



**SCC LOCAL COMMITTEE IN  
SPELTHORNE**

**A308 KINGSTON ROAD & STAINES  
BYPASS (FORDBRIDGE  
ROUNDAABOUT) SPEED LIMIT**

**AMENDMENT TO 30MPH & 50MPH  
SPEED LIMIT TRAFFIC REGULATION  
ORDERS**

**25 SEPTEMBER 2006**

**KEY ISSUE:**

To amend The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) Order 2001 and revoke The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) (Amendment No.1) Order 2002. These amendments would allow the terminal points of the 30mph and 50mph speed limits to be changed on site, to improve their visibility to drivers.

## **SUMMARY:**

Fordbridge Roundabout is a major junction, linking the A308 Kingston Road and A308 Staines By-Pass with the B377 Kingston Road and B377 Fordbridge Road. This report follows from a previous committee report - A308 Staines By-Pass, Staines Committee Report – Item 15 (21 Feb'05), Minute Ref: 143/04, which identified changes required to the Traffic Regulation Order. In this report further changes have been identified, which basically involve modification to the 30mph and 50mph terminal points to locate them closer to the roundabout to improve their visibility and the road safety at this roundabout.

## **OFFICER RECOMMENDATIONS:**

The Committee is asked to agree that:

- (i) The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) Order 2001 is advertised for amendment, as shown at Annex A of this report;
- (ii) The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) (Amendment No.1) Order 2002 is revoked in its entirety; and
- (iii) if an objection is received before the end of the objection period it is determined by the Local Transportation Manager in consultation with the Chairman, the Local Electoral Division Member and the Leader of the Borough Council.

### **1. INTRODUCTION & BACKGROUND**

- 1.1 In 2001 a Traffic Regulation Order was introduced to restrict part of the A308 between the Crooked Billet and Windmill Road to 50mph and a length of carriageway around the Fordbridge roundabout to 30mph. This was amended in 2002 to reduce the extent of the 30mph section, for road safety reasons.
- 1.2 A report was taken to the Spelthorne Local Committee in February 2005 and identified works that were required to clarify a description in The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) Order 2001. This clarification would amend the road number in the description from C248 Kingston Road to be B377 Kingston Road. To-date, this amendment has not been made and in the latest review it was identified that a similar description has been used in The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) (Amendment No.1) Order 2002.

- 1.3 Rather than amend The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) (Amendment No.1) Order 2002, it would be simpler to revoke the order in its entirety and make an amendment to the 2001 order, since each of the four descriptions in the 2002 amendment order are required to be changed.

## **2. ANALYSIS & COMMENTARY**

- 2.1 During the latest review it was decided that the actual 30mph and 50mph terminal points should be considered for further change.
- 2.2 This review took into account local factors including consideration of the pedestrian and cycle crossing point locations, the approaches to the roundabout, existing signage, street furniture and visibility.
- 2.3 A meeting was held between Surrey County Council officers (both Spelthorne Highways and the Safety Camera Partnership) and Surrey Police. Following discussion of the relevant issues, a site meeting was held to identify and agree appropriate locations for the speed limit change points.
- 2.4 The outcome of the meeting was that The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) Order 2001 should be amended and The Borough of Spelthorne (Various Roads) (Restricted Roads and Speed Limits) (Amendment No.1) Order 2002 should be revoked, with the necessary signing amended to suit. It is proposed that the amendments shown at Annex A are made.

## **3. CONSULTATION**

- 3.1 Informal consultation has already been carried out with Surrey County Council's Safety Camera Partnership and Surrey Police.
- 3.2 Statutory consultation and advertisement by Public Notice will have to be carried out as part of the process to amend the Traffic Regulation Orders.

## **4. FINANCIAL IMPLICATIONS**

- 4.1 The cost of these works is to be split between Spelthorne's Local Allocation and SCC's Safety Camera Partnership funding. The Local Allocation would fund the amendments to the Traffic Regulation Orders (approximately £3000) and the Safety Camera Partnership would fund the signing works.

## **5. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

5.1 There are no implications.

**6. CRIME & DISORDER IMPLICATIONS**

6.1 The Traffic Regulation Order must accurately describe the 30mph / 50mph speed limit terminal points, which must be correctly signed in accordance with The Traffic Signs Regulations & General Directions 2002 and the Traffic Signs Manual. With this in place, enforcement can be carried out with confidence.

**7. EQUALITIES IMPLICATIONS**

7.1 There are no implications.

**8. CONCLUSION & REASON FOR RECOMMENDATION**

8.1 It is important to ensure that Traffic Regulation Orders accurately reflect the signing of the restrictions on site for enforcement to be carried out.

8.2 In this instance both the Traffic Regulation Order and the signing on site need to be amended to ensure the speed limit terminal points are clearly indicated to drivers.

8.3 Upon completion and implementation of these changes, increased speed enforcement can be carried out by both Surrey Police and the Safety Camera Partnership.

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**BACKGROUND PAPERS: A308 Staines By-Pass, Staines Committee Report - Item 15 (21 Feb'05)**

**ANNEX A**