



**HURST ROAD, EAST MOLESEY
REPORT BACK ON PETITION**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)
24 JANUARY 2006**

KEY ISSUE

To update members on the investigations carried out, the results obtained, and the conclusions and recommendations made following the presentation of the petition to the November meeting of this committee.

ELECTORAL DIVISION AND MEMBER

West Molesey – Mr Ernest Mallett

OFFICER RECOMMENDATIONS

The Committee is asked to:

- 1) Note the work undertaken in assessing the length of the Hurst Road since the presentation of the petition.
- 2) Approve the additional work proposed in paragraph 2.12 of the report.
- 3) Approve the funding for the work proposed in paragraph 3.1 of the report.

LEAD CONTACT OFFICER: Chris Paisley - Local Transportation Manager

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BACKGROUND PAPERS: Petition and accompanying letter
Speed Management Policy (SCC)
Determining and Applying Appropriate Speed Limits Policy (SCC)

1 INTRODUCTION AND BACKGROUND

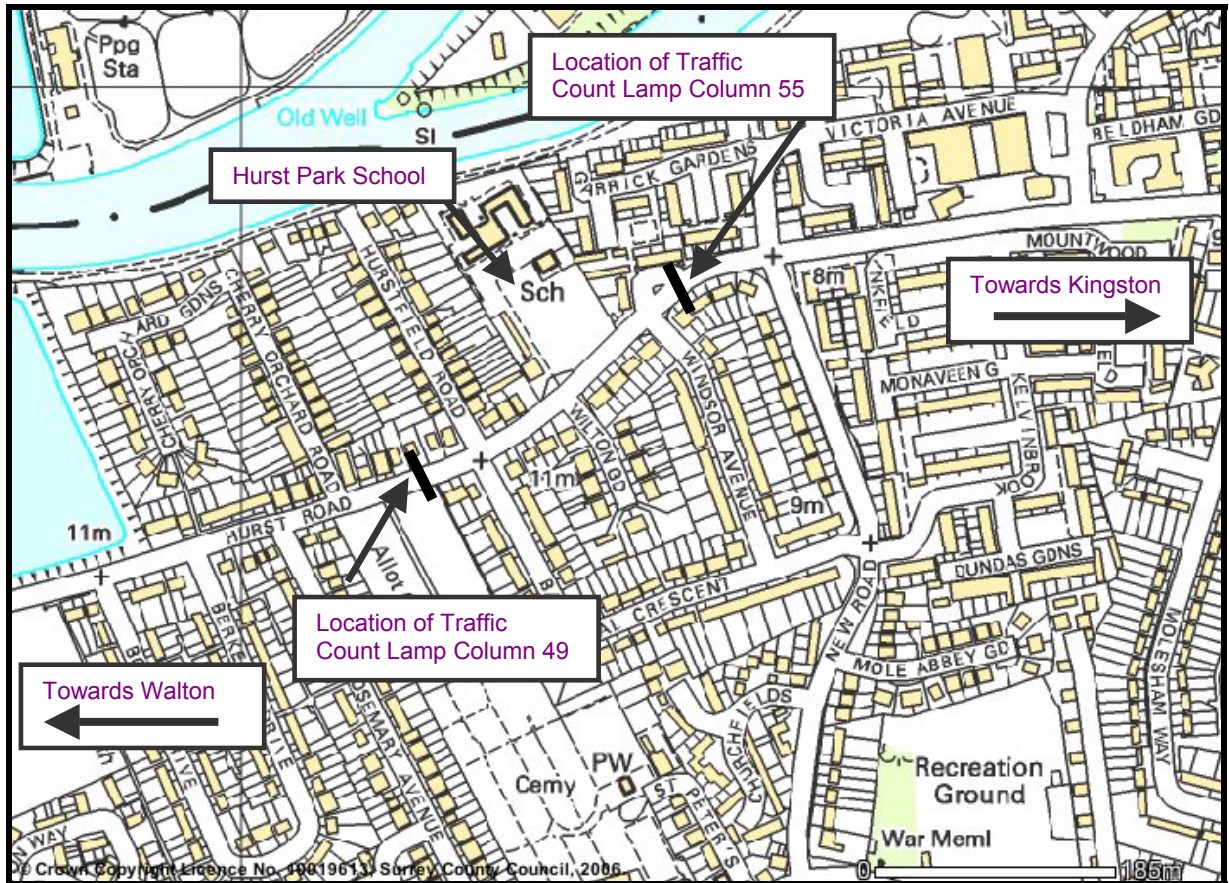
- 1.1. Members are reminded that a petition was submitted to the November 2005 meeting of the Local Committee concerning road safety issues along Hurst Road in West Molesey. Mrs Veronica Collins addressed the meeting to highlight particular concerns of local residents and parents of children attending Hurst Park Primary School. While concerned about road safety issues generally in the area, specific concern was raised around the Hurst Park School area with a request to establish a school zone to include additional signage and the introduction of a 20mph zone.
- 1.2. Having presented a verbal response to the meeting in November a review and assessment of the road has now taken place and this report presents the findings of that work.
- 1.3. The A3050 Hurst Road is a Local Distributor Road, which carries approximately 13000 vehicles both ways per day. The road is subject to a 30mph speed limit and is well lit by a continuous system of street lighting throughout the length under review.
- 1.4. There are numerous junctions onto the Hurst Road in the vicinity of Hurst Park School. The carriageway is relatively wide and there are central hatch markings and right hand turn lanes for a number of the junctions along the road.
- 1.5. Footways are provided on both sides of the road and there are also separate highway verges in parts.
- 1.6. It should also be noted that the school has been working closely with officers from the Local Transportation Service and the Road Safety Team on safe routes to schools issues. The school has submitted and had approved a school travel plan. A number of other initiatives have also occurred or are being planned.
- 1.7. In addition, initial contact and dialogue has taken place between the school and a representative from Island Barn Aggregates in connection with the possible funding of the removal of a drainage stack on third party land, which obscures exit visibility from the main school entrance to the right.

2 ANALYSIS AND COMMENTARY

- 2.1 As part of the review process a range of data has been collected and assessed.

- **Vehicle speeds and flows**

- 2.2 Vehicle speed and flow data had previously been collected in April and June 2003, in the vicinity of Hurst Park School close to the junction of Windsor Avenue and Balmoral Gardens. These have now been repeated in December 2005. A location plan showing the location of the two counts is shown below.



2.3 The results obtained for the two surveys are summarised in the table below. It is interesting to note that although vehicle flows have gone up, actual vehicle speeds; both mean and 85%ile, have reduced.

Location and Measurement	Towards Kingston Into School Zone			Towards Walton Away from School Zone		
	2003	2005	diff	2003	2005	diff
Location Lamp Column 49	2003	2005	diff	2003	2005	diff
Vehicle Speeds – Mean - (mph)	33.3	32.5	-0.8	33.1	30.9	-2.2
Vehicle Speeds - 85% - (mph)	38	37.4	-0.6	38	35.3	-2.7
Vehicle Flow - Ave Weekday Flow	6163	6753	590	6420	6919	499
Location Lamp Column 55	2003	2005	diff	2003	2005	diff
Vehicle Speeds – Mean - (mph)	32.4	30.4	-2.0	30.9	29.2	-1.7
Vehicle Speeds - 85% - (mph)	36.1	33.8	-2.3	34.1	32.7	-1.4
Vehicle Flow - Ave Weekday Flow	6222	7006	784	6457	7180	723

- **Personal Injury accidents**

2.4 Analysis has taken place of personal injury accidents in the immediate area surrounding the school, for the period January 2000 to June 2005. In that time a total of 5 accidents have taken place that have resulted in personal injury. The distribution and brief causation factors are shown in the table below.

Location	Date	Weather	Lighting Conditions	Main Causation Factor	Casualties
Hurst Road j/w Cherry Orchard Road	Jan 2000	Dry	Dark – Lights on	Junction Turning	1 Slight (Driver)
Hurst Road j/w Cherry Orchard Road	Apr 2000	Wet	Light – Lights off	Junction Turning	1 Slight (Driver)
Hurst Road j/w Cherry Orchard Road	Mar 2004	Dry	Light – Lights off	Shunt caused by poor positioning	1 Slight (Driver)
Hurst Road 25m West j/w Wilton Gardens	Feb 2000	Dry	Dark – Lights on	Ped crossing heedless of Traffic	1 Slight (driver) 1 Serious (Pedestrian)
Hurst Road 25m East j/w Wilton Gardens	Apr 2001	Dry	Dark – Lights on	Shunt accident caused by rock being thrown into road	2 Slights (Drivers)

2.5 Having assessed the accident details there is no obvious pattern emerging from this data. It should be noted however that two of these accidents occurred before the speed limit was reduced from 40mph to 30mph along the Hurst Road at the end of March 2000. Three accidents also occurred during the hours of darkness but the street lighting has been assessed as suitable for a road of this nature.

2.6 The conclusion reached therefore is that at this time there is not a significant accident problem along this stretch of Hurst Road, which could be addressed with engineering solutions.

- **Existing Road Signing and Markings**

2.7 A site survey has taken place of the existing road markings and signing in the area. It was noted that there are already School Warning Signs on Yellow Backing boards complete with amber school flashing lights on both approaches. While the area would benefit from some renewal of existing road markings the general condition of signs is considered satisfactory.

2.8 While it can be the case that too many signs can confuse or distract motorists it is felt that there are a few additional measures that may be of benefit.

2.9 These are:

- Provide high level “Keep Left” warning signs on the existing beacon poles on the centre islands in Hurst Road.
- Provide “SLOW” markings on red patches by the existing School signs and amber flashing lights as motorist approach the school.
- Improve the existing School Signing with the addition of two vehicle activated Variable Message Signs. During school hours these would display the

traditional “School Warning” sign together with a “Slow Down” text below. Outside of schools times in one direction (Kingston Bound) the sign could display “Bend to the left” sign and in the other direction (Walton Bound) “Junction Ahead” to warn of the Cherry Orchard junction.

- **Consideration of a 20mph Speed Limit**

2.10 The County Council has two policy documents that are used in the assessment and consideration of speed limits. These are the “Speed Management Policy” and the “Determining and Applying Appropriate Speed Limits Policy”.

2.11 Both of these documents have been developed in close partnership with Surrey Police as one element of the Joint Road Safety Strategy.

2.12 The table below presents an extract from the policy document showing the description in the Road Hierarchy Table of the appropriate speed policy for a 20mph limit and a 30mph limit in an urban location.

Description of Road	Preferred Maximum Speed Limit	Officer Comment in relation to the A3050 Hurst Road
<p>Residential roads off main routes for where the needs of local residents will generally have priority over “through” traffic, especially the roads used by children to get to schools. Generally these are not busy through routes, and have infrequent bus services if any.</p>	<p>20</p>	<p>The A3050 Hurst Road does not meet the criteria.</p>
<p>Busy, town centre shopping streets are where pedestrians, cyclists, children and the elderly access public transport, shopping, business, schools and will have priority over “through” traffic.</p>	<p>20</p>	<p>The A3050 Hurst Road does not meet the criteria.</p>
<p>Local Distributors are for towns where movement of traffic is important, though care is taken to ensure that adequate facilities for vulnerable road users are provided e.g. crossing places, cycle lanes.</p>	<p>30</p>	<p>The A3050 Hurst Road is a Local Distributor Route of significance within the north of the District and is a key link to other districts and national routes. While there are no specific cycle lanes along the A3050, National Cycle Route 4 runs alongside the River Thames and there are a number crossing points, along the Road, although it is noted that most are uncontrolled.</p>

2.13 The actual setting of speed limits is covered by the Surrey County Council Speed Limit Criteria document. Having applied the assessment criteria based on the actual recorded speeds along the A3050, the criteria is met for the

existing 30mph limit.

2.14 Having carefully considered that data and results obtained, it is proposed that the following changes be implemented:

- Renew all existing white lining and central hatching in the vicinity of the school area.
- Renew the existing “School Keep Clear “marking in front of the school entrance.
- Provide high level “Keep Left” warning signs on the existing beacon poles on the centre islands in Hurst Road.
- Provide “SLOW” markings on red patches by the existing School signs and amber flashing lights as motorist approach the school.
- Improve the existing School Signing with the addition of two vehicle activated Variable Message Signs. During school hours these would display the traditional “School” sign together with a “Slow Down” text below. Outside of schools times in one direction (Kingston Bound) the sign could display “Bend to the left” sign and in the other direction (Walton Bound) “Junction Ahead” to warn of the Cherry Orchard junction.

3 FINANCIAL IMPLICATIONS

3.1 It is proposed to fund the new keep left signs and road markings using the Local Allocation capital allocation set aside for Traffic Management Schemes at an estimated cost of £3,500. It is proposed that the two new Variable Message Speeds be funded from unallocated Local Allocation capital allocation for 2005/06 at an estimated cost of £6,000.

4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

4.1 The introduction of a new variable message signs should enhance the road safety message for lower vehicle speeds throughout the area.

5 CRIME AND DISORDER IMPLICATIONS AND EQUALITIES IMPLICATIONS

5.1 None

6 CONCLUSION

While the A3050 Hurst Road does not meet the criteria for the introduction of a 20mph speed limit, the additional measures proposed in this report should be of benefit to all vulnerable road users in the area.