



## **OFFICER REPORT TO LOCAL COMMITTEE (REIGATE AND BANSTEAD)**

### **SUTTON LANE, BANSTEAD - EXTENSION OF 30MPH SPEED LIMIT**

**5 MARCH 2012**

#### **KEY ISSUE**

To extend the existing 30mph speed limit in Sutton Lane, Banstead to reduce approach speeds to a junction in the London Borough of Sutton which has been identified as having a poor personal injury collision record.

#### **SUMMARY**

The London Borough of Sutton has ask Surrey County Council to consider extending its existing 30mph speed limit in Sutton Lane, Banstead by 150 metres of a junction in the London Borough of Sutton that has been identified as having a poor personal injury collision record. LB Sutton has given the undertaking that they would fund the scheme and pay for future maintenance of a Vehicle Activated Sign that is proposed as part of the scheme. This undertaking would need to be formalised in an agreement between Surrey and Sutton.

#### **OFFICER RECOMMENDATIONS**

**The Local Committee (Reigate and Banstead) is asked to:**

- (i) Agree that the 30mph speed limit in Sutton Lane, Banstead be extended by 150 metres south towards Banstead, supported by the provision of a Vehicle Activated Sign, subject to a formal agreement with the London Borough of Sutton regarding funding of the scheme and future maintenance of the Vehicle Activated Sign;

- (ii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit change, and subject to no objections being upheld, the Order be made; and
- (iii) Authorise delegation of authority to the Area Team Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member, to resolve any objections received in connection with the proposals.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 The junction of Sutton Lane/Downs Road/Cotswold Road in the London Borough of Sutton has been identified as having a poor personal injury collision record and Sutton has recently carried out accident remedial works at the junction.
- 1.2 LB Sutton has approached Surrey County Council to request the extension of the existing 30mph speed limit in Sutton Lane southwards by a distance of approximately 150 metres, towards Banstead. They have also requested the provision of a Vehicle Activated Sign that would display the 30mph speed roundel and the message 'Slow Down'. These measures would act to reduce vehicle speeds further in advance of the junction.
- 1.3 A location plan is attached as **Annex 1**.

## **2 ANALYSIS**

- 2.1 There have been 5 slight personal injury collisions at the junction of Sutton Lane/Downs Road/Cotswold Road within the London Borough of Sutton in the past 3 years. Speed was not recorded as a contributory factor in any of these collisions.
- 2.2 The existing speed in Sutton Lane is the national speed limit, changing 56 metres south of the junction of Sutton Lane/Downs Road/Cotswold Road to 30mph. Speed surveys have been carried out by LB Sutton in 2008 in Sutton Lane (northbound), approximately 200 metres south of the 30mph limit, a location within the national speed limit. A mean speed of 41.2mph was recorded.
- 2.3 A speed survey was also carried out in Cotswold Road (southbound) in LB Sutton at a point 110m north of the junction within the existing 30mph speed limit. The recorded mean speed was 28.5mph.

## **3 OPTIONS**

### **Extend existing 30mph speed limit**

- 3.1 The existing 30mph could be extended by 150 metres south towards Banstead, as requested by London Borough of Sutton. A plan showing

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the terminal point of the existing 30mph speed limit and the proposed terminal point is attached as **Annex 2**.

- 3.2 It is proposed to install Vehicle Activated Sign approximately 30 metres north of the start of the extended 30mph speed limit. This would be aimed at northbound drivers and would display the 30mph speed roundel and the message 'Slow Down'
- 3.3 In determining the appropriateness of reducing a speed limit, Surrey's speed limit policy states that the proposed new limit should be compared to the existing limit. This determines whether drivers are likely to comply with the proposed limit. Where existing speeds are at, close to, or below, the proposed limit, then changes would be considered appropriate. Where existing speeds are significantly above the proposed limit then either an appropriate higher limit is recommended, the existing limit retained, or speed management measures are introduced to achieve speeds closer to the preferred limit. It is essential that consultation with the Police is carried out so that collective agreement can be reached on the implications of the proposed limit.
- 3.4 The recorded mean speed is 11.2mph higher than the proposed new speed limit. This higher speed is not unexpected given that drivers were surveyed in a 60mph limit. It should be noted that the mean speed is significantly lower than the posted speed limit at this point, indicating that drivers are starting to slow down as they approach the existing 30mph speed limit.
- 3.5 Consultation has been carried out with the Police and they have no objections as the proposed extension of the 30mph limit is for only 150 metres and includes other measures such as VAS and extra carriageway markings.

#### **Do nothing**

- 3.6 If the existing 30mph is not extended south by 150 metres south towards Banstead, vehicle speeds approaching the Sutton Lane/Downs Road/Cotswold Road junction would be likely to remain at their current level.

## **4 CONSULTATION**

- 4.1 The Police have been consulted and have no objection to the proposal to extend the existing 30mph speed limit by 150 metres.

## **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The cost of changing a speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. Electrical works and possible changes to the road markings would also be required. Whilst likely costs are difficult to establish until a design is available, it is likely that an extension of the 30mph speed limit in Sutton Lane would cost about £6,500. The cost of a Vehicle Activated Sign is estimated to be about £4,000.
- 5.2 The London Borough of Sutton has indicated that they would meet all the costs of this proposal. They have also agreed to meet future maintenance costs associated with the VAS. No further work will take place on this scheme until a formal agreement is in place confirming this undertaking.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to carry out their enforcement duties.

## **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The extension of the existing 30mph speed limit in Sutton Lane southwards by a distance of approximately 150 metres, towards Banstead, would reduce vehicle speeds further in advance of the junction of Sutton Lane with Cotswold Road and Downs Road that has a poor personal injury collision record.
- 8.2 Surrey's speed limit policy requires existing vehicle speeds to be close to, or below, the proposed limit. This is not the case in Sutton Lane, although recorded vehicle speeds are significantly below the posted speed limit. However, as the proposed lower limit is only a short extension of an existing limit and the Police have no objections, it is recommended that the 30mph speed limit is extended, supported by additional road markings and a Vehicle Activated Sign.

## **9 REASONS FOR RECOMMENDATIONS**

- 9.1 To reduce vehicle speeds on the approach to a junction with a poor personal injury collision record.

## 10 WHAT HAPPENS NEXT

10.1 Once a formal undertaking is made by the London Borough of Sutton regarding the funding of the works and future maintenance, the Speed Limit Order will be advertised and, subject to there being no objections, the order will be made and the revised speed limit and accompanying measures implemented.

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<b>BACKGROUND PAPERS:</b>	None

