



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

**A244 LEATHERHEAD ROAD, OXSHOTT AND A244 WARREN
LANE, OXSHOTT**

10 SEPTEMBER 2012

KEY ISSUE

To seek approval to extend the existing 30mph speed limit on the A244 Leatherhead Road and A244 Warren Lane. An overall extension to the north of approximately 70 metres and to the south of approximately 250 metres.

SUMMARY

Following complaints from residents and with agreement from Surrey Police, Surrey County Council's Safety Camera Partnership (SCP) has requested that the 30mph speed limit be extended. However this would not be in accordance with the County's Speed Limit Policy.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) Note the contents of this report, and consider whether to seek a relaxation of policy from the Cabinet Member.

1 INTRODUCTION AND BACKGROUND

- 1.1 The lengths of A244 Leatherhead Road and Warren Road under consideration are semi-rural two-way single carriageway roads, approximately 1.4 km and 70m in length respectively and averaging 6-7 metres in width.
- 1.2 Warren Lane is bounded on both sides by Oxshott Heath, is unlit and has a footway on the eastern side.
- 1.3 There are residential properties bounding the public highway along the majority of Leatherhead Road. This route also accesses various side roads and Danes Hill School.
- 1.4 There is no on-street parking as all properties have provision to park off of the carriageway.
- 1.5 Street lighting extends through the northern part of Leatherhead Road southwards to a point approximately 450 metres north west of the district boundary.
- 1.6 A footway runs along the eastern side from the northern extent of Leatherhead Road southwards to the junction with Danesway. The footway on the western and south western side runs from The Bear public house southwards and south eastwards to the district boundary.
- 1.7 The northern section of the road is subject to a 30mph limit. This becomes 40mph for the southernmost 470 metres.
- 1.8 The existing road surface, road signs and markings are generally in good condition.

2 ANALYSIS

- 2.1 A study of the Personal Injury Collision (PIC) records show that in the last three years there have been nine PICs. The number, location and severity of the collisions are as follows:

<u>Location</u>	<u>Number of Collisions</u>	<u>Severity</u>
Junction with High Drive	1	serious
Junction with access to Danes Hill school	4	1 serious
The Bear public house	1	slight
Junction with Old Farmhouse Drive	1	slight
Just south of junction with Old Farmhouse Drive	1	slight
Appx. 230m south east of j/w Spinneycroft	1	slight

Total 9

- 2.2 Of the four PICs that occurred at the junction with the access to Danes Hill school, two involved a child pedestrian and three involved turning vehicles. Of the other five incidents, four involved turning vehicles.
- 2.3 None of the incidents were cited as having had excessive speed or travelling too fast for prevailing conditions, as causation factors.
- 2.4 A speed survey was undertaken on 17 May 2012. The survey results showed that the mean speed for northbound traffic was 34 mph and for southbound traffic it was 35 mph.

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 84.
- 3.2 Tier 1 roads such as the A244 would have a preferred speed 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 A244 has a collision rate of over 35 Policy states that a speed limit of 50mph should be in force. However the existing speed limit of 40mph is already set below this.
- 3.4 It should be noted that Surrey County Council is currently looking at the provision of a hard-standing area, for use by a Police mobile enforcement camera, in the eastern verge just north of the junction with Charlwood Drive. This is within the existing 30mph speed limit. SCP has requested that two advanced warning signs be erected on each approach to warn drivers.
- 3.5 Officers are looking at the provision of Vehicle Activated Signs to increase road safety.

4 CONSULTATIONS

- 4.1 Consultation has been carried out with Surrey Police and their view is that they would support an extension to the existing 30 mph.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 £20,000 had been allocated implement the speed limit extensions, Vehicle Activated Signs and a design for the hardstanding, from local committee budgets.

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 30 mph does not comply with policy, but would have the support of Surrey Police and the Safety Camera Partnership.

8.2 It is not recommended to increase the existing speed limit to 50mph, as this would be contrary to the views of both Surrey Police and the Safety Camera Partnership.

8.3 If Committee wish to reduce the speed limit to 30mph, approval would need to be obtained from the Cabinet Member for a relaxation from policy. If this were to be obtained, the process to change the speed limit would then be:

- Advertise a Traffic Regulation Order to (a) extend the 30mph speed limit on A244 Leatherhead Road from the existing 30mph termination point near the junction with Spinneycroft, south-eastwards to a point approximately 520 metres northwest of the roundabout at Oaklawn Road, and (b) extend the 30mph speed limit on A244 Warren Lane from the existing 30mph termination point northwards to the junction with Heath Road.
- Consider and resolve any objections received – this would normally be delegated to the North East Area Team Manager in consultation with the Chairman, Vice Chairman, together with Divisional Member.

9 REASONS FOR RECOMMENDATIONS

9.1 Determined against current policy, the speed limit for this route should be 50 mph, albeit that the existing speed limit is 40 mph. However an extension of the existing 30mph limit is strongly supported by both the Safety Camera Partnership and Surrey Police and would aid in the introduction of the mobile enforcement site and allow drivers to better regulate their speed before entering the village.

10 WHAT HAPPENS NEXT

10.1 If a relaxation of policy were to be obtained, Surrey County Council's Legal Department would be asked to progress the Traffic Regulation Order. This would include a full statutory consultation including the Emergency Services.

10.2 Should the Traffic Regulation Order be advertised, and if no objections were to be received, the 30mph Speed limit Traffic Regulation Order would be made and the associated signs erected on site.

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BACKGROUND PAPERS: None