



OFFICER REPORT TO LOCAL COMMITTEE (MOLE VALLEY)

A29 STANE STREET, OCKLEY – TRAFFIC SAFETY SCHEME

13 SEPTEMBER 2010

KEY ISSUE

To approve a traffic safety scheme for the A29 Stane Street, Ockley including progression of a formal statutory procedure for a new 30mph speed limit.

SUMMARY

A proposal for a scheme on the A29 Stane Street has been a high priority on the Local Committee's list of integrated transport schemes for some years. It is proposed that a scheme be approved for implementation in the current financial year. The estimated cost is £25,000 and Ockley Parish Council has agreed to provide match funding. It is proposed that £5000 is used from the local County Councillor's member allocation and £7,500 from the capital budget for highways considered within a separate item on the agenda for the Local Committee meeting on 13 September 2010.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree that:

- (i) a traffic safety scheme for the A29 Stane Street, Ockley be designed and implemented subject to available funding and legal processes.
- (ii) a formal statutory procedure for a new 30mph speed limit on A29 Stane Street, Ockley be progressed.
- (iii) a review is undertaken after the scheme becomes operational to determine effectiveness of the new speed limit, and results be reported to the Committee to decide whether the scheme should be amended or the speed limit should revert back to the original 40mph speed limit.

1 INTRODUCTION AND BACKGROUND

- 1.1 A scheme to help manage traffic along the A29 in Ockley has been on the Integrated Transport Schemes list for a number of years. Last year the scheme was ranked as the highest priority integrated transport scheme in Mole Valley and was assigned funding so that it could progress. Principal aims of the scheme were to reduce the speed limit from 40mph to 30mph and improve safety.
- 1.2 The recorded history of injury collisions shows there were 6 such incidents on the road from January 2007 to December 2009. There were 12 such incidents in the previous 3 year period from January 2004 to December 2006.
- 1.3 A previous layout for the scheme has been amended in an attempt to achieve objectives of the scheme whilst complying with design and speed policies of Surrey County Council and Surrey Police. Technical details of the scheme are now considered adequate so that a layout can be finalised for implementation.
- 1.4 Since the speed reduction results of the scheme cannot be guaranteed, it will be necessary to undertake a review once traffic and driver patterns have regularized. It will be necessary to report findings to the Local Committee so that any further action may be considered.
- 1.5 Ockley Parish Council has worked with Surrey Council Council to move the scheme forward and the minutes of their meeting held on 12th July 2010 state ***“it was agreed that the parish council was totally committed to this project.”*** Ockley Parish council has agreed to provide match funding for the scheme.

2 ANALYSIS

- 2.1 The drawings shown in Annex A show the proposals for the scheme. In summary, the scheme incorporates a reduction of the speed limit through the village to 30mph. Since there is no street lighting, it is possible to install 30mph repeater signs and road marking roundels. A review of all signage has been carried out and at the terminal points of the speed limit it is proposed that a ‘gateway’ feature is created by the installation of road markings known as ‘dragons teeth’.
- 2.2 Ideally, the scheme would be enhanced with areas of coloured anti-skid surfacing but these may not be affordable if implementation is to be achieved this financial year. An area of coloured anti skid would be provided at the gateway locations. There would be 4 sets of coloured antiskid on the approach to the junctions, each set comprising of material being laid in each direction on the approaches.

- 2.3 In order to progress the speed limit it would be necessary to advertise the intention to revoke the existing 40mph speed limit and to make the legal Traffic Regulation Order for the proposed 40mph speed limit. The current County speed limit policy suggests that where appropriate 30mph speed limits should be the norm for villages. However, where engineering measures are not practicable or cost effective to achieve a 30mph, Local Authorities should consider alternative limits of 40mph or 50mph. Clearly, it is difficult to know whether speeds that are in keeping with a 30mph speed limit can be achieved following installation of the measures described in 2.1 above. The speed surveys undertaken at the site show that average speeds are around 40mph at present. Mean speeds are used as the basis for determining local speed limits, whereas in the past 85th percentile speeds were used. Mean speeds reflect that the majority of drivers perceive that speed to be appropriate for the said road. It is therefore important that the scheme is reviewed following implementation to ensure that the speed limit is aligned so that the mean speed driven on the road is at or below the posted speed limit.
- 2.4 The scheme, as shown in Annex A, has received a stage 1 safety audit and only minor changes have been necessary so far. The design will of course be subject to a stage 2 safety audit before implementation. A stage 3 safety audit will be carried out after implementation. There could therefore be minor changes to the design.

3 CONSULTATIONS

- 3.1 The site is within Dorking Rural Division and County Councillor Helyn Clack has shown strong support for the scheme.
- 3.2 A meeting was held for Ockley Parish Council with Surrey Police and Surrey Highways. The general way forward, outlined above, was supported. The Parish Council expressed their concern that matters had not moved forward more quickly and reaffirmed their commitment to the scheme. The Parish Council suggested providing funding.
- 3.3 Surrey Police have stated ***"Surrey Police will always support schemes that make the roads in Surrey safer for all road users and in particular vulnerable road users. However with operation duties and commitments on our resources we would always prefer self enforcing schemes as the time we are able to dedicate to enforcing speed limits is limited. We are happy to support the scheme provided average or mean speeds are reduced as a result of it, so that it is self enforcing. Also if it is found that the majority of drivers do not perceive the new 30mph speed limit to be appropriate for the road Surrey Police would like the scheme to be reviewed taking collision rates and mean speeds since implementation with the possible view of reverting the speed limit back to 40mph if no difference has been achieved."***

- 3.4 It will be necessary to formally consult Surrey Police as part of the statutory consultation process for the speed limit Order. Other Emergency Services will also be consulted. It may also be prudent to consult with landowners where signs are likely to be placed on their land.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The likely cost of the scheme without the coloured anti-skid surfacing is £25000. The antiskid would cost in the region of £70,000. It is considered that the layout without antiskid should achieve the aims of the scheme. Therefore, at this stage, it proposed to proceed with the scheme without antiskid.
- 4.2 The Parish Council has offered to contribute match funding. This would amount to £12,500 of the £25,000 estimated cost. It is proposed that in separate reports to the Local Committee there will be recommendations to approve £5,000 contribution from the local County Councillor's member's allocation and £7,500 from the £92,000 highways capital allocation.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 Surrey Highways always endeavours to undertake works on the public highway that do not prejudice any user group.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 A correctly signed speed limit enables the Police to carry out targeted speed enforcement campaigns.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 The scheme is ranked as the highest priority integrated transport scheme in Mole Valley.
- 7.2 The scheme has strong support from the local County Councillor and Ockley Parish Council. The scheme will help to address the concerns about speed that exist in the village of Ockley. The Parish Council is willing to contribute a large percentage towards the costs.

8 REASONS FOR RECOMMENDATIONS

- 8.1 Approval of the recommendations will allow the scheme to progress with the advertisement of the 30mph speed limit. The intention would be to implement the scheme by the end of the current financial year.

9 WHAT HAPPENS NEXT

- 9.1 Once the recommendations have been approved and funding is provided, officers will organise advertisement of the proposed 30mph speed limit. If no objections are maintained, detailed design work will be completed. A final cost estimate will be obtained before implementation to ensure that costs will be met.

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