



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

**SURREY'S DRIVE SMART ROAD SAFETY AND ANTI-SOCIAL
DRIVING STRATEGY, AND REIGATE AND BANSTEAD'S LOCAL
SPEED MANAGEMENT PLAN**

18 JUNE 2012

KEY ISSUE

The Drive SMART Road Safety and Anti-Social Driving Strategy is presented here for comment ahead of being presented to the Surrey County Council Cabinet for approval.

The Local Speed Management Plan for Reigate and Banstead is also presented here for comment. The aim of the plan is to ensure that the roads with the worst speeding problems are identified so that Drive SMART resources are targeted at the sites that need them the most.

SUMMARY

Although Surrey has been relatively successful in reducing casualties in recent years, speeding and anti-social driving have remained a prime concern of Surrey's residents. Therefore care has been taken in the development of the Drive SMART strategy to tackle anti-social driving in response to public concerns, as well as tackling casualties. As part of this, local speed management plans are being developed with Surrey Police in every District and Borough in Surrey to ensure that the roads with the worst speeding problems are identified. This will ensure that Drive SMART resources are targeted at the sites that need them the most.

OFFICER RECOMMENDATIONS

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

- (i) Consider the draft Drive SMART Road Safety and Anti-social Driving Strategy and provide comments ahead of the strategy being presented to Surrey County Council's Cabinet for approval.

- (ii) Consider the latest version of the Local Speed Management Plan for Reigate and Banstead and provide comment to ensure that Surrey Police and Surrey County Council road safety colleagues are targeting Drive SMART resources at the sites that need them the most.

1. INTRODUCTION AND BACKGROUND

- 1.1. The Transport Act 2000, as amended by the Local Transport Act 2008, requires local transport authorities in England (outside London) to produce and maintain a Local Transport Plan. Local Transport Plans set out an authority's strategy, implementation plan, and targets for improving transport in their community. The Surrey Transport Plan is the name of Surrey's third Local Transport Plan, and replaces the previous Local Transport Plan from April 2011.
- 1.2. Appendix A describes Surrey County Council's and Surrey Police's joint "Drive SMART" Road Safety and Anti-Social Driving Strategy. This strategy is one of the core strategies that make up the new Surrey Transport Plan and is presented here to invite the local committee to make comment ahead of being presented to county council cabinet in the coming months. It is expected that individual strategies such as this will be updated every few years.
- 1.3. Appendix B describes the latest version of the Local Speed Management Plan for Reigate and Banstead. The aim of the speed management plan is to ensure that Surrey Police and Surrey County Council identify and agree together the sites with the worst speeding problems, so that Drive SMART resources can be targeted at the sites that need them the most.

2. ANALYSIS

- 2.1. If concerns are raised over speeding at a site, then it will be added to the local speed management plan for investigation. Surrey Police's casualty reduction officer for Reigate and Banstead (PC Peter Hawkins) will be the main point of contact should Members want to request that a new site be added to the plan for investigation.
- 2.2. An assessment of the level of casualties will be undertaken for any new site using data on collisions resulting in personal injury that are reported to Surrey police and then compiled and validated by Surrey County Council road safety colleagues. An assessment of the level of speeding will also be undertaken. Following investment through the Drive SMART initiative Surrey police casualty reduction officers have been provided with Speed Detection Radar units that can be mounted at the side of the road to discreetly measure speeds to assess the extent of the speeding problem at each site.
- 2.3. Following assessment of the extent of the problem (casualties and speeds), and of the physical characteristics of the site, Surrey police will then decide upon what interventions would be appropriate to tackle the problem. It is not possible to be precise as to the type and frequency of

intervention for each site as this will depend on the extent of the problem, the physical characteristics of each site, and police resources available to tackle all the sites identified across the Borough. However the speed management plan will provide a systematic method of identifying the sites that need the most attention in order to prioritise the resources available.

- 2.4. The level of public concerns will also be taken into account in deciding what resources it would be appropriate to allocate to a site if speeds have been confirmed as being excessive. However if the survey data shows that the level of speeding is very low (sometimes contrary to public perceptions), then resources are likely to be allocated to other sites where the level of casualties and speeding are much greater. If necessary the data within the speed management plan can be made available to Members and residents to explain why interventions are being undertaken at some sites, and not others. Sites where ongoing interventions are proposed are designated as “live”, and sites where it is proposed that no intervention is necessary are designated as “archive”. The data for archived sites will be retained for future reference.
- 2.5. It can be seen that there are a number of sites in the latest version of the local speed management plan for which speed data has yet to be collected. It is hoped that these speed surveys will be completed in the coming months (there are two Speed Detection Radar devices available to each Casualty Reduction Officer, and it is usual for speed surveys to be conducted over a one week period for each site). The speed management plan will then be continually updated as new sites are investigated and monitoring of live sites continues.
- 2.6. The speed management plan is not designed or intended to identify sites where the speed limit needs to be changed. Rather it is designed to identify sites where additional resources are required to reduce speeds to the existing limit.

3. CONSULTATIONS

- 3.1. The Drive SMART Road Safety and Anti-Social Driving Strategy was developed in partnership with Surrey police. The Local Speed Management Plan for Reigate and Banstead was developed in partnership with the local casualty reduction police officer and police road safety and traffic management team colleagues.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1. The Drive SMART strategy was developed in order to ensure effective partnership working and value for money in reducing road casualties and tackle anti-social driving. The local speed management plan has been developed to ensure that Drive SMART resources are directed to the sites that need the most attention to tackle excessive speeds.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1. Fewer collisions will result in reduced traffic congestion and reduced vehicle emissions. Fewer road collisions will also result in reduced damage to vehicles and property, and hence less waste. Improved speed management will result in reduced vehicle emissions.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1. Research has shown that regular road traffic offending is often linked to wider criminality. Therefore effective roads policing can assist in denying criminals the use of the road and tackling wider crime and disorder.

7. EQUALITY AND DIVERSITY IMPLICATIONS

- 7.1. An equality impact assessment has been undertaken for the Drive SMART strategy and will be published alongside the strategy in due course.

8. CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1. The Drive SMART Road Safety and Anti-Social Driving Strategy presented here will form one part of the Surrey Transport Plan that began in April 2011. It defines the main challenges and priorities for tackling road casualties and anti-social driving in future years. It describes how the main partners Surrey County Council (including Surrey Fire and Rescue) and Surrey Police will work together, what activities will be undertaken, and by whom. Following consultation the plan will be presented to Surrey County Council's Cabinet for final approval.
- 8.2. Local speed management plans are being developed with Surrey Police in every District and Borough in Surrey to ensure that the roads with the worst speeding problems are identified so that Drive SMART resources are targeted at the sites that need them the most. The latest version of the Reigate and Banstead plan is presented here in order to consult with the local committee as to which sites need to be investigated and to inform as to which interventions may be appropriate for each site.

9. WHAT HAPPENS NEXT

- 9.1. The committee's comments will be taken into account and reported to the cabinet when the final Drive SMART strategy is presented to the cabinet. The Local Speed Management Plan will continue to be developed in partnership with the local Casualty Reduction Police officer with more speed surveys being completed in the coming months. The local committee's comments will be taken into account when identifying which sites should be investigated and included within the plan.

LEAD OFFICER: Duncan Knox, Road Safety Team Manager, Surrey
County Council

TELEPHONE NUMBER: 020 8541 7443

E-MAIL: duncan.knox@surreycc.gov.uk

CONTACT OFFICER: Duncan Knox, Road Safety Team Manager, Surrey
County Council

TELEPHONE NUMBER: 020 8541 7443

E-MAIL: duncan.knox@surreycc.gov.uk

CONTACT OFFICER: Heather Pennells, Road Safety Engineer
(Enforcement), Surrey County Council

TELEPHONE NUMBER: 01483 519540

E-MAIL: heather.pennells@surreycc.gov.uk

CONTACT OFFICER: PC Peter Hawkins, Reigate and Banstead Casualty
Reduction Officer, Surrey Police

TELEPHONE NUMBER: 101

E-MAIL: Hawkins2653@surrey.pnn.police.uk

