



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

**LETTER OF REPRESENTATION
COPSEM LANE, OXSHOTT
28 FEBRUARY 2011**

KEY ISSUE

To update the Committee on conclusions and recommendations made, following a Letter of Representation being submitted to this Committee in December 2010.

SUMMARY

This report informs the Committee on investigations carried out following concerns raised by Gunters Mead Residents Association and residents nearby, about turning into Copsem Lane and about crossing the road to get to the bus stop. It has been suggested by the Residents Association that the speed limit is reduced and that a zebra crossing is installed to facilitate the crossing of Copsem Lane.

OFFICER RECOMMENDATIONS

The Local Committee is asked to note the contents of the report. There is insufficient justification for intervention at this location in terms of recorded collisions; therefore it is not considered value for money to progress a scheme at this time.

1 INTRODUCTION AND BACKGROUND

- 1.1 A letter of representation has been submitted to this Committee, signed by 70 signatories from Gunters Mead Residents Association and other residents nearby. The full details are as follows:

"We the undersigned wish to draw to your attention the problems we are experiencing in both turning out into Copsem Lane in Oxshott and in attempting to cross the road to reach the bus stop. We request that the speed limit be reduced to 30mph from the A3 roundabout to, say, the Sandy Lane turning also to enable a zebra crossing to be created."

The background information given is:

"Those of us who drive cars are having great problems in turning either right or left outside our Copsem Lane entrance, and also out of Queens Drive, where our other entrance is. Recently there have been several accidents opposite this turning.

Residents who do not have to drive have to face the hazard of trying to cross the road to reach the bus stop. They are mostly elderly, but quite independent and wish to use the bus to take them to a larger town. They stand for a long time waiting for cars to slow down sufficiently.

We have raised a petition, signed by residents here, at Sunrise, and in Holtwood Road. We do hope the Council will consider this sympathetically. At the very least, could we have a flashing repeater signs on both sides of the road warning that the limit is 40mph."

- 1.2 Gunters Mead is a private cul-de-sac that joins the A244 Copsem Lane. There are approximately 40 residential properties in Gunters Mead, most of which are flats. Queens Drive, also mentioned in the letter of representation, accesses on to Copsem Lane further south and is also private. As such there are no formal speed limits on either of these roads.
- 1.3 Copsem Lane is the A244 that runs southwards from the A3 and is currently subject to a 40mph speed limit.
- 1.4 The County Council database, supplied by Surrey Police, of personal injury collisions shows that, in the 36 months to the end of September 2010 (the latest date for which figures are available) there have been four personal injury collisions along Copsem Lane between the A3 roundabout and Sandy Lane, a length of just over 500m.
- 1.5 The collisions were all 'slight' in nature and only one involved a right turn movement from or to the side roads. No pedestrian collisions have been recorded along this section of road during this time.

2. ANALYSIS

- 2.1 There is no pedestrian or vehicular count data available for this site although site observations indicate that pedestrian movements across Copsem Lane are 'light' as are vehicular movements at the actual junction/s.
- 2.2 Speed data is also not available although site observations indicate that average speeds are in keeping with what speeds are expected in a 40mph speed limit.

3. OPTIONS

- 3.1 The cost of introducing a reduced speed limit is likely to be in the region of £10,000, however a full speed limit assessment is likely to conclude that the existing speed limit is correct for Copsem Lane. The reduction of the speed limit would not necessarily reduce speeds and nor would it increase the likelihood of gaps in the traffic. In fact the reverse can often occur, reducing the amount of time available for traffic to enter onto the main carriageway.
- 3.2 The best way of regulating the traffic, to aid movement onto the A244, would be the installation of traffic signals at the junction/s, although, this is likely to be in the region of £75,000 - £100,000. For such a minor junction that is not public highway it is not possible to give a good justification to progress this within the very small Capital Local Transport Plan (LTP) budget that currently exists. A full feasibility study would be required initially to ascertain suitability.
- 3.3 The installation of a zebra crossing could typically cost upwards of £60,000 and for such a facility to be deemed of benefit, a reasonable level of pedestrian movement would be expected. However, in order to establish whether such a facility is justified, a full feasibility study would be required. At this time, given the very low level of Capital Local Transport Plan budget, which has already been allocated to schemes for this year, it is not possible to justify progressing this option further at this time.
- 3.4 The letter of representation suggests that the installation of Vehicle Activated Signs (VAS) could be beneficial to the site. The large permanent VAS would cost near to £10,000 (one in each direction) and the funding difficulties have already been highlighted. However, The Borough's Casualty Reduction Officer for Surrey Police has been contacted and advises that this site has been raised as a priority at a recent panel meeting. Having conducted some enforcement at this site it was found that the majority of motorists were travelling within the 40mph speed limit although Surrey Police are happy to look at this site for temporary Vehicle Activated Signs.

4. CONSULTATION

- 4.1 This report is being considered following the request of residents within this area.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The precise cost of all the suggested measures are unknown at this stage as projects would require a full feasibility study and detailed design, however a speed limit scheme or permanent VAS scheme is likely to cost in excess of £10,000, whereas the cost of a zebra crossing could be upwards of £60,000 and a signalised crossing could be in the region of £75,000 to £100,000. (Zebra crossings are not recommended where the speed limit is 40mph or more). The financing for such a scheme would be expected to be met from the Committee's Capital Local Transport Plan funding. However, there is no unallocated budget left this financial year.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no equalities and diversity implications arising from this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications arising from this report.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 There have been 4 slight personal injury collisions for this section of road in the last 3 years (to end of September 2010). They are not considered to be specific in nature to this location or particularly relevant to the issues that have been raised. Only one collision involved a right turn movement and there have been no pedestrian collisions.

9 REASONS FOR RECOMMENDATIONS

- 9.1 A full feasibility study would be required in order to progress further and any of the options require significant funding that simply is not available at this time. The Local Committee is asked to note the contents of the report. There is insufficient justification for intervention at this location in terms of recorded collisions, therefore it is not considered value for money to progress a scheme at this time.

10 WHAT HAPPENS NEXT

- 10.1 If it becomes apparent that this site is subject to further personal injury collisions then this trend will be picked up in the normal way through the Elmbridge Casualty Reduction Working Group, which convenes twice a year to assess patterns of personal injury collisions. The Group consists

of Officers from the Casualty Reduction Group, Road Safety officers, Surrey Highways, Surrey Police, Surrey Fire & Rescue.

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BACKGROUND PAPERS: none

