



Robin Hood Road – change in speed limit

23 July 2003

KEY ISSUE:

To seek approval for a change in the existing 40mph speed limit to 30 mph on Robin Hood Road, Knaphill

SUMMARY:

The current 40 mph limit in part of Robin Hood Road is inconsistent with other limits. Development has often occurred without consideration being given to the suitability of the existing limit.

Surrey County Council policy is to achieve consistency of speed limits in particular where limits change over short sections of road.

The Committee's approval is sought to change the speed limit to 30 mph achieving consistency and improving road safety.

CONSULTATIONS:

The residents of the 99 properties that abut this section of Robin Hood Road have been consulted, as have the relevant Borough and County Councillors for this area and the Police Casualty Reduction Officer for the area.

Councillor Howard objected to the proposal stating that the change was not necessary.

One resident responded and whilst not against the scheme they did not think that it would be effective.

The general public will be consulted as part of the legal process when the proposals are advertised in the local press, on street and on the Council's web site.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) to advertise a Traffic Regulation Order under the Road Traffic Regulation Act 1984 to change the existing 40 mph speed limit in Robin Hood Road to 30 mph, and**
- (ii) that authority be delegated to the Local transportation Director, in consultation with the Chairman and Divisional Member to consider and determine any objections and to make the order.**

INTRODUCTION and BACKGROUND

1. Robin Hood Road (D 7306) from its junction with Littlewick Road South is subject of a 30 mph speed limit until its junction with Robin Hood Crescent when the limit increases to 40 mph. This continues for 650 metres until Amstel Way where the limit reverts to 30 mph. An additional inconsistency exists at Locksley Drive where the speed limit is 30 mph over its 45 metre length bounded by the existing 40mph limit on one side and a 50mph limit at Lockfield Drive
2. Ex-Councillor Gordon Brown raised this matter for investigation by officers.

ANALYSIS AND COMMENTARY

3. Surrey County Council policy on speed limits seeks to ensure consistency in particular where there are “two different limits over short sections of road with very similar character.” A short section of road is defined as less than 800metres.
4. Many limits were set and development occurred without consideration being given to the suitability of the existing limit. The 40 mph limit may have been appropriate before housing development along Robin Hood Road in particular around Tolldene Close and Locksley Drive.
5. The 40 mph speed limit has been assessed in accordance with SCC’s Speed Management Policy and a reduction to a 30 mph speed limit is appropriate.
6. There have been 11 injury accidents during the last 5 years and no trend emerges from an analysis of the causes. A survey of speeds showed that the majority of drivers were travelling within the existing limit (85th percentile 39.4 Eastbound, 37.6 Westbound).
7. The local Police Casualty Reduction Officer has been consulted and raised no objection to this change although the nature of the road precludes normal Police enforcement. The Local Transportation Service will shortly purchase Interactive Signs which can be used in the initial stages of the change of limit. That change will also be re-enforced by signs stating “NEW 30MPH LIMIT IN FORCE.

FINANCIAL IMPLICATIONS

8. The cost of changing the speed limit, including advertising, making the order and signing is estimated to be £2000 and can be funded from the Aids to Movement budget for 2003/4

SUSTAINABLE DEVELOPMENT IMPLICATIONS

9. The proposed changes are expected to bring road safety benefits by reducing vehicle speeds and therefore incidents of conflict.

CRIME & DISORDER IMPLICATIONS

10. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

11. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

12. The current 40 mph limit was established before the nature of the road changed with housing development along its route. The correct limit has been assessed as 30 mph in these changed circumstances.

13. This proposal is consistent with SCC policy to standardise limits and remove inconsistency especially in relatively short sections of road.

14. The change in speed limit will achieve these aims whilst improving road safety generally with a probable reduction in the number of injury accidents.

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BACKGROUND PAPERS: Nil

Version No. 3 Date: 11 July 2003 Initials: DD No of annexes:Nil