



OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

Speed Limit Assessments

8th November 2007

KEY ISSUE

To report the outcome of speed limit assessments recently undertaken and to seek authority to advertise changes to those speed limits.

SUMMARY

Speed limit assessments have recently been undertaken for Station Road, Philpot Lane and Sandpit Hall Road, Chobham. In addition roads bounded by the A319 to the south, B383 to the east, the B386 to the north and Broadway Road to the west were also assessed and included Windlesham Road, Highhams Lane, Halebourne Lane, Valley End Road, Chestnut Lane, Sparrow Row, Woodlands Lane, Steep Hill, Windsor Road, Windlesham Road, (section north of A319), Rye Grove, Hook Mill Lane, Burnt Pollard Lane, Blackstroud Lane East & Hookstone Lane, West End.

All the roads assessed are rural in their character and therefore the 'preferred limits' have all be determined using the rural hierarchy from Surrey's Speed management policy document. The hierarchy determines those lengths of road to be assessed as villages, those lengths that have just partial roadside development and lastly any other rural roads.

The data to undertake the assessments have been collected and these along with the assessments are shown in Annex A. Plans of the proposed changes are shown in Annexes B & C.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath)

- i. notes the results of the speed limit assessments undertaken as listed in Annex A to the report,
- ii. gives authority to advertise a notice in accordance with the Traffic Regulation Act 1984 the effects of which will be to implement the proposed speed limit changes as shown on Annexes A, B & C; and subject to no objections being maintained the order be made,
- iii. the Local Transportation Manager in consultation with the Chairman of the Local Committee and Local Member resolve any objections received in connection with the proposals.

INTRODUCTION AND BACKGROUND

1. Surrey's policy for determining speed limits was approved and published in August 2005. 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 features of a road.
 - Step 2 – Determining the preferred Speed limit. This is sub divided between urban and rural locations with each road or site being considered under its respective category. The road or site is then assessed against a number of pre-determined factors or definitions developed to form a hierarchy of 'preferred speed limits'. Further detail regarding the hierarchy is given in the analysis section of this report.
 - Step 3 - Comparison of the preferred limit to existing speeds. This determines the reality of the 'preferred limit' and the likelihood of driver compliance. Where existing speeds are at, close or below the preferred limit then changes would be considered appropriate. Where existing speeds are above the 'preferred limit' then either an appropriate higher limit is recommended, the existing limit retained, or that other 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 a collective agreement can be reached on the practicality of the 'preferred limit'.
 - Step 4 – Monitoring of any limit introduced to ensure levels of compliance is satisfactory or if further speed management measure would be useful.
2. Speed limit assessments and changes to limits are generally undertaken to improve the overall safety of the road but in some cases even for just environmental considerations. Following requests a view is taken as to whether a speed limit assessment is beneficial. If so, the road or site is added to the assessment list. There are a number of roads in Surrey Heath on the assessment list and generally those roads with higher collision rates are given priority. Sometimes more than one road in an area is to be assessed and this may mean some lesser priority roads being undertaken concurrently with higher collision rate locations.
3. For this report the roads recently assessed are Station Road, Philpot Lane and Sandpit Hall Road, Chobham. In addition roads bounded by the A319 to the south, B383 to the east, the B386 to the north and Broadway Road to the west were also assessed and included Windlesham Road, Highhams Lane, Halebourne Lane, Valley End Road, Chestnut Lane, Sparrow Row, Woodlands Lane, Steep Hill, Windsor Road, Windlesham Road, (section north of A319), Rye Grove, Hook Mill Lane, Burnt Pollard Lane, Blackstroud Lane East & Hookstone Lane, West End.

ANALYSIS AND COMMENTARY

4. All the roads recently assessed are rural in their character and therefore the 'preferred limits' have all be determined using the rural hierarchy from the Speed management policy document.

The hierarchy determines:

- (a) those lengths that could be classified as villages.
 - 20 or more houses.
 - a minimum length of 600m.
 - density of at least 3 properties per 100m.
 - (b) those lengths that have partial roadside development.
 - partial development but not great enough to be classed as a village.
 - (c) other rural roads.
 - Sub divided between tier 1 & tier 2 roads. Tier 1 being trunk or A-class roads and tier 2 being district, local distributors or access roads.
5. When determining the preferred limit of 'other rural roads' as in (c) above then the collision rate per 100 million vehicle kilometres is required. This collision rate determines the 'preferred limit' for tier 1 and tier 2 roads. For tier 1 roads a collision rate higher than 38 injury collisions would be designated 50mph whereas a collision rate of less than 38 would be designated as the national limit. For tier 2 roads the threshold is higher with locations of greater than 66 injury collisions designated as 40mph and those less than 66 designated as 50mph.
 6. This required the collection of speed and volume data, the number of collisions along each length for the preceding period (in this case 3 years plus the year to date) and the length of road to be assessed. This information along with the assessments is tabled in Annex A.
 7. **A3046 Station Road, Chobham** – The length assessed was from the District boundary at Mimbridge to the existing 40mph limit at the junction of Sand Pit Hall Road. Whilst there are a number of accesses off this length of road little of this is for direct frontage development. Whilst a couple of properties do border the road these are still set back and not obvious to the driver due to the extent of screening by hedging and trees leading to the impression of no roadside development. For these reasons the length has been assessed as a Tier 1 road. The accident level exceeds the threshold of 38 collisions per 100 million kilometres and as such results in a preferred limit of 50mph. Existing mean speeds are below this level and so the limit change can be recommended. A 50mph limit also accords with the section of Chobham Road in the district of Woking and a section of 40mph already acts as a buffer on the approach to Chobham village.
 8. **Philpot Lane, Chobham** – The entire length has been assessed. The section from Station Road to Sand Pit Hall Road has been assessed as a village with the remaining section considered as partial development. The village section has existing mean speeds slightly higher than 30mph but in discussion with the Police it is felt that the mean speed would be reduced, nearer to 30mph with the use of repeater signing. As Philpot Lane does not have a system of street lighting (as defined nationally) then repeater signing is required. It should be highlighted that enforcement of the limit for this length would be difficult to undertake due to the actual length recommended for change and the nature of the road alignment. The actual length to be changed is 500 metres; just short of the 600 metres recommended enabling enforcement. However, as this section contains a 90-degree bend along its length then enforcement would still be a problem even if the length to be changed were 600 metres. The remaining section of Philpot Lane was assessed as partial development and

qualifies for a 40 mph limit, as the existing mean speeds are less than the recommended 'preferred limit' of 40mph.

9. **Sandpit Hall Road, Chobham** - The entire length has been assessed as a village. Whilst the length has existing mean speeds slightly higher than 30mph in discussion with the Police it is felt that the mean speed would be reduced, nearer to 30mph due to the use of repeater signing. As Sandpit Hall Road does not have a system of street lighting (as defined nationally) then repeater signing is required. Again as with Philpot Lane, targeted enforcement would be difficult along the eastern section of the road that has poor alignment. However, this does mean vehicle speeds are likely to be less than those captured for the assessment as this data was collected on the straighter section of the road.
10. **Halebourne Lane, Chobham** – The southern section of Halebourne Lane was assessed more recently and a section of the road changed to a 30-mph speed limit. At that time the northern section of the road was assessed as a 40mph limit but no change was made, at that time, due to concern over driver compliance as other similar locations nearby would have different limits. This was one of the main reasons for the current speed limit assessments being undertaken.
11. **Windlesham Road, Chobham** – Windlesham Road has been assessed in three locations. The section between Windsor Road and Ford Road has been assessed as partial development resulting in a 'preferred limit' of 40 mph. Within this length is the section between Windsor Road and Thompsons Lane and this is already within a 40mph limit. Existing speeds along the section are less than 40 mph and so the limit is considered appropriate. The second section between Ford Road and Woodcock Lane is considered under the policy to be a village with a 'preferred limit' of 30 mph. However, the existing speeds are in excess of 30 mph and so the ideal limit would be 40 mph. Consideration was given to how actual speeds could be reduced along the length but due to the rural character of the road more traditional methods were not considered suitable without some form of consultative work. The third section between Woodcock Lane and Woodlands Lane was assessed as a tier 2 road and with a collision rate higher than 66 collisions per 100 million kilometres resulted in a 'preferred limit' of 40 mph. Whilst this would result in a consistent limit along the entire length of the road further discussions with the Police considered if a 30mph limit was practical for the sections between Woodcock Lane and Windsor Road. It was felt that the combination of the continuous length and volume of traffic (2883 vehicles per day) that it would be difficult to obtain a level of compliance from drivers that would be required, presenting enforcement problems for the Police. Even the use of 30 mph repeater signs were not considered sufficient to bring down the speeds to a suitable level. As a result it was agreed that a 40 mph limit be recommended for the entire length.
12. **Windsor Road, Chobham** – An assessment of the speed limit between Steep Hill and Windlesham Road was undertaken. The length was considered to be of partial development resulting in a preferred limit of 40mph from the policy. This is also the existing speed limit and the speed data collected shows that existing speeds are less than 40mph. As a result no change is proposed to the existing limit although discussions took place with the Police about the commencement of the 40mph limit. Following collision investigations earlier in the year the position of the signing to the limit was discussed at it was

suggested that the signing be moved approximately 150 metres toward Staple Hill. The Police support this proposal.

13. **Highams Lane, Chobham** – The entire length has been assessed. The section between Woodlands Lane and the Motorway Bridge has been assessed as a village with the section north of the Motorway Bridge being considered as partial development. The village section has existing speeds that enable a 30mph limit to be acceptable. The effective length is less than the 600 metres recommended for enforcement purposes but the limit is still considered appropriate due to the presence of the School. The section of Valley End Road up to the Church will also be included in the proposed 30mph limit.
14. **Other roads** - The following roads have all been assessed but have existing mean speeds below the assessed 'preferred limit'. No changes to these roads are recommended as there is no benefit to introduce the associated signing infrastructure required in rural these locations. The roads are Windlesham Road, West End, Hookstone Lane, Blackstroud Lane East, Burnt Pollard Lane, Hook Mill Lane, Rye Grove, Steep Hill, Woodcock Lane, Sparrow Row, Chestnut Lane, Woodlands Lane and Valley End Road (excluding the area outside Valley End School & Church referred to above).

CONSULTATION

15. The Surrey Police have been consulted and support the recommendations. No direct consultation has been undertaken with local residents but this would be undertaken, subject to approval, in conjunction with the statutory advertising for the speed limit changes.

FINANCIAL IMPLICATIONS

16. The cost to advertise and implement the changes recommended is approximately £12,000. Funding is available from the 2007/08 local allocation budget and subject to satisfactory completion of the statutory procedures could be implemented prior to the new financial year.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. Surrey has embraced the concept of sustainable development, which is the foundation of the County Council's Local Transport Plan, and it is committed to the vision of making Surrey a better place. The proposed Speed Management Programme will contribute towards making Surrey's roads safer for all users.

CRIME & DISORDER IMPLICATIONS

18. Speeding is identified as a main concern for residents in Surrey Heath. Surrey remains committed to working with the Surrey Police to tackle issues of speeding and to improve speed management measures wherever possible.

EQUALITIES IMPLICATIONS

19. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

CONCLUSION & REASONS FOR RECOMMENDATIONS

20. Speed assessments have been undertaken in accordance with Surrey's Speed Management Policy resulting in potential changes. As referred to earlier, speed is a main concern of Surrey Heath residents and the proposed changes would

assist in helping provide a level of reassurance to the community and residents of those roads. Amending speed limits is one method of helping to manage speed and the speed management policy seeks to ensure that any proposal recommended for change is realistic. The changes recommended in this report are realistic and are supported by the Police.

WHAT HAPPENS NEXT

21. Subject to approval, documentation would be prepared to enable the changes to be advertised. This would be taken forward as existing resources within the Surrey Heath team allowed but with a view to the new limits being in place (subject to the satisfactory completion of statutory processes) by the end of March 2008.

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BACKGROUND PAPERS: Speed & volume data

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