



## OFFICER REPORT TO LOCAL COMMITTEE (SURREY HEATH)

### A319 CHERTSEY ROAD, CHOBHAM SPEED LIMIT ASSESSMENT 18 OCTOBER 2012

#### KEY ISSUES

To report the outcome of a speed limit assessment undertaken along the A319 Chertsey Road, Chobham (between Chobham Park Lane the Borough Boundary) and seek authorisation to advertise and implement a reduction in speed limit to 50 mph.

#### SUMMARY

A speed limit assessment has recently been undertaken for A319 Chertsey Road (between Chobham Park Lane the Borough Boundary). A relatively short section of the A319 Chobahm Road in Runnymede was also considered as part of the assessment. The lengths of road assessed are currently subject to national speed limit (60mph) and are rural Surrey County distributor roads. The 'preferred limit' for the assessed lengths of road has been determined as 50mph based the appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'.

#### OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) note the results of the speed limit assessments undertaken.
- (ii) approve the advertising of a Traffic Regulation Order the effect of which will be to introduce a 50mph speed limit over the length of the A319 Chertsey Road from the start of the existing 40mph speed limit (near its junction with Chobham Park Lane) to the Borough Boundary with Runnymede (as shown in Annex 1 attached to this report):
- (iii) approve the revoking of any existing Traffic Orders necessary to implement the above change;

- (iv) approve that any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for Highways in consultation with the Divisional Member and Chairman, and that this issue only be returned to Committee if any objections prove insurmountable;
- (v) approve that once any objections have been considered and resolved, that the Order be made.
- (vi) note that the proposed reduction in speed limit on the section of A319 Chobham Road considered as part of the assessment requires the approval of the Runnymede Local Committee.

## 1. INTRODUCTION AND BACKGROUND

- 1.1 Chertsey Road is a busy A-class road that provides a link between Ottershaw and Chobham and is used by drivers as part of routes to access key strategic roads including the A322, A320, M3 and M25.
- 1.2 Chertsey Road has been assessment as a County distributor within Surrey's highway network
- 1.3 Surrey's policy for determining speed limits was updated in November 2010. This is a 4 step approach consisting of:
- Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.
- 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.
- 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'.
- 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.
- 1.4 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

### Length of Road Being Assessed

- 2.1 The length of A319 Chertsey Road being assessed extends from the start of the existing 40mph speed limit (near the junction with Chobham Park Lane) to the Borough Boundary with Runnymede. This section of road is currently subject to National Speed Limit (i.e. 60mph for a single carriageway road such as Chertsey Road).

- 2.2 Once the A319 passes into Runnymede it changes name to Chobham Road but it initially retains the same character and speed limit. The speed limit then becomes 30mph on the approach to Ottershaw where the road changes character with a much greater density of residential development.
- 2.3 The section of the A319 Chobham Road between the Borough Boundary and the start of the 30mph speed limit in Runnymede has therefore also been included within the length of road assessed in order to ensure a consistent speed limit is retained over the whole length of road.
- 2.4 Any proposed change in speed limit to the section of A319 Chobham Road being assessed would require the approval of the Runnymede Local Committee.

**Existing Vehicle Speeds**

- 2.5 As part of the assessment, traffic surveys were undertaken at 3 separate locations (2 on the A319 Chertsey Road and one on the A319 Chobham Road).
- 2.6 The results of the surveys are shown in the following table:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Site 1 – Chobham Road	7751	54.0	46.9
Site 2 – Chertsey Road	7398	54.3	47.0
Site 3 – Chertsey Road	6982	52.8	45.5

- 2.7 The 85<sup>th</sup> percentile speed is the speed at which 85 percent of vehicles are travelling at or below.
- 2.8 In accordance with Surrey County Council’s Speed Limit Policy, mean speeds rather than the traditional 85<sup>th</sup> percentile are now used to determine local speed limits, as it is considered that mean speed measurement is more straightforward and better reflects the actual speeds on the road.

**Personal Injury Collisions**

- 2.9 There have been a number of personal injury collisions over the lengths of road under assessment.
- 2.10 The table below shows the total number of personal injury collisions for the assessed lengths of road in the last 5 full years together with the latest available data for the current year.

Year	Number of collisions
2007	8
2008	11
2009	8
2010	6
2011	6
2012 (Up to May)	3
<b>Total</b>	<b>42</b>

- 2.11 The table below shows the severity of the personal injury collisions over the investigation period.

Severity	Number of collisions
Slight	38
Serious	4
Fatal	0

- 2.12 Of the 42 accidents that occurred over the investigation period, 11 had excessive speed recorded as a contributing factor.

### Preferred Speed

- 2.13 Under Step 2 of the policy, the table below indicates the 'preferred limit' based on the hierarchy of preferred speed limits contained in Surrey County Council's Speed Limit Policy:

Road	Current limit	'Preferred limit'
A319 Chertsey Road/A319 Chobham Road	National Speed Limit (60 mph)	50 mph

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

Road	Mean speed	'Preferred limit'
A319 Chertsey Road/A319 Chobham Road	46.5 mph	50 mph

- 2.15 The above table indicates that the majority of drivers travel at speeds below the "preferred limit" and therefore, if supported by Surrey Police, a reduction in speed limit would be appropriate.

## 3. CONSULTATION

- 3.1 Surrey Police's comments in response to the proposed reduction in speed limit are currently awaited and will be reported verbally at the meeting of the Local Committee.

#### **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 50mph is approximately £15,000.
- 4.3 Extending the new 50mph speed limit to include the section of A319 Chobham Road in Runnymede will result in little, if any, increase in overall cost. As such, it is proposed that the change of speed limit over the whole length of road is funded from the budgetary provision the Surrey Heath Local Committee has already made from its 2012/13 capital ITS budget.

#### **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, and how the 'preferred limit' has been obtained.
- 7.2 It is recommended that the speed limit is reduced to 50mph on those lengths of the A319 Chertsey Road and the A319 Chobham Road considered as part of the assessment.
- 7.3 The recommended reduction in speed limit on the A319 Chertsey Road requires the approval of the Surrey Heath Local Committee. (A separate approval will need to be sought from the Runnymede Local Committee to reduce the speed limit on the A319 Chobham Road).

#### **8. REASONS FOR RECOMMENDATIONS**

- 8.1 The recommendations have been made based upon the results of a speed limit assessment carried out in accordance with Surrey County Council's speed limit policy.

#### **9. WHAT HAPPENS NEXT**

- 9.1 Subject to the Surrey Heath Local Committee approving the reduction in speed limit on the section of A319 Chertsey Road in Surrey Heath, authorisation will be sought from the Runnymede Local Committee at its meeting on the 26 November 2012 to reduce the speed limit on the section of the A319 Chobham Road considered as part of the speed limit assessment.

- 9.2 Subject to approval being gained from both Local Committees, a Traffic Regulation Order would be formally advertised and public notices displayed in the local press and on site.
- 9.3 Any formal objections to the Order would have to be considered. Subject to no irresolvable objections being received the 50mph speed limit would then be introduced.

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**BACKGROUND PAPERS:** None

