



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

LETTER OF REPRESENTATION A3050 TERRACE ROAD - WALTON ON THAMES

7 DECEMBER 2009

KEY ISSUE

To update members on the investigations carried out, the results obtained, the conclusions and recommendations made, following the letter of representation to the July meeting of this committee.

To seek approval to reduce the speed limit along the A3050 Terrace Road from 40mph to 30mph from the existing 30 mph termination point just east of the roundabout with D3801 Waterside Drive to a point 50m east of the junction with B369 Walton Road.

SUMMARY

This report updates members following the letter of representation received at the July Committee, accompanied by a verbal presentation by County Councillor Mr Phelps-Penry, highlighting concerns regarding the speed limit along this section of the A3050, between Waterside Drive and Walton Road. A report to the Committee was agreed following further investigation, and this report presents the results of those findings.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to agree that:

- (i) Subject to statutory procedures, the speed limit on the A3050 Terrace Road is reduced from 40mph to 30mph from the existing 30 mph termination point to the east of the roundabout with D3801

Waterside Drive to some 50 metres east of the junction of B389 Walton Road, on the A3050 Hurst Road.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a letter of representation was submitted to the July 2009, meeting of the Local Committee, concerning the existing speed limit along the A3050 Terrace Road from Waterside Drive to Walton Road.
- 1.2 The letter requested a reduction in the existing 40mph limit to a 30 mph speed limit be applied to this section of the A3050 to cover the area of housing. Additionally it was requested to introduce a mini roundabout at the junction with D3804 Sunnyside.
- 1.3 Terrace Road is the A3050, which is a strategic principal route on the County network linking the A317 in Weybridge, the A244 in Walton on Thames and the A309 in East Molesey.
- 1.4 Due to the environmental conditions of the surrounding area, with the River Thames to the north, Railway line to the South, and a number of Thames Water Reservoirs, vehicular traffic is very limited in its ability to access the area without utilising this route.
- 1.5 This section of road is currently subject to a 40 mph speed limit and is well lit by a continuous system of street lighting. Continuous pedestrian footways are provided on both sides of the road. The southern side of the road is largely open land with only a small number of properties immediately accessed from the carriageway.
- 1.6 The County Council database, supplied by Surrey Police, of personal injury accidents shows that between 1 January 2006 and 31 July 2009, there have been 7 personal injury collisions along this section of road.
- 1.7 The majority of the collisions that occurred were turning type collisions, from side road junctions onto the A3050.

Road name	Collisions	Date	Nature
Vanbrugh Drive	3	16/02/2006	Slight
		04/10/2006	Serious
		28/06/2009	Slight
Sunnyside	1	03/12/2008	Slight
Walton Road	3	08/08/2007	Slight
		04/11/2007	Slight
		15/08/2008	Slight

- 1.8 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 flaunt the law, quickly and effectively.

2 ANALYSIS

- 2.1 Two individual and independent surveys were carried out at the site. A radar gun survey on the 29 September 2009, and a seven day full automatic traffic speed and volume survey during the period 13 October to 19 October 2009.
- 2.2 The 85%ile speed is a numerical average used by Highway Engineers to assess vehicular speeds, as it uses a mathematical standard distribution, resulting in a speed that 8 out of every 10 drivers achieve.
- 2.3 The measuring device was located at lamp column 46 which is located between Vanburgh Drive and Walton Road, near Sunnyside.

Automatic Traffic Counter (mph)	Northbound 85%ile	Southbound 85%ile	Northbound mean	Southbound mean	Northbound daily Flow	Southbound daily Flow
Near Sunnyside at L/C 46	39.6	39.6	34.2	34.2	7683	7798

- 2.4 The northbound 85%ile speed of the traffic travelling along the road was found to be 39.6 mph, with a 7 day average daily northbound flow of 7683 vehicles. The mean speed was 34.2 mph.
- 2.5 Similarly southbound 85%ile speed of the traffic travelling along the road was also found to be 39.6 mph, with a 7 day average daily southbound flow of 7798 vehicles. The mean speed was 34.2 mph.
- 2.6 The free flow speed of vehicles has also been recorded, utilising a radar speed gun. This is the average of at least 100 readings in each direction, taken of the lead vehicle in free flow, dry weather conditions. The covert survey was carried out on the 29th September 2009 between the hours of 11.30 and 13.00.
- 2.7 This was carried out along the route, again between Vanburgh Drive and Walton Road, near Sunnyside.

Radar (mph)	Northbound 85%ile	Southbound 85%ile	Northbound mean	Southbound mean
Vanburgh Drive and Walton Road, near Sunnyside.	38	40	33	34

- 2.8 The radar speed survey carried out determined that the northbound 85%ile speed of the traffic travelling along the road was 38 mph, with a mean speed of 33 mph.
- 2.9 Similarly the southbound 85%ile speed of the traffic travelling along the road was 40 mph, with a mean speed of 34 mph.
- 2.10 The introduction of both mini and large roundabouts, is a function of traffic flow arriving at the junctions, together with both existing personal injury collisions data, and an understanding of traffic congestion predictions on traffic flows.
- 2.11 In order for roundabouts to work effectively it is a requirement that all arms have, where possible, very similar traffic flows. This ensures that traffic is slowing down on all approaches, as traffic circumnavigates the traffic control device, and provides the working mechanism for an effective working roundabout, in traffic safety terms.
- 2.12 Where unequal flows exist then vehicles using the main flow route very quickly realise that the likelihood of a vehicle exiting the low usage side road exits, and drive through the control measure without any change in speed or direction. This has the consequences that when a vehicle does emerge from the side road, that there is a very high risk of a collision occurring.
- 2.13 Additionally roundabouts alter the junction priority from a traditional tee junction layout to a give way to the right convention, in accordance with the the Highway Code.
- 2.14 The introduction of a mini roundabout at Sunnyside would effectively give priority to the D3804 cul de sac over the A3050, which in traffic management terms is not sound highway design.
- 2.15 All schemes constructed on the public highway are independently safety audited for compliance to regulations, together with design checks to ascertain whether any further risk potential has been introduced into proposal.
- 2.16 The available highway is also insufficient to provide the deflection required, on entry to a roundabout, to ensure its minimum design criteria.
- 2.17 It has been shown that roundabouts, as with any form of traffic control, generate some 3-4 collisions per annum. Introducing a roundabout at this location could statistically increase collisions.
- 2.18 Paragraph 1.7 shows that the one personal collision has occurred either at or near the junction of the A3050 Terrace Road and Sunnyside.

3 OPTIONS

- 3.1 Surrey County Council has a speed management policy for determining and applying speed limits on the public highway. This was updated in 2005 to reflect the changes arising from the Department of Transport's revised speed limit guidance. This has been used to assess the limit on the A3050 Terrace Road.
- 3.2 This section of road is currently subject to a 40 mph limit, and was assessed prior to 2005.
- 3.3 Surrey County Council's speed limit policy states
- “that where the preferred new limit is lower than the existing limit, existing speeds will need to be compared to the proposed new limit to check if they are close enough for the new limit to be successfully introduced on its own, or whether other supporting speed reducing measures will be required.”
- 3.4 Experience has shown that lowering a speed limit on its own will not necessarily reduce speeds sufficiently. If a speed limit is set much lower than the existing traffic speeds then motorists are likely to ignore the limit unless the character of the road or environment indicate otherwise. There are likely to be insufficient police resources to provide effective enforcement for locations where speed limits are unrealistic.
- 3.5 If the average speeds are substantially above the proposed speed limit then the options are either to:
- (i) Retain the existing higher speed limit in order to manage speeds at a realistic level or:
 - (ii) Implement other speed management measures to achieve speeds closer to the preferred limit, and then introduce the lower limit.
- 3.6 Any proposed changes in speed limit should be undertaken in consultation with Surrey Police, as they will have the responsibility for the enforcement of the new speed limit.
- 3.7 Tier 1 roads are primary roads consisting of trunk roads and main A-Class roads plus some important B-Class roads. These would have a preferred limit of 50 or 60 mph depending upon the rate of personal injury collisions per 100 million vehicle km. 50 mph for more than 35 and 60 mph for less than 35 personal injury collisions per 100 million vehicle km
- 3.8 Tier 2 roads are district distributors, local distributors and access roads. There are some A-class roads but these are mainly B, C, and unclassified D roads. These would have a preferred limit of 40 or 50 mph depending upon the personal injury collision rate per 100 million

vehicle km. 40 mph for more than 60 and 50 mph for less than 60
personal injury collisions per 100 million vehicle km

- 3.9 The A3050 Terrace Road is classified as a Tier 1 road, and hence should have a preferred limit of either 50 mph or 60 mph, in accordance with the current policy.
- 3.10 In addition when the calculation for personal injury collisions per 100 million vehicle km is undertaken this gives a figure of 69, which confirms the preferred limit for the road at 50mph.

4 CONSULTATION

- 4.1 Consultation has been carried out with Surrey Police and their view is that they would support a reduction to 30 mph, as it is a very short extension, 500m ,of the existing 30 mph limit and covers 3 junctions, where cumulatively, 7 personal injury accidents have occurred during the last 3 and a half years.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The cost of making the Traffic Regulation Order and installation of the required signs and posts will be in the region of £3,000. The funding for this scheme would have to be met from the 2009/10 Local Transport Plan funding.
- 5.2 Approximately £350 has been spent from this budget to carry out the data collection and analysis.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 None.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 None.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 It is recommended to reduce the maximum speed limit of the A3050 Terrace from 40 mph to 30 mph from the existing 30 mph termination point east of the roundabout with D3801 Waterside Drive to some 50 metres east of the junction of B389 Walton Road, on the A3050 Hurst Road.

- 8.2 It is not recommended to introduce a roundabout at the junction of the D3804, as the increase in accident potential is not justified, in road safety, or casualty reduction terms.

9 REASONS FOR RECOMMENDATIONS

- 9.1 An extension of the existing 30 mph limit by some 500 metres would be supported by Surrey Police and as it covers 3 junctions, where cumulatively, 7 personal injury accidents have occurred during the last 3 and a half years.
- 9.2 It is anticipated that the reduction in speed limit together with improved signing should have a beneficial influence on the personal injury collision record, along this short length of road.

10 WHAT HAPPENS NEXT

- 10.1 If the Local Committee approves this speed limit reduction, A scheme will be included on the programme for 2009/10. Surrey County Council's Legal Department will then be asked to progress the statutory Traffic Regulation Order making process. This will include a full consultation with the Emergency Services.
- 10.2 If no objections are received when the Traffic Regulation Order is advertised the 30mph Speed limit Traffic Regulation Order will be made and the relevant signs and posts erected on site

LEAD OFFICER:	Frank Apicella, Local Highways Manager
TELEPHONE NUMBER:	08456 009 009
E-MAIL:	east Surrey highways@surreycc.gov.uk
CONTACT OFFICER:	Frank Apicella, Local Highways Manager
TELEPHONE NUMBER:	08456 009 009
E-MAIL:	east Surrey highways@surreycc.gov.uk
BACKGROUND PAPERS:	Determining and applying speed limits Speed management policy

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