



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

**STOKE ROAD, STOKE D'ABERNON
SPEED LIMIT ASSESSMENT
20 JUNE 2011**

KEY ISSUES

To report on the outcome of the speed limit assessment recently undertaken along A245 Stoke Road, Stoke D'Abernon.

SUMMARY

A speed limit assessment has recently been undertaken along the A245 Stoke Road (between Mill Road and Woodlands Lane). This road is currently subject to a 40mph speed limit. The road character has been assessed as urban due to the system of street lighting. The 'preferred limits' have been determined using appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. Additionally there has been informal consultation with Surrey Police.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the speed limit assessments undertaken.
- (ii) To agree that based upon this evidence there is little justification to further propose a change in speed limit at this time.
- (iii) Note that the route will continue to be monitored and other interventions considered through the Casualty Reduction Working Group.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a petition was submitted to the September 2009 meeting of the Local Committee, concerning the existing 40mph speed limit along the A245 Stoke Road. The petition requested a reduction of the speed limit from 40mph to 30mph from Tilt Road to Woodlands Lane.
- 1.2 In addition, at the Local Committee in December 2010, the local member agreed to fund the assessment work from his members' allocation.
- 1.3 The A245, Stoke Rd is a strategic principal route on the County network linking Woking to Leatherhead, with connections and links to the A3 in Cobham, the A246, A243, A244, A24, and M25.
- 1.4 Due to the environmental conditions of the surrounding area, with the River Mole to the south and west, M25 to the south, A3 to the north, A244 to the East, and Railway line which cuts through the area, vehicular traffic is very limited in its ability to access the area without utilizing this important route.
- 1.6 This section of road is currently subject to a 40mph speed limit and is well lit by a continuous system of street lighting for the majority of the link from the North East to the rail bridge.
- 1.7 In recent years a number of improvement schemes have taken place including a new puffin crossing, carriageway widening, footway construction, and installation of pedestrian refuge islands.
- 1.8 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 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.

1.9 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 & DISCUSSION

2.1 When considering whether a speed limit should be amended it is paramount that there is a clear understanding of the data associated with the location. Typically this involves analysis of collision and speed data. Care is needed when analysing collision data in relation to an amendment to a speed limit, many collisions may be due to other factors than excessive speed, for example drink driving or driving without due care or attention. Such analysis allows officers to advise on a) whether perceived issues are represented in the data, b) what if any intervention should be pursued in the context of policy and c) ultimately whether intervention would be of value for money.

Recorded personal injury collisions

2.2 Typically when considering casualty trends at any location the records from the previous three years are studied.

2.3 Table 1 below provides an overview of personal injury collisions throughout the extent of the study between December 2007 and November 2010 (the most recent data available).

Table 1

Location/near to	Collisions	Date	Nature
Leigh Place	3	29/09/2008	Slight
		25/08/2008	Slight
		08/09/2009	Slight
Leigh Corner	1	25/08/2010	Serious
Mizen Way	2	07/03/2009	Slight
		17/08/2010	Slight
Tilt Road (Northern)	1	18/05/2010	Slight (S)
Woodend Park Road	1	10/11/2008	Slight

Ravenswood Close	3	01/12/2008 30/03/2010 20/06/2010	Serious Slight (S) Slight
Oak Road	1	08/11/2010	Slight
Oxshott Way	2	18/05/2009 04/11/2010	Slight Slight
Fairmile Lane	1	23/01/2009	Slight
Blundell Lane	1	14/06/2008	Slight (S)
Woodlands Lane	3	25/04/2009 30/01/2010 16/07/2010	Slight Serious Slight (S)

(s) denotes speed as a contributory factor

2.4 The data can be summarised over the past 3 years as follows in Table 2:

Table 2

Year	Number of collisions
2007 (December)	0
2008	5
2009	5
2010 (Up to November)	9

2.5 The police viewed that only 4 of the 19 collisions in the last 3 years had speed as one of the contributory factors leading to the collision, these are highlighted with an (S) in Table 1.

Speed data

2.6 A full temporary automatic traffic speed and volume survey was carried out at two separate locations (west of Fairmile Lane, and south west of Vincent Road) for 24 hours for 7 days between 10 and 17 February 2011. Data from the permanent counter at Lower Farm was also used, thereby giving data throughout the area of study.

2.7 When considering an appropriate speed limit the average measured speed is generally used. However, where there are concerns over excessive speeds it can also be appropriate to consider the 85%ile speed. The 85%ile is effectively the speed at which or below 85% of drivers will travel.

2.8 The results are shown in Table 3:

Table 3

Automatic Traffic Counter (mph)	Westbound 85%ile	Eastbound 85%ile	Westbound mean	Eastbound Mean	Eastbound daily flow	Westbound daily flow
Fairmile Lane	39	40	34	34	7413	6935
Vincent Road	36	37	31	32	8074	8640
Lower Farm	40	39	35	33	6062	6023

- 2.9 The data obtained from the first device (Fairmile Lane) showed that the westbound 85%ile speed of traffic travelling along the road was 39mph, with a 7-day average daily westbound flow of 6935 vehicles. The mean speed was 34mph.
- 2.10 The eastbound 85%ile speed of traffic travelling along the road was found to be 40mph, with a 7day average daily eastbound flow of 7413 vehicles. The mean speed was 34mph.
- 2.10 The data obtained by the second device (Vincent Road) showed that the westbound 85%ile speed of traffic travelling along the road was 36mph, with a 7-day average daily westbound flow of 8640 vehicles. The mean speed was 31mph.
- 2.12 Similarly the eastbound 85%ile speed of traffic travelling along the road was found to be 37mph, with a 7-day average daily eastbound flow of 8074 vehicles. The mean speed was 32mph.
- 2.13 The data collected from the Lower Farm ATC shows an 85%ile of 40mph westbound and 39mph eastbound. The mean speed being 35mph westbound and 33mph eastbound.
- 2.14 Interestingly, a similar survey was conducted at the same location near Fairmile Lane in October 2009. This shows that the speeds have decreased since 2009, whilst the number of vehicles using the road has increased. The comparative results are below.
- 2.15 Based upon the above information, when assessed in accordance with the County Councils speed limit policy, it is considered that the correct speed limit is 40mph. There is insufficient justification for a reduction in speed limit in terms of a speed related casualty issue and similarly if the speed limit was amended without additional engineering measures beyond

signage it is likely that it would not be adhered to by highway users (see Table 3).

- 2.16 Whilst it is considered that amendment to the speed limit is not appropriate at this time given the few speed related collisions and measured speeds, it is recognised that further discussion should occur at the Casualty Reduction Working Group as to whether alternative intervention should be considered given the number of collisions where speed was not a contributory factor.

3 CONSULTATION

- 3.1 Informal consultation has been carried out with Surrey Police and their view is that they agree with the assessment carried out, that the current 40mph speed limit is the most appropriate limit for the nature of the road.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 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 would be required. Whilst likely costs are difficult to establish until a design is available, it is likely that a reduction in speed limit, if it were to extend to the Borough boundary or near to it, would cost in the region of £10,000

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 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.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 This report details the speed limit assessment conducted following concerns raised by local residents. It is recommended that the speed limit remains at 40mph along Stoke Road. 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. 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, for

example if it was considered that the decision had contributed to collisions occurring.

8 REASONS FOR RECOMMENDATIONS

8.1 Recommendations have been made based upon existing policy.

9 WHAT HAPPENS NEXT

9.1 Whilst it is not proposed to amend the existing speed limit, unless members decide to go ahead as set out in paragraph 7.1, it is proposed that discussion continues to take place at the casualty reduction working group to ascertain if there is any scope to reduce the number of collisions on the route by more appropriate means than amendment to the speed limit given the significant majority are not speed related.

Lead / Contact Officer: Matthew Scriven
Telephone Number: 03456 009 009
E-mail: highways@surreycc.gov.uk

Background Papers: None

