



**OFFICER REPORT TO LOCAL COMMITTEE  
(RUNNYMEDE)**

**C127 Green Lane, Chertsey  
Speed Limit Assessment  
10 October 2011**

**KEY ISSUE**

To report the outcome of a speed limit assessment undertaken for C127 Green Lane, Chertsey and seek authorisation to advertise and implement a proposed speed limit change.

**SUMMARY**

A speed limit assessment was recently undertaken for:

- C127 Green Lane (between A320 Guildford Road and Bittams Lane).

This section of Green Lane is a street lit urban single carriageway road subject to a 40mph speed limit. A preferred speed limit of 30mph, to be introduced with supporting speed reducing measures, has been determined in accordance with Surrey County Council's Speed Limit Policy and consultation with Surrey Police.

**OFFICER RECOMMENDATIONS**

The Local Committee (Runnymede) is asked to:

- (i) note the results of the speed limit assessment undertaken;
- (ii) authorise the advertisement of a Speed Limit Revocation Order that will have the effect of revoking the existing 40mph speed limit order and introducing a 30mph speed limit (by virtue of the existence of a system of street lighting) to the length of the C127 Green Lane shown in Annex A;
- (iii) agree that subject to no objection being received the order be made and the proposed change to the speed limit implemented; and
- (iv) agree that any objections to the revocation of the existing 40mph speed limit and resultant introduction of a 30mph speed limit should be considered and resolved by the Area Team Manager (NW) in consultation with the Divisional Member and Chairman, and that this issue only be returned to Committee if any objections prove insurmountable.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 A speed limit assessment for C127 Green Lane was added to the approved list of schemes by Committee in November 2010, following representations from the Divisional Member.
- 1.2 C127 Green Lane links the A320 Guildford Road with A318 Chertsey Road/High Street Addlestone. Residential properties front the road at the north-western and south-eastern ends. The centre section passes over the M25 corridor, near to junction 11. The Salesian School is located in Guildford Road, near to its junction with the northwestern end of Green Lane.
- 1.3 C127 Green Lane is currently subject to a 40mph speed limit between the A320 and School Lane, at which point it changes to a 30mph speed limit for the remainder of its length. The road is lit by a system of street lighting, which for the purposes of setting speed limits defines it as urban.
- 1.4 Surrey's Speed Limit Policy was updated in November 2010. Speed limit assessment involves a four-step approach as follows:
- 1.5 Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.
- 1.6 Step 2 – Determining the preferred speed limit. Each road is considered under its respective location category: urban or rural. The road is then assessed against a number of pre-determined factors and definitions – a formulaic hierarchy – to determine the preferred speed limit.
- 1.7 Step 3 – Comparison of the preferred limit to existing speeds. This determines whether drivers are likely to comply with the preferred limit. Where existing speeds are at, close to, or below, the preferred limit then changes would be considered appropriate. Where existing speeds are significantly above the preferred 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 therefore, that Step 3 of this process is conducted in close discussion with the Police so that collective agreement can be reached on the implications of the preferred limit.
- 1.8 Step 4 – Monitoring of a change in speed limit. Monitoring of any introduced speed limit to ensure level of compliance is satisfactory. A review of this information will then take place including the possibility of introducing speed management measures to ensure compliance.
- 1.9 Speeding is essentially anti-social behaviour and a Police enforcement issue, as driving in excess of the posted speed limit is a criminal offence. The Police, as the sole highway enforcement agency, have the necessary powers to deal with offenders.

## 2 ANALYSIS

- 2.1 Under Step 1 of the Policy, the start and end points were considered in consultation with Surrey Police. It was agreed that the assessment would

be restricted to that section of C127 Green Lane between its junction with A320 Guildford Road and its junction with Bittams Lane. This was because the adjacent M25 bridge marks a natural threshold and a change of character. Also, it would result in any change in speed limit being applied over a length of at least 600m, whilst leaving the existing 40mph speed limit over the motorway a similar length. Surrey Police would not support a reduction in the speed limit over the motorway.

### Existing Speed

- 2.2 Speed data was recorded by Surrey Police using a Speed Data Recorder (SDR) during the four-day period 18-21 October 2010. The measurements were taken between Bittams Lane and Elm Tree Close.
- 2.3 During this period, a two-way average speed of 34.4mph and an 85<sup>th</sup> percentile speed of 40mph were recorded.
- 2.4 The 85<sup>th</sup> percentile speed is that speed which 85 percent of vehicles were observed to travel at or below.
- 2.5 In accordance with the County Council's Speed Limit Policy, average speeds rather than the traditional 85<sup>th</sup> percentile are now used to determine local speed limits, as it is considered that average speed measurement is more straightforward and better reflects the actual speeds on the road.

### Personal Injury Collisions

- 2.6 During the three-year period July 2008 to June 2011 a total of nine personal injury collisions occurred in C127 Green Lane, between its junction with A320 Guildford Road and the M25 bridge. All the injuries were slight in severity.
- 2.7 A summary of the data is shown in the table below.

Year	Number of Collisions	Date	Severity
2008 (July to December)	-	-	-
2009	3	21/09/2009 13/11/2009 06/12/2009	Slight Slight Slight
2010	4	14/07/2010 25/08/2010 12/11/2010 12/12/2010	Slight Slight Slight Slight
2011 (January to June)	2	14/04/2011 28/02/2011	Slight Slight

- 2.8 Three of these collisions involved vehicles emerging from driveways and four occurred at the junction of Bittams Lane, where visibility over the motorway is restricted. Speed was not specifically identified as a contributory factor in any of the accidents.

### **Preferred Speed**

- 2.9 Under Step 2 of the Policy, based on the above information and using the using the hierarchy of preferred speed limits contained in the County Council's Speed Limit Policy, C127 Green Lane falls into the category of local distributor. The appropriate speed limit for this category is 30mph.
- 2.10 Under Step 3 of the Policy, as the preferred speed limit is lower than the existing limit, existing average speeds are compared to the preferred limit to check if they are close enough for it to be successfully introduced on its own.
- 2.11 In this instance existing speeds are higher than the preferred limit and therefore it is proposed to provide supporting speed reducing measures to bring speeds down to a level at or below the new limit.

## **3 CONSULTATION**

- 3.1 Consultation has been carried out with Surrey Police and they agree with the assessment that 30mph is the appropriate speed limit, if introduced with supporting speed reducing measures.
- 3.2 Surrey Police have agreed that gateway treatments at each end of the proposed new speed limit, together with Vehicle Activated Signs (VAS) would be appropriate.

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

- 4.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation.
- 4.2 The total cost of implementing the proposed 30mph speed limit and the supporting speed reducing measures is approximately £20,000.
- 4.3 Budgetary provision has been made from this year's capital budgets and this scheme is included within the Highways Update.

## **5 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 There are no equalities and diversity implications arising from this report.

## **6 CRIME AND DISORDER IMPLICATIONS**

- 6.1 Speeding traffic has been identified as a major concern for residents in Surrey. SCC remains committed to working in partnership with Surrey Police to tackle issues of speeding and improving road safety through the implementation of a combination of appropriate enforcement, education and engineering measures.

## 7 CONCLUSION AND RECOMMENDATIONS

- 7.1 This report details the speed limit assessment conducted following representations from the Divisional Member, and how the preferred limit has been obtained. It is recommended that the speed limit in C127 Green Lane, between the A320 Guildford Road and Bittams Lane, be reduced to 30mph.
- 7.2 Members are reminded about the changes to the Speed Limit Policy that now apply. The changes state that in exceptional circumstances the local committee may like to proceed with a change to a speed limit, against officer advice, in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision. Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action be considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

## 8 REASONS FOR RECOMMENDATIONS

- 8.1 Recommendations have been made based on existing policy.

## 9 WHAT HAPPENS NEXT

- 9.1 If the Local Committee approves the Officer recommendation then the speed limit revocation order would be formally advertised and public notices displayed in the local press and on site.
- 8.2 Any formal objections to the Order would have to be considered. Subject to no insurmountable objections being received in response to the public notices, the new 30mph speed limit would be introduced.

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**BACKGROUND PAPERS:** None

