

Annex F – Stanwell Moor Road – speed limit assessment

SUMMARY

The Stanwell Moor Road cycle route scheme, which is included in the Wider Staines Sustainable Transport Package, aims to upgrade the existing off-carriageway shared-use pedestrian and cycle facility through widening, resurfacing and providing new controlled crossing facilities in key locations along the route.

The results of a site assessment indicate that a standalone (Toucan) crossing is required near the southern end of A3044 Stanwell Moor Road where the existing path switches from the east side to the west side of the road. The location which coincides with the desire line for pedestrians, cyclists and other vulnerable non-motorised users wishing to cross the road has very high vehicular flows and the 85th percentile speed at the location exceeds 50mph. These factors contribute to making vulnerable non-motorised users feeling insecure crossing the road. It is noted that there was a fatality at the location in 2009, involving a cyclist.

There is a case for allowing a new lower speed limit on the section of A3044 Stanwell Moor Rd shown in Annex G in accordance with Surrey CC's policy for setting local speed limits. The results of the speed limit assessment are detailed within this report.

Recommendations have been made based upon existing policy, in consultation with Surrey Police Road Safety and Traffic Management Team.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Surrey's policy for determining speed limits was updated in July 2014 and it is an 8 step approach consisting of:

Step 1 – Request to change speed limit is received.

Step 2 – Measure existing speeds and analyse road casualty data.

Step 3 – Compare the existing speeds with the suggested new speed limit.

Step 4 – Conduct feasibility of supporting engineering measures.

Step 5 – Consult with Surrey Police Road Safety and Traffic Management Team.

Step 6 – Joint Committee decision and allocation of funding

Step 7 – Advertisement of legal speed limit order and implementation.

Step 8 – Monitoring of success of scheme

- 1.2 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

2.0 ANALYSIS

2.1 Speed and traffic flow data for the route has been assessed. The results are shown in the following table:

Road	Average Daily Traffic Flow	Average 85%ile speed (mph)	Average mean speed (mph)
A3044 STANWELL RD NORTHBOUND	9054	52.6	45.6
A3044 STANWELL RD NORTHBOUND	9093	53.9	46.6

2.2 There have been 8 personal injury accidents within the stretch of road covered by this speed reduction request in the 5 year period between January 2012 and December 2016. 7 of the collisions resulted in slight injuries while 1 resulted in a serious injury. However, it is noted that a fatality occurred at the exact location of the proposed crossing in 2009 when a vehicle travelling south collided with a cyclist who was crossing the road from behind an HGV resulting in a fatality to the cyclist. Below is a table indicating the collisions between January 2012 and end of December 2016:

Location	Collisions	Date	Nature
A3044 STANWELL MOOR	8	02/03/12	SLIGHT
		04/07/12	SLIGHT
		08/07/12	SLIGHT
		22/01/13	SLIGHT
		09/08/13	SLIGHT
		18/07/15	SLIGHT
		06/10/15	SLIGHT
		12/06/16	SERIOUS

2.3 Under Step 3 of the policy, the table below compares the existing speed limit against the requested limit, the existing mean speed and the predicted mean speed of the road should the requested limit be introduced without additional measures.

Road	Current limit	Requested limit	Existing mean speed	Predicted mean speed
A3044 STANWELL MOOR ROAD	50 mph	40 mph	46.6mph	<42.1 mph

2.4 The predicted mean speed for the road under assessment is not much higher than the proposed speed limit. The measured existing mean speeds are slightly above the threshold for allowing new lower speed limits without supporting highway measures. Consequently, it is proposed to implement the following supporting measures in order to encourage drivers to slow down – the locations of these supporting measures is shown in Annex G:

- A '**40 SLOW DOWN**' VAS will be installed in the southbound direction at a location approximately 160m north of the proposed crossing
- A yellow backed **GATEWAY FEATURE** will be installed on either side of the road at the start of the proposed 40mph limit on the southbound approach (a distance of 320m from the proposed crossing).

- A '**40 ROUNDEL**' on a red high friction surfacing will be provided on the southbound carriageway at the start of the 40mph speed limit.
- **HIGH FRICTION SURFACING** will be applied on the approaches to the proposed crossing.
- A **TRAFFIC SIGNAL WARNING SIGN** will be provided at a location 300yds south of the proposed crossing (i.e. between Crooked Billet Roundabout and the proposed crossing) to warn drivers of the presence of the crossing

- 2.5 Consultation has been carried out with Surrey Police's Road Safety and Traffic Management Team, who responded as follows:

"... I can confirm that I have no objection to the proposal for the new toucan crossing. The only point I would raise is perhaps the need for an advanced warning sign of the signals on the approach from the Billet r/a prior to the bend. I can also confirm that as the new lower speed limit meets the criteria in the SCC Speed Limit Policy, then I also have no objection to this." (Graham Cannon, Road Safety & Traffic Management, Surrey Police).

3.0 CONCLUSION

- 3.1 This report details the key points of the speed limit assessment. It is recommended that the speed limit should be as below:

A3044 Stanwell Moor Road the speed limit in the section of the road between the existing 30mph terminals from a point 200m approx. north of Crooked Billet Roundabout to a point located about 1.2km south of the Stanwell Moor Rd/Park Road junction (as shown in Annex G) is **recommended to be reduced from 50mph to 40mph.**

- 3.2 If Committee were to approve the new 40mph speed limit, the proposal to make a Traffic Regulation Order would be advertised in the local press, and representations considered. If there are no significant objections, the Traffic Regulation Order would be made. Arrangements would then be made to install the Toucan crossing and the necessary signing for the new speed limit and the supporting engineering measures. It is anticipated that works would start in March 2018.
- 3.3 After at least three months following implementation of the scheme, another speed survey will be commissioned to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2 of the policy, a further report would be presented to the Joint Committee for consideration and decision. This further report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be needed to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original speed limit.

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