



OFFICER REPORT TO LOCAL COMMITTEE

(Runnymede)

Runnymede – Speed Limit Assessments

5 December 2011

KEY ISSUES

To report on the outcome of the speed limit assessments recently undertaken along the following roads:

- A320 Staines Road, Chertsey

A308 The Causeway, Staines

Report for decision

SUMMARY

Speed limit assessments have recently been undertaken for:

- A320 Staines Road, Chertsey (from the start of the existing National Speed Limit/30mph speed limit boundary just north of the junction with Chilsey Green Road to the National Speed Limit/40mph speed limit boundary just south of the junction with Mixnams Lane).

This road is currently subject to a national speed limit (70mph through dual carriageway section and 60mph on single carriageway section). The road character comprises of both lit and unlit sections but for the purposes of this report has been assessed as rural. The preferred new speed limit is **50mph**.

- A308 The Causeway, Staines (From the start of the existing 30/40mph speed limit boundary near the junction with Thorpe Road/Chertsey Lane/Staines Bridge to the Glanty Roundabout).

This road is currently subject to a 40mph speed limit. The road character has been assessed as urban due to a system of street lighting. The preferred new speed limit is **30mph**.

The 'preferred limits' have been determined using the appropriate hierarchy from Surrey's speed management policy document, 'Determining and

Applying Speed Limits'. Additionally there has been consultation with Surrey Police.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limits should be changed to meet the current policy at the following locations:
 - a) A320 Staines Road, Chertsey
 - b) A308 The Causeway, Staines
- (iii) 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 changes and revoke any existing traffic orders necessary to implement the changes, and subject to no objections being upheld, the Order be made.
- (iv) 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.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 The 2011/12 programme of Integrated Transport Schemes agreed by the Runnymede Local Committee includes speed limit assessments for the A320 Staines Road (Chertsey) and the A308 The Causeway (Staines).
- 1.2 The A320 Staines Road is an essential non-primary 'A' route running north to south from Staines to Chertsey. The route crosses the M3 motorway and the access to Thorpe Park is also situated along the route. The existing collision data for the route highlights an issue with vehicles turning near the junction of St Ann's Road. A safety scheme has recently been implemented to improve the junction.
- 1.3 The A308 The Causeway is a non-primary 'A' road close to the centre of Staines which runs east to west and provides a link between the A30/M25 and the centre of Staines.
- 1.4 Surrey's policy for determining speed limits was updated in November 2010. This is a 4 step approach consisting of:
- 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.

2.0 ANALYSIS

2.1 Speed data for the sites have been assessed and the results are shown in the table below:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
A320 Staines Road	12262	54	48.4
A308 The Causeway	20340	35	31.5

2.2 There have been a number of personal injury collisions on the section of roads under investigation. Below is a table indicating the collisions between January 2008 and April 2011:

Location	Collisions	Date	Nature
A320 Staines Road	13	29/12/2008	Slight (S)
		01/12/2008	Slight
		16/01/2008	Serious (S)
		11/02/2008	Slight
		29/10/2008	Slight (S)
		02/08/2009	Serious
		13/01/2010	Slight
		17/01/2010	Slight
		27/07/2010	Serious
		10/09/2010	Slight
		30/01/2011	Slight
		26/06/2011	Slight
		29/07/2011	Slight
			Totals
			Slight 10
			Serious 3
			Fatal 0
A308 The Causeway	10	14/01/2008	Slight
		19/03/2008	Slight
		18/11/2008	Slight
		08/12/2008	Slight
		04/04/2009	Slight
		19/02/2010	Slight

		01/03/2010	Slight
		17/09/2010	Slight
		18/09/2010	Slight
		23/04/2011	Slight
			Totals:
			Slight 10
			Serious 0
			Fatal 0

Note: The (S) symbol indicates where the police believe that exceeding the speed limit was a contributory factor leading to the collision.

2.3 In the three and a quarter years of the investigated collision records, only on three of the 23 recorded collisions (13%), was excessive speed considered a contributing factor.

2.4 Under Step 2 of the policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit (mph)	Committee requested limit (mph)	'Preferred limit' (mph)
A320 Staines Road	National Speed Limit	n/a	50
A308 The Causeway	40	n/a	30

2.5 It should be noted that mean speeds are now being used as the basis for determining local speed limits, whereas in the past, 85th percentile speeds were used. These are underpinned by extensive research demonstrating the well-proven relationship between speed and collision frequency and severity. Mean speeds also reflect that the majority of drivers perceive that speed to be appropriate for the said road. It is therefore the aim that the local speed limit is aligned so that the original mean speed driven on the road is at or below the new posted speed limit.

2.6 Under Step 3 of the policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed (mph)	'Preferred limit' (mph)
A320 Staines Road	48.4	50
A308 The Causeway	31.5	30

3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police. The Police have agreed the roads under investigation should have their speed limits in line with the preferred limits as set out by the policy.

4.0 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. It is also possible that some electrical works and re-lining would be required. Whilst likely costs are difficult to establish until a design is available, it is likely that a reduction in speed limit will cost about £10,000 for the A320 Staines Road and £5,000 for the A308 The Causeway.
- 4.2 Budgetary provision has been made from this year's capital budgets and these schemes are included within the Highways Update.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 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.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

7.0 CONCLUSION AND RECOMMENDATIONS

- 7.1 This report details the speed limit assessment conducted, and how the 'preferred limits' have been obtained. It is recommended that the speed limits should be as below:
- A320 Staines Road should be reduced to 50mph
 - A308 The Causeway should be reduced to 30mph
- 7.2 However, 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.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

9.0 WHAT HAPPENS NEXT

- 9.1 If the Local Committee approves the Officer recommendations then Traffic Regulation Orders would be formally advertised and public notices displayed in the local press and on site.
- 9.2 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 speed limits would be introduced.

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