

**SPELTHORNE BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**

SPELTHORNE JOINT COMMITTEE

DATE: 20TH MARCH 2017



LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)

SUBJECT: RESPONSE TO A PETITION: GRESHAM ROAD

AREA(S) AFFECTED: STAINES-UPON-THAMES

SUMMARY OF ISSUE:

The Spelthorne Joint Committee received a petition from Mr Richard Buckland which contained 64 signatures and was concerned about the level and speed of traffic going through Gresham Road and associated roads in the area. This report responds to the concerns raised.

RECOMMENDATIONS:

The Spelthorne Joint Committee is asked to:

- (i) Decide whether to proceed with a full speed and traffic management assessment in the context of a feasibility study, noting that funding of approximately £5,000 would need to be allocated for this purpose.

REASONS FOR RECOMMENDATIONS:

Recommendations are made to enable the 2017-18 Highways programmes funded by the Joint Committee to be decided in good time to facilitate timely delivery of those programmes.

1. INTRODUCTION AND BACKGROUND:

1.1 The text of the petition is as follows:

"We the undersigned are concerned about the level and speed of traffic going through Gresham and associated roads in the area resulting in

- 1) increased pollution
- 2) increased traffic noise
- 3) increase of potential accidents.

We are particularly concerned about the risk to the many children that attend the local schools in the area crossing Gresham Road.

There are a lot of families living in Gresham Road with young children and at peak traffic times eg first thing in the morning at school time, these children en route to school are at risk with the volume and speed of vehicles from Kingston Road to Laleham Road.

Our suggestions are as follows:

- 1) move any corporate pick-up and drop-off shuttles to the car park at the Oasthouse in Kingston Road
- 2) traffic signs enforcing the speed limit through the road ie 30 mph
- 3) speed bumps to be reassessed of their height."

1.2 Gresham Road (C243) is classified as a restricted road under Section 82(1)(a) (*of the Road Traffic Regulation Act 1984 (RTRA 1984)*) which defines a restricted road in England and Wales as a road which is provided with 'a system of street lighting furnished by means of lamps placed not more than 200 yards apart'.

1.3 Gresham Road provides a link between Kingston Road (C248/SPN2) and Laleham Road (B376/SPN2).

1.4 Gresham Road has a 30mph speed limit and has existing traffic calming in the form of speed cushions.

1.5 Situated at the north end of Gresham Road is Staines Preparatory School, towards the middle is a pedestrian access to Staines Station and a car park. Near this access is located a taxi rank and off carriageway private shuttle pick up point for employees. Just south of the station entrance is a timber merchants and further south there is an industrial estate in Drake Avenue.

1.6 The eastern side of Gresham Road has residential properties while the western side has a more industrial veneer with the railway line and industrial units.

- 1.7 Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

2. ANALYSIS:

2.1 A three (3) year personal injury data has been investigated for the section of Gresham Road in question between the periods of 1st January 2013 to 31st October 2016. There have been no recorded collisions with the result of personal injury where speed was a contributory factor. This indicates that the traffic calming has been successful in terms of road safety.

2.2 There is no speed data available for Gresham Road.

2.3 Gresham Road j/w Kingston Road has recently been subject to a Road Safety Working Group (RSWG) scheme. The RSWG includes Surrey Police, SCC Road Safety Team and SCC Highways and investigates clusters of recorded personal injury accidents. There was a history of accidents at the Jct. Kingston Road. They mostly involved vehicles turning out of Gresham Road colliding with vehicles travelling on Kingston Road. A scheme was commissioned to open out the junction, to give all drivers in Gresham Road and Kingston Road an improved view.

2.4 Staines Preparatory School has also been the subject of a Road Safety Outside Schools Audit. This was in response to the junction changes nearby and also a recent RTA where a vehicle hit the school wall. Speed was not a contributing factor in the accident. A recommendation from this Audit was the installation of an additional pair of speed cushions (near to / opposite the street name plate). It was observed that some of the existing speed cushions appeared to have been worn down and might not act as a deterrent, particularly with bigger cars etc. When the additional cushions are being installed (subject to available funds) it will be recommended that the existing ones are assessed.

Surrey County Council as a highway authority has a legal duty to provide access to vehicles including heavy goods vehicles (HGVs) on public roads. Gresham Road has an industrial estate and timber merchants on it therefore and we would not wish to prevent access to these. The Public Highway is for responsible use by all users.

Surrey County Council is directed by the legislation of the Traffic Signs Regulations and General Directions. The 30mph limit is indicated to drivers by the system of street lighting in the road, as described in Sections 124 and 125 of the Highway Code. It is not permitted to use additional signs or markings. Therefore, it is not possible to install additional speed limit signs or markings.

The shuttle pick up area is not part of the public highway. There is no recorded evidence to suggest that this arrangement is unsafe. Therefore we would recommend that any changes to the current arrangements is a matter for the operators and users of the shuttle service.

The Drive SMART campaign was launched in September 2009, and is aimed at combating anti-social driving in Surrey in a bid to make the county's roads safer. This is a partnership initiative involving Surrey County Council and Surrey Police, which will tackle driving behaviour that negatively affects the lives of county road

users and residents. Any road behaviour that affects other peoples' quality of life in a negative way would be considered as anti-social driving. It could cause an accident or serious injury, or it could simply be annoying or inconvenient to other road users, causing them stress and anxiety. Typical examples include: Speeding, tailgating, driving whilst using a hand-held mobile phone, bad parking (parking on white zig-zags, double yellow lines etc).

Community Speed Watch is another initiative by Surrey Police. This consists of local residents taking part in a visible speed data collection. Surrey Police provide local volunteers with equipment and training to be able to monitor vehicle speeds and note the registration details of speeding vehicles.

Surrey Police then issue letters to the keepers of vehicles who have been detected speeding to provide a warning against speeding at that location. Further police action may then be taken against motorists who are detected speeding several times or excessively over the posted speed limit.

For further information on Drive SMART visit the dedicated website: www.drivesmartsurrey.org.uk or call Drive Smart on 0300 2001003 or Surrey Police on 0845 125 2222.

3. OPTIONS:

- 3.1 Do nothing - available evidence shows no recorded collisions with the result of personal injury where speed was a contributory factor.
- 3.2 Joint Committee to fund a speed and traffic management assessment – this would include speed surveys and assessment of the existing traffic calming.
- 3.3 Surrey Highways to raise concerns to Surrey Police at the next partnership meeting.

4. CONSULTATIONS:

- 4.1 None.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost of carrying out speed and traffic management assessment on the Gresham Road (C243) in the context of a feasibility study is within the region of £5000. This would need funding from the Joint Committee.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 The Joint Committee prioritises its expenditure according to local priorities.

8. OTHER IMPLICATIONS:

- 8.1 A well-managed highway network can contribute to reduction in crime a disorder as well as improve people's perception of crime.

9. CONCLUSION

- 9.1 The 30mph limit is indicated to drivers by the system of street lighting in the road, as described in Sections 124 and 125 of the Highway Code. It is not permitted to use additional signs or markings. Therefore, it is not possible to install additional speed limit signs or markings.
- 9.2 The shuttle pickup area is not part of the public highway. There is no recorded evidence to suggest that this arrangement is unsafe. Therefore we would recommend that any changes to the current arrangements is a matter for the operators and users of the shuttle service.
- 9.3 Surrey County Council as a highway authority has a legal duty to provide access to vehicles including heavy goods vehicles (HGVs) on public roads. Gresham Road has an industrial estate and timber merchants on it therefore and we would not wish to prevent access to these. The Public Highway is for responsible use by all users.
- 9.4 A recent Road Safety Outside Schools Audit recommended the installation of an additional pair of speed cushions. When the additional cushions are being installed (subject to available funds) it will be recommended that the existing ones are assessed.
- 9.5 Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

10. WHAT HAPPENS NEXT

- 10.1 If the Spelthorne Joint Committee decides to pursue this request, the Area Highways Team, who report to the Spelthorne Joint Committee, will lead the process to assess the existing traffic speeds and conditions in the context of a feasibility study.
- 10.2 The Area Highways Team will be assisted by the Road Safety Team and will consult with Surrey Police's Road Safety and Traffic Management Team.
- 10.3 The output would be a report and recommendations in accordance with Surrey County Council's speed limit policy for consideration by the local committee, who will then decide whether to allocate funding for a scheme to change the existing speed limit or not.

Contact Officer: Nick Healey, Area Highway Manager (NE)

Consulted: None

Annexes: None

Sources/background papers: Setting Local Speed Limits – SCC's Speed Limit Policy

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