

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (RUNNYMEDE)**

DATE: 9 JUNE 2014
LEAD OFFICER: ANDREW MILNE, AREA TEAM MANAGER
SUBJECT: PETITION RESPONSE – TITE HILL
DIVISION: ENGLEFIELD GREEN

**SUMMARY OF ISSUE:**

The Local Committee received a petition at its meeting on 24 February 2014 signed by 102 local residents concerned about vehicle speeds and road safety in Tite Hill, Englefield Green.

The petition stated that “We would like to petition Surrey County Council to provide some physical traffic calming measures on Tite Hill, such as a pedestrian crossing/speed table at Kingswood Rise. We are aware that pedestrians, in particular students, cross from the footpath in Kingswood Rise over Tite Hill to the footpath on the other side that leads to Middle Hill. In 2010 a 19 year old pedestrian was seriously injured after being struck by a vehicle at that location. A pedestrian crossing would have the dual purpose of improving pedestrian safety and slowing down cars on the approach to the crossing to improve general safety on this road.”

RECOMMENDATIONS:**The Local Committee (Runnymede) is asked to agree that:**

- (i) the impact of existing developer funded proposals to reduce vehicle speeds and improve road safety in Tite Hill are monitored and assessed.
- (ii) the possible introduction of further highway safety measures in Tite Hill is considered when it assesses schemes for inclusion in its 2015/16 programme of works.

REASONS FOR RECOMMENDATIONS:

Traffic survey data shows that a significant number of drivers travel in excess of the 30mph speed limit in Tite Hill. However, the road has a relatively good safety record compared to many other roads within Runnymede.

A number of road safety improvements are already proposed for Tite Hill and these are due to be installed shortly. It is therefore recommended that the impact of these measures on vehicle speeds and road safety are initially assessed before consideration is given to installing additional measures.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Tite Hill is a D-class residential road that also provides access to a number of residential side roads. It is a through road with a junction with Middle Hill at its western end and a junction with the A30/Egham Hill, Church Road/Sweeps Lane at its eastern end.
- 1.2 The road is relatively narrow, has a steep gradient and includes a series of bends part way along its length.
- 1.3 Tite Hill is subject to a 30mph speed limit. However, speed surveys indicate that a number of drivers travel in excess of the speed limit.
- 1.4 The County Council has previously installed the following measures aimed at specifically improving road safety through the series of bends:
 - Vehicle activated signs on both approaches to the bends (displaying the series of bends warning sign and “SLOW DOWN” when activated).
 - Road markings and coloured surfacing.
 - Warning signs.
- 1.5 Further measures are also due to be installed shortly to encourage better driver compliance with the speed limit and improve road safety. These include the following:
 - 6 vehicle activated signs over the length of Tite Hill. These signs will display the “30” symbol to drivers when activated.
 - Further enhancements to warning signs and road markings
- 1.6 Tite Hill is included on the Runnymede Speed Management Plan (which consists of sites where speeding traffic is a local concern) and has periodically been targeted for enforcement by Surrey Police.
- 1.7 With the support of Surrey Police, residents concerned about vehicle speeds have formed a Community Speed Watch Group to work within their community to raise awareness of the dangers of speeding and to help control the problem locally.
- 1.8 Local residents have also previously requested the introduction of physical traffic calming measures. In response to these requests, a proposal to carry out a feasibility study and public consultation into the possible introduction of traffic calming measures in Tite Hill was one of a number of schemes the Runnymede Local Committee considered for inclusion in its 2014/15 works programme. However, the Local Committee decided to allocate its full capital allocation for 2014/15 to an alternative scheme.

2. ANALYSIS:

Vehicle Speeds

- 2.1 A 7-day traffic survey was undertaken in Tite Hill (near its junction with Kingswood Rise) in September 2012.
- 2.2 During this period the average speed of vehicles was 33mph and the 85 percentile speed was 38mph. (The 85th percentile speed is the speed at which 85 percent of vehicles were travelling at or below).

Personal Injury Collisions

- 2.3 During the 3-year period from November 2010 to October 2013 (latest available data) there were 4 personal injury collisions along the length of Tite Hill. Serious injuries resulted from 2 of the collisions whilst the other 2 collisions resulted in slight injuries.
- 2.4 Of the 56 sites currently included on the Runnymede Speed Management Plan, Tite Hill ranks 40th based on the total number of personal injury collisions per kilometre.

Measures requested

- 2.5 The petition requests the introduction of some form of physical traffic calming measure such as a pedestrian crossing/speed table at the junction with Kingswood Rise. These options are assessed below:

Speed table

- 2.6 Traffic calming features such as speed tables are usually introduced as part of a wider scheme. However, speed tables are occasionally installed in isolation at locations where vehicle speeds are relatively low.
- 2.7 The above traffic survey data indicates there is an issue with some drivers exceeding the speed limit near Kingswood Rise. The vehicle approach speeds would therefore be a concern if a speed table were introduced in isolation at this location. Without other physical measures to slow vehicles along the length of the road, there is a risk of vehicles approaching the speed table at excessive speed and potentially losing control.
- 2.8 Surrey Police has also expressed concerns about introducing a single speed table at the location due to the vehicle approach speeds.

Pedestrian Crossing Facility

- 2.9 A footpath crosses Tite Hill near its junction with Kingswood Rise. This footpath is well used by students walking between student accommodation at Kingswood Hall (Coopers Hill Lane) and the Royal Holloway University.
- 2.10 Pedestrians currently cross at the location using an uncontrolled crossing point. There is good visibility in both directions for pedestrians crossing from south to north. When crossing in the opposite direction pedestrians have good visibility to the right but visibility to left is more limited (due to the alignment of the road). However, it is still reasonable.

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- 2.11 As mentioned in the petition, a pedestrian was seriously injured crossing at this location in 2010. Based on witness statements, Surrey Police did not consider excessive or inappropriate speed to be a contributory factor in the accident. There have been 2 other accidents at the location since 1987 (earliest available data) which involved pedestrians being injured. One occurred in 2001 and the other in 1992. In both instances the injuries were slight or inappropriate speed was not recorded as a contributory factor (there were other specific factors that contributed to the accidents occurring).
- 2.12 There are a number of options that could be considered for improving crossing facilities at the location. These include a signalised pedestrian crossing or a pedestrian refuge to allow pedestrians to cross in 2 phases (although this would require the road be widened into the adjacent area of verge). A zebra crossing could also be considered. However, it could only be introduced in conjunction with additional measures to reduce existing vehicle speeds (which are too high to allow a zebra crossing to be introduced in isolation).
- 2.13 The above pedestrian crossing facilities would all be costly to install and may not be universally popular due to the impact they would have on the adjacent environment.

3. OPTIONS:

- 3.1 The existing road safety proposals that will shortly be installed form part of a planning agreement and are being funded by a developer contribution.
- 3.2 As an alternative to the recommendations made in this report, the Local Committee could agree that a study should be undertaken to consider further possible measures to supplement those already proposed and others previously installed. However, the study would have to be done as part of the Local Committee's 2015/16 programme of works, since it has already fully committed its 2014/15 capital budget.

4. CONSULTATIONS:

- 4.1 Surrey Police has been consulted about the suggested introduction of a speed table and expressed concerns as detailed above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The vehicle activated signs and signing/lining improvements about to be implemented are being funded by a developer contribution.
- 5.2 At present there is no funding allocated for the installation of further highway safety measures in Tite Hill.
- 5.3 The Runnymede Local Committee has already fully allocated its capital budget for 2014/15.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 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.

7. LOCALISM:

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.
- 7.2 This report responds to concerns raised by members of the local community in Tite Hill.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 A significant number of drivers exceed the 30mph speed limit in Tite Hill. However, it has a relatively good safety record compared to many other local roads where speeding is a concern.
- 9.2 Residents have previously requested the introduction of physical traffic calming measures and the Local Committee considered including a proposal in its 2014/15 programme of works. However, the Committee decided to allocate the limited funding available to an alternative scheme.
- 9.3 Residents have now submitted a petition to the Local Committee requesting a pedestrian crossing/speed table near the junction with Kingswood Rise.
- 9.4 The approach speed of vehicles means there are concerns about the safety of introducing a speed table in isolation at the location suggested. These are concerns that are shared by Surrey Police.
- 9.5 There are alternative options for improving pedestrian crossing facilities at the location. However, these would be costly.
- 9.6 A number of developer funded highway measures will shortly be installed to encourage better driver compliance with the speed limit and improve road safety. It is therefore recommended that the impact of these measures is

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assessed before consideration is given to installing further road safety measures.

10. WHAT HAPPENS NEXT:

- 10.1 The proposed developer funded measures will be installed shortly. A further speed survey will then be undertaken to assess their impact on vehicle speeds. The impact of the measures on accidents will also be monitored (this will need to be done over a minimum period of 12 months before any conclusion can be reached because of the relatively low accident rate).
- 10.2 The Runnymede Local Committee will assess whether funding should be allocated to consider introducing further highway safety measures in Tite Hill when it assesses proposals for inclusion in its 2015/16 programme of works.

Contact Officer:

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Consulted:

Surrey Police.

Annexes:

None

Sources/background papers:

Petition presented to Local Committee on 24 February 2014.
