

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 1 JULY 2013

LEAD OFFICER: ANDREW MILNE, AREA TEAM MANAGER

SUBJECT: A317 WOBURN HILL & A317 WEYBRIDGE ROAD – SPEED LIMIT ASSESSMENT

DIVISION: ADDLESTONE



SUMMARY OF ISSUE:

A speed limit assessment has recently been undertaken for:

- A317 Woburn Hill (between roundabout junction with A318 Chertsey Road to roundabout junction with B3121 Station Road)
- A317 Weybridge Road (between roundabout junction with B3121 Station Road to existing speed limit change point west of D3093 Weystone Road)

These roads are currently subject to a 50 mph speed limit. The road character has been assessed as urban due to a system of street lighting. It has a preferred limit of 40 mph.

The 'preferred limits' have been determined using appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. Following consultation with Surrey Police, it is recommended to reduce the speed limit to 40mph, between the roundabout junction with A318 Chertsey Road to the existing 50mph/30mph speed limit change point west of D3093 Weystone Road.

RECOMMENDATIONS:

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

- (i) Authorisation is given to advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to revoke any existing traffic orders necessary and introduce a 40mph speed limit to the length of the A317 Woburn Hill and A317 Weybridge Road between the roundabout junction with A318 Chertsey Road to the existing 50mph/30mph speed limit change point west of D3093 Weystone Road (as shown in **Annex 1**);
- (ii) Authorisation is given to the Area Team Manager, in consultation with the Chairman of the Local Committee and Local Member, to resolve any objections received in connection with the proposals; and
- (iii) Subject to no objections being maintained, the order be made and the proposed speed limit change implemented.

REASONS FOR RECOMMENDATIONS:

Recommendations have been made based upon existing policy, in consultation with Surrey Police.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In response to concerns from St George's College and local residents about road safety and requests for a reduction in the speed limit on Woburn Hill, the Runnymede Local Committee agreed that a speed limit assessment should be undertaken for Woburn Hill and Weybridge Road as part of its agreed 2013/14 programme of integrated transport schemes.
- 1.2 Whilst the local community principally expressed concerns about Woburn Hill, it was agreed that Weybridge Road should be considered as part of the assessment since it is effectively a continuation of Woburn Hill and has the same status. Assessing both sections of road will help ensure a consistent approach to the setting of speed limits in the area and will avoid excessive changes in speed limit over a relatively short length (which can cause confusion for drivers).
- 1.3 Woburn Hill and Weybridge Road have been assessed as a strategic route within Surrey's highway network.
- 1.4 Woburn Hill and Weybridge Road are busy roads that form part of the link between the town of Weybridge and the M25.
- 1.5 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 the 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.

- 1.6 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:

2.1 Speed data for this location has been assessed.

2.2 The results are shown in the following table:

| Road | Average daily flow | Average 85%ile speed (mph) | Average mean speed (mph) |
|---------------------|--------------------|----------------------------|--------------------------|
| A317 Woburn Hill | 22481 | 41 | 35 |
| A317 Weybridge Road | 22520 | 49 | 42 |

2.3 There have been a number of personal injury collisions on the section of Woburn Hill and Weybridge Road under assessment. Below is a table indicating the collisions between January 2009 and end of October 2012:

| Year | Number of collisions | | |
|-----------------------------|----------------------|---------------------|-------|
| | A317 Woburn Hill | A317 Weybridge Road | Total |
| 2009 | 2 | 2 | 4 |
| 2010 | 0 | 3 | 3 |
| 2011 | 2 | 6 | 8 |
| 2012 (Up to end of October) | 2 | 0 | 2 |

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

| Severity | Number of collisions | | |
|----------|----------------------|---------------------|-------|
| | A317 Woburn Hill | A317 Weybridge Road | Total |
| Slight | 4 | 11 | 15 |
| Serious | 1 | 0 | 1 |
| Fatal | 1 | 0 | 1 |

2.5 The Police determined that none of the collisions had excessive speed considered as a contributing factor.

2.6 Under Step 2 of the speed management policy, the table below indicates the 'preferred limits' following assessment.

| Road | Current limit | Committee requested limit | 'Preferred limit' |
|---------------------|---------------|---------------------------|-------------------|
| A317 Woburn Hill | 50 mph | 40 mph | 40 mph |
| A317 Weybridge Road | 50 mph | 40 mph | 40 mph |

2.7 As a general point, mean speeds are now being used as the basis for determining local speed limits, whereas in the past, 85th percentile speeds were used. These are underpinned by extensive research demonstrating the well-proven relationship between speed and collision frequency and severity. Mean speeds also reflect that the majority of drivers perceive that speed to

be appropriate for the said road. It is therefore the aim that the local speed limit is aligned so that the original mean speed driven on the road is at or below the new posted speed limit.

2.8 Under Step 3 of the speed management policy, the table below indicates the mean speeds against the preferred limits.

| Road | Mean speed | 'Preferred limit' |
|---------------------|------------|-------------------|
| A317 Woburn Hill | 35 mph | 40 mph |
| A317 Weybridge Road | 42 mph | 40 mph |

3. OPTIONS:

- 3.1 There are three options available for the local committee. These are:
- 3.2 To agree to the recommendations contained within this report.
- 3.3 To agree to take no further action and retain the existing speed limit.
- 3.4 In exceptional circumstances the local committee may like to proceed with a change to a speed limit, against officer advice. In such circumstances, the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision.

Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action be considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

4. CONSULTATIONS:

- 4.1 Consultation has been carried out with Surrey Police, who would not object to the reduction in speed limit to 40 mph.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. It is also possible that some electrical works, and re-lining would be required.
- 5.2 The estimated cost of implementing the recommended speed limit change is £15,000.
- 5.3 The local committee has made budgetary provision from its 2013/14 capital ITS budget and this scheme is included within the Highways Update.

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 Local communities would be affected by having to comply with the speed limit agreed upon by the local committee.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | Crime and disorder questionnaires have identified speeding traffic as a major concern for Surrey's residents. |
| 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 This report details how the speed limit assessment was conducted. It is recommended that the speed limit should be as below:

A317 Woburn Hill and A317 Weybridge Road should be reduced to 40mph between the roundabout junction with A318 Chertsey Road to the existing 50mph/30mph speed limit change point west of D3093 Weystone Road.

10. WHAT HAPPENS NEXT:

10.1 The proposal to make a Traffic Regulation Order is advertised in the local press, and following the making of the Traffic Regulation Order, the contractor is instructed to install the necessary signing. The likely date that signing would be implemented if the Committee approve the recommendation is October 2013.

Contact Officer:

Jason Gosden, Senior Engineer - 03456 009 009.

Consulted:

Surrey Police

Annexes:

Annex 1 – Map showing extent of assessed speed limit area

Sources/background papers:

None

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