



OFFICER REPORT TO LOCAL COMMITTEE (SURREY HEATH)

UPPER CHOBHAM ROAD, CAMBERLEY – SPEED LIMIT ASSESSMENT 18 OCTOBER 2012

KEY ISSUES

To report the outcome of a speed limit assessment undertaken for B311 Upper Chobham Road (between Old Bisley Road and Prior Road) and seek authorisation to advertise and implement a proposed speed limit change.

SUMMARY

A speed limit assessment has recently been undertaken for the length of Upper Chobham Road between Old Bisley Road and Prior Road. This road is currently subject to a 40mph speed limit by Order. The road character has been assessed as urban due to the system of street lighting and the preferred speed limit determined to be 30mph in accordance with Surrey County Council's Speed Limit Policy. Surrey Police have indicated they would support a reduction in speed limit to 30mph if it was introduced in conjunction with measures to help reduce the existing mean vehicle speeds.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the speed limit assessment undertaken;
- (ii) Authorise the advertisement of a Speed Limit Revocation Order that will have the effect of revoking the existing 40mph speed limit order and introducing a 30mph speed limit (by virtue of the existence of a system of street lighting) to the length of the B311 Upper Chobham Road highlighted in Annex A;
- (iii) Agree that any objections to the revocation of the existing 40mph speed limit and resultant introduction of a 30mph speed limit should be considered and resolved by the Area Team Manager (NW) in consultation with the Divisional Member and Chairman, and that this issue only be returned to Committee if any objections prove insurmountable
- (iv) Approve that once any objections have been considered and resolved, that the Order be made and the 30mph speed limit introduced.

1. INTRODUCTION AND BACKGROUND

- 1.1 Upper Chobham Road is a local distributor within Surrey's highway network and a busy B-class road that has two schools fronting it.
- 1.2 Ravenscote school is near the junction with Old Bisley Road and a large number of parents park on both sides of the road when picking up/dropping off children at the school. Carwarden House school is at the top of the hill near a bend and a large number of students are transported to and from the school by coach.
- 1.3 Surrey County Council's policy for determining speed limits was updated in November 2010 and involves a 4 step approach consisting of the following:
- 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.
- 1.4 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

Existing Vehicle Speeds

- 2.1 A survey of vehicle speeds has been undertaken for the section of Upper Chobham Road being assessed. The results of the survey are shown in the following table:

Road	Average daily flow	Average 85 th percentile speed (mph)	Average mean speed (mph)
B311 Upper Chobham Road	N/A	42.5	37.48

- 2.2 The 85th percentile speed is the speed at which 85 percent of vehicles are travelling at or below.
- 2.3 In accordance with Surrey County Council's Speed Limit Policy, mean speeds rather than the traditional 85th percentile are now used to determine local speed limits, as it is considered that mean speed measurement is more straightforward and better reflects the actual speeds on the road.

Personal Injury Collisions

- 2.4 The table below shows the number of personal injury collisions that have occurred in the section of Upper Chobham Road under assessment during the latest 5-year period of available data (July 2007 to June 2012):

Year	Number of collisions
2007 (July to December)	2
2008	3
2009	2
2010	1
2011	3
2012 (Up to end of June)	1
Total	12

- 2.5 The table below shows the severity of these personal injury collisions.

Severity	Number of collisions
Slight	11
Serious	1
Fatal	0

- 2.6 Excessive speed was recorded as a contributory factor in one of the collisions.

Preferred Speed

- 2.7 Under Step 2 of the policy, the table below indicates the 'preferred limit' based on the hierarchy of preferred speed limits contained in Surrey County Council's Speed Limit Policy:

Road	Current limit	'Preferred limit'
B311 Upper Chobham Road	40mph	30 mph

- 2.8 Under Step 3 of the policy, since the preferred speed limit is lower than the existing limit, existing mean speeds are compared to the preferred limit to check if they are close enough for it to be successfully introduced on its own. The table below indicates the mean speeds against the preferred limit:

Road	Mean speed	'Preferred limit'
B311 Upper Chobham Road	37.48 mph	30 mph

- 2.9 In this instance, existing speeds are higher than the preferred limit and therefore it is proposed to provide supporting speed reducing measures to help reduce vehicle speeds to a more appropriate level for the 30mph preferred limit.

3. CONSULTATION

- 3.1 Surrey Police have been consulted and they agree with the assessment that 30mph is the appropriate limit, if introduced with supporting speed reducing measures.
- 3.2 Surrey Police have agreed that a gateway feature at the start of the 30mph speed limit together with vehicle activated signs would be appropriate supporting speed reducing measures.

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.
- 4.2 The total cost of implementing the proposed 30mph and the supporting speed reducing measures is approximately £10,000.

- 4.3 The Local Committee has made budgetary provision from its 2012/13 capital ITS budget and this scheme is included within the Highways Update report.

5. EQUALITIES AND DIVERSITY IMPLICATIONS

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

6. CRIME AND DISORDER IMPLICATIONS

- 6.1 Speeding traffic has been identified as a major concern for residents in Surrey. SCC remains committed to working in partnership with Surrey Police to tackle issues of speeding and improving road safety through the implementation of a combination of appropriate enforcement, education and engineering measures

7. CONCLUSION AND RECOMMENDATIONS

- 7.1 This report details the speed limit assessment conducted, and how the 'preferred limit' has been determined.
- 7.2 Having carried out the speed limit assessment and consulted Surrey Police, it is recommended that the speed limit on the B311 Upper Chobham Road is reduced to 30 mph.

8. REASONS FOR RECOMMENDATIONS

- 8.1 The recommendation has been made based upon Surrey County Council's speed limit policy and in consultation with Surrey Police.

9. WHAT HAPPENS NEXT

- 9.1 Subject to the approval of the Local Committee a Traffic Regulation Order would be formally advertised and public notices displayed in the local press and on site.
- 9.2 Any formal objections to the Order would have to be considered. Subject to no irresolvable objections being received the 30mph speed limit will then be introduced together with the proposed speed reducing measures.

LEAD OFFICER: Andrew Milne
TELEPHONE NUMBER: 03456 009 009
E-MAIL: highways@surreycc.gov.uk

CONTACT OFFICER: Jason Gosden
TELEPHONE NUMBER: 03456 009 009
E-MAIL: highways@surreycc.gov.uk

BACKGROUND PAPERS: None

