to remind drivers to Slow Down.
- 1.7. All 4 entry points into the 30mph zone are well signed with yellow backed retro reflective signs. These occur at the following locations:
 - Turners Lane coincident with a red carriageway patch and 30mph carriageway roundel.
 - A244 Hersham Bypass junction with Queens Road.
 - A244 Hersham Bypass junction with Westcar Lane.
 - A244 Hersham Bypass junction with Molesey Road.
- 1.8. Pedestrian footways are provided on both sides of the road in the section of 30mph up to Westcar Lane, where it only exists on one side of the road until it reaches Turners Lane. The footway then continues for a short section on both sides of the road through the 40mph section up to Squires Nursery where it then continues along one side only until it meets Seven Hills Road.
- 1.9. School keep clear markings are provided in front of Lilliputs school, on Burwood Road, and additionally in Faulkners Road.

1.10. A comprehensive improvement scheme was installed in 2004/5 at the Queens Road junction with Burwood Road, which was well known for its poor accident history. The opportunity was also taken to make improvements to the Pleasant Place junction and layout. This included:

- Change in priority and introduction of a mini roundabout.
- Improved street lighting.
- Widened and resurfaced footways, including tactile paving, kerb build outs, and bollards.
- New kerbing and highway drainage.
- New pedestrian and traffic islands.
- Bus Stop improvements.
- Improved parking layout and revisions to parking bays.
- New carriageway road markings and signing.

1.11. This followed much consultation with Divisional, and Local Borough Members, shopkeepers and local residents.

2. ANALYSIS

2.1. In August 2006 the Department for Transport (DfT) published Circular 1/06 'Setting Local Speed Limits' which gives guidance on the framework that traffic authorities should follow when setting and reviewing local speed limits, including 20mph limits and 20mph zones. It recommends that 20mph speed limits and zones should not be implemented on roads with a strategic function or main traffic route, they should be generally self-enforcing and take into account the level of Police enforcement available.

2.2. **20mph speed limits** are introduced by the use of terminal speed limit signs and 20mph repeater signs at regular intervals along the road(s) covered by the limit, with no supporting engineering measures. Research has shown that the introduction of a 20mph speed limit by signing alone only reduces vehicle speeds by approximately 2mph. 20mph speed limits are only suitable where vehicle speeds are already low, with Setting Local Speed Limits suggesting that the introduction of a 20mph speed limit where mean speeds are at or below 24mph is likely to lead to general compliance with the new speed limit.

2.3. **20mph zones** are generally introduced over several roads and require the provision terminal speed limit signs at all entry points to the zone and traffic calming features to reduce speeds. Research has shown that 20mph are effective in reducing collisions and injuries, particularly those involving children. 20mph zones are used where excessive speeds occur, requiring traffic calming measures to be introduced to ensure speeds are at or below 20mph.

- 2.4. Both 20mph speed limits and zones are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.
- 2.5. Surrey's Speed Limit policy rejects the Department for Transport guidance for 20mph speed limits as it was felt that it would jeopardise the existing credibility of the 20mph limit sign and could be detrimental to road safety. Therefore Surrey County Council's policy will only authorise a 20mph zone or limit if the average free flow speed at a representative site does not exceed 20mph.
- 2.6. Unlike other limits, '20mph' is associated with effective self-enforcement and drivers do not expect to have the choice of whether to obey the speed limit (or not). In order to sustain this understanding it is important that drivers continue to appreciate that '20 means 20' and our current policy reflects this.
- 2.7. In terms of 30mph, The Highway Code is clear on speed limits and Rule 124 states:
You **MUST NOT** exceed the maximum speed limits for the road and for your vehicle. The presence of street lights generally means that there is a 30 mph speed limit unless otherwise specified.
- 2.8. Rule 125 states:
The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when
- the road layout or condition presents hazards, such as bends
 - sharing the road with pedestrians, cyclists and horse riders, particularly children, and motorcyclists
 - weather conditions make it safer to do so
 - driving at night as it is more difficult to see other road users
- 2.9. This is backed up by legislation in the form of the Road Traffic Regulation Act, sections 81, 86, 89 & Schedule 6.
- 2.10. This legislation precludes Highway Authorities from erecting repeaters signs in areas covered by 30mph limits where a system of street lighting exists.
- 2.11. Although Surrey County Council as the highway authority introduces highway schemes and speed limits, it does so in accordance with Government aims to reduce personal injury accidents. It is only fair and equitable that this is done where high numbers of personal injury accidents are occurring ahead of locations where there are few or even perceived, in order to best utilise its limited funding.
- 2.12. Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

2.13. The County Council database, supplied by Surrey Police, of recorded personal injury collisions shows that in the last three years plus year to date, between 1 January 2010 and 30 September 2012, there have been 5 personal injury collisions along the entire length of Burwood Road. All of the collisions are random, unrelated and have not been recorded as being speed related.

Location/near to	Collisions	Date	Nature
Eriswell Road	2	27/02/2010 09/10/2010	Slight Fatal
Vaux Crescent	1	17/5/2010	Slight
O/S Church Hall	1	24/06/2011	Slight
Faulkners Road	1	04/12/2009	Slight

3. OPTIONS

- 3.1. The road is subject to a 30mph speed limit, which is the appropriate limit for this type of road, and is the lowest limit than can be applied in Surrey, without traffic calming measures.
- 3.2. By itself, the personal injury accident record along the road would not justify wide scale traffic calming proposals in order to reduce average speeds to 20mph or less. The implications of introducing a plethora of devices to ensure that vehicular speeds are reduced to 20mph would be far-reaching and expensive. Experience has shown that where similar schemes have been constructed previously, there is now a public demand to have the measures removed.
- 3.3. Alternatively a package of measures to ameliorate the situation could be introduced to ensure that a solution is achieved sooner, be more acceptable to local residents, be less detrimental to the environment, and have a greater benefit cost.
- 3.4. The school signing on Burwood Road could be quickly improved outside the school with the addition of yellow backed school children crossing warning signs and flashing amber lights, to both approaches.
- 3.5. Faulkners Road does have very restricted sight lines onto Burwood Road, and an accident did occur here in April last year. Faulkners Road does have an alternative and better junction onto Queens Road. A One-Way system could be introduced to ameliorate the layout and reduce personal injury accidents.

- 3.6. It may be possible to introduce a Zebra crossing in the vicinity of the school. This will also inevitably affect parking in the vicinity as there is a requirement for statutory zig zag markings either side of the crossing point. This would also serve to help cross the road for the Church and other local amenities.
- 3.7. The entrance/egress from the school car park is currently accessed directly from Burwood Road. This could, if the school were minded, be relocated to Faulkners Road. This would facilitate the existing entrance to be used as the zebra crossing location, and minimize the loss of parking locally.
- 3.8. Some further and more strategic waiting restrictions may also be required to permit parking in locations where it can be accommodated safely, and control it where it is hazardous.
- 3.9. Further Vehicle Activated Signs could be introduced in the 30mph limit to warn drivers of the various highway layouts.
- 3.10. The existing 30mph could be relocated from its current location near Turners Lane, and create a more meaningful gateway closer to the narrower and more built up environment. This however would necessitate increasing the limit over the remaining road to 40mph, and may not be universally welcome locally.
- 3.11. To ensure that a holistic assessment of all the above can be determined, and ensure that the most appropriate solution introduced, a feasibility study to ascertain the relative benefits, and disbenefits of any proposal. would be required to be carried out.

4. CONSULTATION

- 4.1. Site meeting held on the 9th January 2013, attended by County Councillor Mrs Hicks, Borough Ward Councillors, residents and officers.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1. The estimated cost of carrying out the feasibility assessment would be in the region of £5,000 and could be included within next year's budget, if the Divisional Member is mindful to fund this project.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1. None

7. CRIME AND DISORDER IMPLICATIONS

- 7.1. None

8. CONCLUSION AND RECOMMENDATIONS

- 8.1. The report recommends carrying out a feasibility study to determine, the most appropriate solution. This would ascertain the relative benefits, and disbenefits of any proposal, and ensure that the most effective and cost effective solution would be introduced.

9. REASONS FOR RECOMMENDATIONS

- 9.1. The feasibility would enable the most appropriate and cost effective proposal to benefit pedestrian safety and encourage walking/cycling by creating a greater confidence and safer environment for more vulnerable users.

10. WHAT HAPPENS NEXT

- 10.1. If the Committee agree with the recommendations, approve the feasibility, and funding allocated by the Divisional Member, then the assessment will be placed on next year's programme for completion during that financial year. The results will then be reported to this Committee for determination.

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BACKGROUND PAPERS:

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