



**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE
IN EPSOM & Ewell**

**B2200 CHESSINGTON ROAD
INTRODUCTION OF 40mph
SPEED LIMIT**

18th JULY 2005

KEY ISSUE:

To introduce a 40mph speed limit on the North West bound section of Chessington Road, between Hook Road and Ruxley Lane and provide terminal and repeater signs. This will enable more appropriate speed management and enforcement by Surrey Police's Casualty Reduction Officer.

SUMMARY:

The current 30mph speed limit on the North west bound carriageway of Chessington Road, between the junctions of Hook Road and Ruxley Lane is enforceable by virtue of a system of street lighting. This precludes the use of 30mph signs and 30mph repeaters. Drivers are confused by the dual carriageway nature of the road and are exceeding the speed limit in almost 98% of cases. Reasons cited include the lack of signs.

Surrey Police have written to Epsom and Ewell Local Transportation Service requesting that the speed limit be increased to 40mph. This will enable 40mph terminal and repeater signs to be erected and reduce confusion of drivers, many of whom believe the road to be subject to the national Speed limit.

This Committee is asked to approve the necessary legal orders to introduce a 40mph speed limit on Chessington Road between Hook Road and Ruxley Lane for the North West bound section of dualling only. It is intended that the 'old' section of Chessington Road remains as a 30mph speed limit due to current intentions of reducing the available road width.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree that:

- i. Approval be given to advertise the necessary Traffic Regulation Order for installing a 40mph speed limit on the north-west bound section of the B2200 Chessington Road, between the junctions of Hook Road and Ruxley Lane.
- ii. The Local Transportation Director be authorised to consider any objections received in consultation with the Chairman of the Local Committee and the local County and Borough Members.

1. INTRODUCTION AND BACKGROUND

- 1.1 Epsom and Ewell Borough Council (EEBC) undertook the initial public consultation on the Epsom Hospital Cluster in 1990. This included their preferred option for dualling Chessington Road, to allow for future traffic levels that were expected once the development is fully occupied. This was set out in EEBC's adopted Local Plan following a full Public Inquiry.
- 1.2 The outline planning permission to redevelop the cluster site was submitted in 1995 and, after further consultation, approval was given by EEBC in December 1997 and legal agreements signed in early 1998. The Dual Carriageway was completed and opened to traffic in December 2004.
- 1.3 Upon opening the new section of dual carriageway numerous complaints were received from residents and Members that vehicles were speeding and that people wished to see the erection of 30mph signs. However, as the new road existed within an existing section of street lighting, the 30mph speed limit was defined after Section 82 of the 1984 Road Traffic Regulation Act and no repeater signs or terminal signs could be erected. The adjoining road network either side of the new construction was also subject to a 30mph speed limit on this basis.
- 1.4 The nature of the road environment on the newly constructed section of dual carriageway affords drivers good visibility of hazards ahead, including the crossing points. The road 'feels' as though the speed limit should be greater than 30mph. There are no adjoining residential properties and wide shared-use pavements are provided for cyclists and pedestrians. The County Council's Speed Limit Policy defines this environment as suitable for a 40mph speed limit, considering the local and district distributor road status of Chessington Road.

2. ANALYSIS

- 2.1 ANNEXE1 details the results of a 1 week speed survey undertaken on the north-west bound section of new dual carriageway. The 85th percentile speed (above which only 1 in 7 drivers exceed), is used within the County's speed limit policy to determine appropriate speed limits.
- 2.2 The results show that the 85th percentile speed is 46mph. Application of the County Council's speed limit policy, undertaken in consideration of the road environment, indicates that the correct speed limit should be 40mph.

3. CONSULTATIONS

- 3.1 The initial speed survey results were sent to Surrey Police for their attention and to help support continuing enforcement opportunities. Their reply is attached as ANNEXE 2, which requests and supports the amendment of the current 30mph speed limit to 40mph.

4. FINANCIAL IMPLICATIONS

- 4.1 The necessary speed limit, traffic regulation order and associated terminal and repeater signs are estimated at costing £5,000. It is hoped that this will be funded by the developer of the hospital site. If not, additional funding will need to be found through the signs and lining budget.

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 There are no sustainable development applications.

6 CRIME & DISORDER IMPLICATIONS

- 6.1 The imposition of a correctly signed speed limit, with both terminal and repeater signing, will remove any possible confusion drivers currently experience regarding the correct speed limit. This will enable the Police to more rigorously enforce the new speed limit with targeted speed management campaigns.

7 EQUALITIES IMPLICATIONS

- 7.1 The speed limit will apply equally to all.

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1 The current dual carriageway between Ruxley Lane and Hook Road can result in confusion to drivers as to the appropriate speed limit. This has resulted in a wide range of vehicle speeds and with over 98% of drivers exceeding the current speed limit of 30mph.
- 8.2 The installation of a new 40mph speed limit better reflects the driving and road environment, is in line with the County's speed limit policy and will enable better police enforcement of the road.
- 8.3 Members are therefore requested to authorise the advertising of the necessary speed limit orders to implement a 40mph speed limit.

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BACKGROUND PAPERS: County Speed Limit policy.