



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

**A245 WOODLANDS LANE, STOKE D'ABERNON / A245
WOODLANDS ROAD, LEATHERHEAD / A245 RANDALLS
ROAD, LEATHERHEAD**

10 SEPTEMBER 2012

KEY ISSUE

To seek approval to reduce the speed limit along the A245 Woodlands Lane / A245 Woodlands Road / A245 Randalls Road from the national speed limit (60mph) to 50mph from the junction with Cobham Road / Stoke Road to the existing 30mph termination point approximately 200 metres south-east of the access road to Leatherhead Crematorium.

SUMMARY

Following complaints from local residents and with the agreement of Surrey Police, Surrey County Council's Officers have assessed whether it is possible to alter the speed limit in Woodlands Road and Randalls Road. The roads meet the criteria for a 50mph speed limit but not a 40mph speed limit, as may have been requested locally.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) Approve, subject to statutory procedure, and in conjunction with Mole Valley's Local Committee, that the speed limit on the A245 Woodlands Lane / A245 Woodlands Road / A245 Randalls Road be reduced from the national speed limit (60mph) to 50 mph, from the junction with Cobham Road / Stoke Road to the existing 30mph termination point approximately 200 metres south-east of the access road to Leatherhead Crematorium.

- (ii) Approve that consideration and resolution of any objections received be delegated to the South East Area Team Manager in consultation with the Chairman, Vice Chairman, together with Divisional Member.

1 INTRODUCTION AND BACKGROUND

- 1.1 The A245 Woodlands Lane / Woodlands Road is a rural two-way single carriageway road, approximately 2.4 km in length and averaging 6.2 metres in width.
- 1.2 It runs from the junction with Cobham Road / Stoke Road in the west, generally eastwards and then south eastwards to the junction with Oaklawn Road, where it then becomes the A245 Randalls Road. The route crosses over from the Borough of Elmbridge into the District of Mole Valley approximately 800 metres north west of the junction with Oaklawn Road.
- 1.3 There are a few farms, stables and residential properties bounding the public highway throughout. This route also accesses both the Woodlands Park Hotel and Queen Elizabeth's Training College.
- 1.4 There is no on-street parking as all properties have provision to park off the carriageway.
- 1.5 There is no street lighting throughout A245 Woodlands Road nor is there any footway. A245 Randalls Road has street lighting in part, which starts at the roundabout north of River Lane and continues southwards. This street lighting runs concurrently with the existing footway.
- 1.6 The road is unrestricted, and therefore, in accordance with the Highway Code, is subject to a speed limit of 60mph.
- 1.7 The existing road surface, road signs and markings are generally in reasonable condition, though the signing is not comprehensive.

2 ANALYSIS

- 2.1 A study of the Personal Injury Collision (PIC) records show that in the last three years there have been seventeen PICs. 5 PICs occurred on the stretch of A245 Woodlands Lane within the Borough of Elmbridge. Of the other twelve collisions, four are concentrated at the junction with Oaklawn Road.
- 2.2 The number location and severity of the collisions are as follows:

A245 Woodlands Lane within Elmbridge Borough:

<u>Location</u>	<u>Number of Collisions</u>	<u>Severity</u>
Appx. 650m east of j/w Stoke Road/ Cobham Road outside property known as 'Little Parks'	1	slight
Appx. 800m east of j/w Stoke Road/ Cobham Road outside property known as 'Pine Trees'	2	1 serious
Outside Woodlands Park Hotel	1	serious
Just north of Queen Elizabeth's Training College	1	serious
Total		5

A245 Woodlands Road within Mole Valley District:

<u>Location</u>	<u>Number of Collisions</u>	<u>Severity</u>
Outside Queen Elizabeth's Training College	2	slight
Just south of M25 overbridge	1	slight
Appx. 200m north west of j/w Oaklawn Road	1	slight
Junction with Oaklawn Road	4	2 serious
Total		8

A245 Randalls Road within Mole Valley District:

<u>Location</u>	<u>Number of Collisions</u>	<u>Severity</u>
Junction with Springfield Drive	1	slight
Junction with Crematorium access road	2	slight
Appx. 100m south of j/w River Lane	1	slight
Total		4

2.3 Many of the collisions involved single vehicles, though excessive speed was not a factor in any incident. Two collisions were as a result of travelling too fast for the prevailing conditions. It is likely that the nature of the road was contributory in most incidents, as there are many bends throughout.

2.4 One collision involving a pedestrian was recorded for the selected period. This took place south of the junction with River Lane.

2.5 A speed survey was undertaken on 22 July 2009. The survey results showed that the mean speed for eastbound traffic was 40mph and for westbound traffic it was 41mph.

3 OPTIONS

3.1 Surrey County Council has a speed management policy for determining and applying speed limits on the public highway. This was updated in

2005 to reflect the changes arising from the Department of Transport's revised speed limit guidance. Assessed against these criteria the personal injury collision rate has been calculated as 70.

- 3.2 Tier 1 roads such as the A245 would have a preferred limit of 50 or 60 mph depending upon the rate of personal injury collisions per 100 million vehicle km. 50 mph for more than 35 and 60 mph for less than 35 personal injury collisions per 100 million vehicle km.
- 3.3 As this section of A245 has a collision rate of over 35 policy dictates that a speed limit of 50mph should be in force.
- 3.4 However, Members are reminded about the changes to the Speed Limit Policy that now apply. These changes state that in exceptional circumstances the local committee may like to proceed with a change to a speed limit, against officer advice, in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Speeds, the casualty record and safety concerns should be reviewed 12 months after installation of the revised limit 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 and their view is that they would support a reduction to 40 mph, which is lower than the 50mph speed limit that SCC Officers would recommend progressing.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The cost of making the Traffic Regulation Order and installation of the required signs will be in the region of £15,000.
- 5.2 These works would be funded centrally by the Local Highway Services Team.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no Equality and Diversity implications at this time.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no Crime and Disorder implications at this time.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 A reduction in limit to 40 mph does not comply with policy, but would have the support of Surrey Police.

8.2 Surrey County Council Officers therefore recommended to reduce the maximum speed limit of the A245 Woodlands Road / A245 Randalls Road from its current national speed limit (60 mph) to 50 mph from the junction with Stoke Road / Cobham Road to the existing 30 mph termination point 200 metres south east of the access road to Leatherhead Crematorium.

8.3 It is also recommended that the existing signing is improved throughout the route, under current maintenance regimes, to improve safety.

9 REASONS FOR RECOMMENDATIONS

9.1 Provision of a reduction in the signed speed limit from the existing national speed limit (60 mph) to 50mph along the section location stated would meet the County Council's speed limit policy in terms of the measured average speeds and greatly assist the Police in enforcement of the motorists who are speeding. The reduction in speed limit and additional signing should assist in reducing the personal injury collisions.

9.2 Changes to the Speed Limit Policy state that the local committee may like to proceed with a change to a speed limit, against officer advice. The final decision being taken by the Surrey County Council Cabinet Member for Transport.

10 WHAT HAPPENS NEXT

10.1 If the Local Committee approves this speed limit reduction, Surrey County Council's Legal Department will be asked to progress the Traffic Regulation Order. This will include a full, statutory consultation that includes the Emergency Services.

10.2 If no objections are received when the Traffic Regulation Order is advertised the 50mph Speed limit Traffic Regulation Order will be made and the relevant signs erected on site.

10.3 A review of the existing signing along the routes will need to take place in order to confirm what improvements need to be made.

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BACKGROUND PAPERS: None