



**SURREY COUNTY COUNCIL'S LOCAL
COMMITTEE
BAKEHAM LANE / CALLOW HILL
16TH DECEMBER 2005**

Key Issues

A report was brought to the Local Committee meeting in September 2005 following receipt of a petition requesting various considerations for action on Bakeham Lane. Bakeham Lane runs from the A30 Egham Hill, becoming Callow Hill before it meets the B389 Christchurch Road. The Chairman requested that a further report be brought to this meeting of the Committee. This report gives an update on recent completed works, and proposed actions.

Summary

Bakeham Lane and Callow Hill (from the A30 through to Christchurch Road) have been assessed against the approved Surrey "Speed Management and Limits" policies. It is not considered appropriate to reduce the speed limit in isolation.

Officer Recommendations

The Committee is asked to:

- a) **note the recent works undertaken and the Police commitment to continue undertaking speed enforcement where it is safe to do so;**
- b) **consider Bakeham Lane and Callow Hill at the next Members' Tour in 2006 for possible addition to the forward programme of minor improvement schemes;**
- c) **agree that the lead petitioners be formally advised of the Committee's decision.**

1.0 Background

- 1.1 Bakeham Lane and Callow Hill is one link road between the A30 and the B389 Christchurch Road. Whilst it does have residential properties set back from sections of it, it cannot be classed as urban. The petitioners make specific reference to Bakeham Lane, although for the purposes of this report consideration has also been given to Callow Hill, as they are intrinsically linked.
- 1.2 A petition was received in September citing dangerous speeds of heavy goods vehicles, cars and motorcycles travelling along Bakeham Lane. The petition called for consideration of the following measures:
- A reduction in the speed limit
 - Traffic calming measures
 - Pedestrian crossing (near the post box)
 - Mobile speed camera.
- 1.3 From January 02 through to Sept 05, there have been a total of 3 recorded minor injury accidents on Bakeham Lane. In the same period there have been 15 on Callow Hill. This is not a good record for Callow Hill although some improvements have been made over this period through schemes initiated by the Accident Working Group.
- 1.4 In common with many roads, drivers often exceed the legal speed limit. On Bakeham Lane the eighty-fifth percentile speed is in excess of 40 mph, approaching 50 mph on certain sections. The Police do undertake enforcement.

2.0 Recent Improvements

- 2.1 Due to the poor injury accident record on Callow Hill, certain improvements have been made in recent months. These include:
- Two vehicle activated signs on the approach to a bend north of its junction with Hollow Lane. There is one sign on either approach. If drivers are travelling above the recommended limit, it triggers and warns drivers they are approaching a double bend. These signs are becoming increasingly common and are proving to be an effective educational and road safety tool – installed April 05.
 - A number of the bends have been treated with anti-skid high friction surfacing. This is as a direct result of cars losing grip and consequently control – completed April 05.

- Amendments to the directional signs (promoting the classified road network as the preferred route between Englefield Green and Virginia Water) – completed Oct 04

2.2 The above measures will improve road safety, although it is too soon to report on any improvement in accident trends.

3.0 Speed Limit Review

3.1 The existing speed limit is 40mph. Current speeds along Bakeham Lane and Callow Hill are in excess of this posted limit. The prime function of speed limits is road safety.

3.2 Speed and speed limits need to be safe and realistic. In setting limits consideration needs to be given to local issues and amenity, the safety of the road and the ability of the Police to enforce the limit. Experience has shown that if limits are significantly lower than the speed at which the majority of driver feels comfortable to travel at, they will be ignored.

3.3 The County Council has approved policy guidance for both speed management (the whole way in which roads should be considered) and for determining and applying speed limits. These have been developed with advice from the Department for Transport and Surrey Police. From analysing Bakeham Lane and Callow Hill against this new policy, it is just within the threshold for justifying a 30mph theoretical limit. However, it should be noted that many roads may now be assessed as being suitable for a lower theoretical limit.

3.4 Despite the comments contained within section 3.3, due to the existing vehicle speeds it is not possible to introduce a lower speed limit without other significant measures, which will actually reduce vehicle speed. A new lower speed limit should only be introduced as an individual measure if both the police and Local Transportation Service agree, with good justification that this will bring average speeds down to a level approaching the proposed limit. This is not the case for Bakeham Lane or Callow Hill. There is no strict numerical criterion for this judgment, as individual circumstances will differ. It is important to remember that a speed limit change is only one possible speed management measure. The application of any speed management measure must achieve the appropriate average speed to be effective. This is the underlying objective of speed management. The most effective way of reducing speeds has proved to be vertical traffic calming. As the Committee will be aware, there is a very full programme for minor improvement schemes throughout the Borough. Funding for this type of work is strictly limited and priorities have to be made.

3.5 The Police have indicated that they would not support the introduction of a 30mph limit without any additional measures to reduce vehicle speeds. If other measures were introduced and / or there was evidence that speeds

have reduced, they would reconsider their position. They have specifically asked that time is given so a proper assessment can be made of any positive impact generated by the new highway safety improvements.

- 3.6 The Police do carry out periodic enforcement, and have given a commitment to continue doing this where it is safe. Due to the nature of the apparatus, it is not safe to set-up a camera on one of the bends and consequently most enforcement is undertaken on the straight section of road near to the Research Centre.

4.0 Proposed Actions

- 4.1 It is recommended that a time period be given so that a proper assessment (by the Police and County Officers) can be made of the recent improvements to try and reduce accidents on Callow Hill.
- 4.2 Every year, a members' tour is held to help prioritise schemes for future years consideration on the LTP minor improvement programme. It is recommended that due to local residents' concerns, Bakeham Lane and Callow Hill be considered on this tour for possible future improvement works.

5.0 Conclusion and reason for recommendation

- 5.1 The introduction of a lower speed limit is not possible in isolation when all factors are taken into consideration.
- 5.2 Consideration of traffic calming and pedestrian crossing facilities can best be assessed by Members at their annual tour. If appropriate, it can then be added to any future programme.

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Background Papers: Petition: Bakeham Lane, SCC Local Committee Sept 05

Version: 1

Date:

Time:

Initials: RB

Annexes: