



OFFICER REPORT TO LOCAL COMMITTEE (TANDRIDGE)

SPEED MANAGEMENT in TANDRIDGE

07 MARCH 2008

KEY ISSUE

To give an update on past and present traffic speed management in Tandridge, and to provide an opportunity to consider priorities for future traffic speed management in the district.

SUMMARY

This report summarises the many speed management initiatives in Tandridge, which include Community Speed Watch, Vehicle Activated Signs (VAS) and Speed Cameras. It also provides a review of the targeted routes prioritisation list for speed management. This has been revised to include accident statistics up to the end of November 2007. At the 14 December 2007 Tandridge Local Committee meeting, it was agreed that a prioritisation system be considered for speed limit reviews in Tandridge. This system has been devised and included in this report for the Committee's approval.

OFFICER RECOMMENDATIONS

The Local Committee (Tandridge) is asked to agree:

- (i) Note the contents of the report and comment on the priority of the various speed management initiatives in Tandridge.
- (ii) Agree to the prioritisation system proposed in Annex A for reviewing speed limits of roads in Tandridge.
- (iii) Continue to support the speed management initiative to target specific routes based on the prioritisation given in Annex B.
- (iv) Local County Councillors to be consulted on any significant measures proposed for targeted routes in their division.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's speed management policy states:
"Studies show that when drivers reduce speed, collisions are less likely. If there is a collision, at lower speeds there will be less serious injury. This is especially true for vulnerable road users i.e. children and the elderly. Surveys of Surrey residents show that traffic and speeds are a major concern and that fast vehicles may discourage walking, cycling and horse riding."
- 1.2 Surrey County Council (SCC) officers and Surrey Police have been working together to reduce speeds on selected routes in Tandridge through the use of education, enforcement, engineering and monitoring measures. Other initiatives associated with speed management in Tandridge include Community Speed Watch, Vehicle Activated Signs (VAS), Safety Camera Partnership, poster campaigns, review of speed limits on selected routes and within selected areas, and highway improvement schemes.

2 ANALYSIS

2.1 Prioritisation of Speed Limit Reviews

At the 14 December 2007 Tandridge Local Committee meeting, it was agreed that a prioritisation system be considered for speed limit reviews in Tandridge. There was a list of requests for reviewing speed limits in certain areas, roads and sections of roads. These requests were prioritised by using the Casualties/Kilometre method. This method was previously agreed by committee with respect to prioritising the targeted routes for speed management in Tandridge.

Annex A of this report shows the complete current prioritised list of requests for speed limit reviews. It is an amalgamation of requests for individual roads and whole areas. The Casualties/Kilometre figure for the areas is achieved by combining the lengths of all the classified roads within the area to be reviewed and dividing it into the combined number of casualties recorded for these roads. The accident statistics used cover the most recent 3-year period available on the database.

With a priority list in place a complete systematic assessment of the speed limits can be carried out in accordance with County policy.

The Department for Transport (DfT) circular 01/06 asks Highways Authorities to review speed limits on all their A and B roads and implement any necessary changes by 2011. In view of the potential cost of the speed limits review, SCC proposes to carry out speed limit assessments as part of other planned routes.

2.2 Targeted Routes

Annex B in this report gives a revision of the targeted routes for speed management within Tandridge, including accident statistics up to the end of November 2007. The routes are prioritised by using the Casualties/Kilometre method. It is still recommended that allocation of resources for targeting routes be based on this prioritisation.

Surrey Police have been involved in the consideration of the prioritised list of targeted routes in Annex B. Routes were systematically selected for analysis, which can be seen in Annex C of this report.

2.3 Local Public Service Agreement (LPSA) Project

The LPSA project for speed management in Tandridge is targeted at reducing road casualties. The three partners to the Agreement are Surrey County Council, Tandridge District Council and Surrey Police, and they meet to consider priorities for speed management in Tandridge.

LPSA funding ends this financial year and the success of the project will be judged at the end of 2008 by analysing the casualties recorded since the inception of the project. If casualty reduction targets are met, then the three partners of the agreement will be rewarded with extra funding.

2.4 Community Speed Watch

Community Speed Watch groups are growing in number in Tandridge. There are currently 12 of the 22 council parishes involved in the scheme, which can be seen in the table below.

Parish Councils currently involved in Community Speed Watch	
Woldingham	Felbridge
Outwood	Bletchingley
Horne	Nutfield
Chaldon	Lingfield
Godstone	Dormansland
South Godstone	Crowhurst

Oxted, Limpsfield, Hurst Green, Tatsfield, and Burstow are all interested in forming Community Speed Watch groups and should be on board as soon as the volunteers are trained by Surrey Police.

A minimum of 6 volunteers is required to operate a group. The group is then organised into pairs, who take turns in monitoring the selected road locations. The volunteers generally work for a few hours per month. Surrey Police have restricted the groups from going out in hours of darkness and during very poor weather. Annex D in this report shows the Activity Log sheet that the volunteers use when on site. As well as speeding motorists, volunteers can make records of other dangerous driving incidents e.g. use of a mobile phone whilst driving.

The scheme costs about £1000 for the initial setup (speed gun, signs, high visibility jackets, etc.). Surrey Police have said that the scheme is very effective. Of the 5000 initial speeding offences recorded by the speed watch groups only roughly 40 red-letter notices (letters to second time offenders) have been sent out. Woldingham has had a Community Speed Watch group in place for three years and they have had major reductions in numbers of speeding offenders.

2.5 Road Safety Posters

Poster campaigns are used on sites and are part of the strategy for targeted routes in Tandridge. Sites used for the High Sheriff poster campaign were in Nutfield, and Bletchingley, Oxted and Limpsfield, and Warlingham. Some of these sites are no longer poster sites. The High Sheriff campaign finished last financial year and some road safety posters used are to be replaced with drink-driving awareness posters.

The production of road safety posters by pupils from a number of schools has been very important in helping to educate and encourage road safety in Tandridge. Four posters designed by pupils from Oxted School are currently on display in Bluehouse Lane. The targeted routes for speed management in Tandridge will be investigated to see if school road safety posters are required.

2.6 Vehicle Activated Signs (VAS)

There was a one-off initiative for Surrey in the 2007/2008 financial year to install VAS in various locations selected across the County. The table below shows the ten locations in Tandridge identified as priority sites based on consultation with Local County Councillors and local requests.

Road Name	Area	Quantity	Sign Type
Buxton Lane	Caterham	2	30 and SLOW DOWN
Church Hill	Nutfield	2	Bend Ahead and SLOW DOWN
Croydon Road	Caterham	2	30 and SLOW DOWN
Godstone Road	Whyteleafe	1	30 and Speed Camera
Harestone Valley Road	Caterham	1	30 and SLOW DOWN
Hilbury Road	Warlingham	1	30 and SLOW DOWN
Newchapel Road	Lingfield	1	40 and SLOW DOWN
Stanstead Road	Caterham	2	30 and SLOW DOWN
Whyteleafe Hill	Whyteleafe	1	30 and SLOW DOWN
Whyteleafe Road	Caterham	2	30 and SLOW DOWN

These proposed VAS are scheduled to be installed by the end of this financial year.

There are an increasing number of requests for VAS in Tandridge, including those that did not make the list for installation as part of the countywide initiative. These requests will need to be prioritised for next financial year, as funding permits.

2.7 Safety Camera Partnership

The Surrey Safety Camera Partnership is made up of four public sector organisations that have joined together with the aim of reducing collisions and casualties on Surrey's roads. The partnership comprises of Surrey County Council, Surrey Police, Highways Agency, and Her Majesty's Courts Service. There are currently still two fixed speed cameras in Tandridge. A recent report from the Safety Camera Partnership has shown that these fixed camera sites have achieved a 48% reduction in casualties. Enforcement is also undertaken using mobile speed cameras.

There are three Safety Camera Partnership mobile vans used in Surrey. Surrey Police have informed us that deployment of these vehicles in the

County is prioritised to locations of high concern. The vast majority of these locations that Surrey Police must focus on are outside the district of Tandridge.

2.8 Felbridge Area Speed Limit Scheme

The processing of the traffic management order for this scheme is currently being progressed. The legal order for the speed limit has to be consistent with the order for the section of Crawley Down Road coming under West Sussex jurisdiction. The details of the scheme are being designed and implementation is scheduled to occur later this year.

2.9 Woldingham Speed Management Scheme

Statutory consultation for the advertised traffic management order concluded recently on 24 January 2008. No objections were received so the next stage is to make the traffic management order. This will be scheduled to come into effect when the site works have been completed. It is anticipated that the site works will commence towards the end of April of this year.

2.10 20mph Tatsfield

Construction of the proposed school development outside of Tatsfield village is scheduled to begin in 2009. A 20mph speed limit and two road tables have previously been approved by Local Committee to be installed on Ship Hill in association with the new school development.

A 20mph speed limit scheme is being proposed for the village of Tatsfield. This has also been previously approved by Local Committee. So as to make the most efficient use of resources, Surrey County Council would plan to implement both schemes at the same time.

2.11 A22 Caterham Bypass

The proposed SPECS3 Average Speed Camera system for this section of road features as a separate item [Item 11] on the agenda for this Local Committee meeting.

3 CONSULTATIONS

- 3.1 Officers from Surrey County Council, Surrey Police, Surrey Fire Service, and Tandridge District Council are represented on the LPSA local partnership working group and have been consulted on the contents of this report. This speed management group most recently gathered for a meeting on 06 February 2008.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 In June 2007 the Local Committee agreed to a funding allocation for speed management measures from the Local Transport Plan (LTP) integrated transport budget for Tandridge. This was used to fund the work on the speed management schemes. Another allocation will be required in 2008/2009 to continue the work.

- 4.2 Funding was made available this financial year for VAS to be installed countywide. This was a one-off initiative for Surrey, where Tandridge has benefited with the proposed installation of VAS in 10 locations.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 Not applicable to this report.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 The initiative to reduce traffic speed and improve safety should discourage speeding drivers.
- 6.2 Education within the schools should help make future motorists aware of the dangers of speeding and hopefully have an impact on reducing speeding offences in the future.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 Speed management is an important issue for many communities in Surrey. Effective speed management measures contribute to casualty reduction targets and the Local Transport Plan (LTP) objectives.
- 7.2 Tandridge receives many requests to tackle speed-related issues in the district. Unfortunately, there are insufficient resources available to deal with all the requests received. The funding is allocated to targeted routes in the district, which are prioritised using the Casualties/Kilometre method (see Annex B).
- 7.3 Requests to review speed limits in Tandridge are also being received. These too have been prioritised in the same way (see Annex A), which is recommended for agreement by Local Committee.
- 7.4 It is suggested that extra funding be provided in the next LTP budget allocation to deal with these many requests.

8 REASONS FOR RECOMMENDATIONS

- 8.1 This report recommends that the Local Committee agrees with the prioritisation for review of speed limit requests, and continues to support the current prioritisation of targeted routes so that the allocation of funding received through the LTP budget and Local Public Service Agreement (LPSA) for the district can be utilised appropriately.

9 WHAT HAPPENS NEXT

- 9.1 Funding received for speed management in the next financial year will be used to investigate and analyse the targeted routes, to carry out reviews of the speed limit requests in Tandridge, and to implement any speed management measures proposed.

LEAD OFFICER: Derek Poole, Local Highways Manager for Tandridge
TELEPHONE NUMBER: 08456 009 009
E-MAIL: eastsurreyhighways@surreycc.gov.uk
CONTACT OFFICER: David Waugh, Senior Traffic Engineer
TELEPHONE NUMBER: 08456 009 009
E-MAIL: eastsurreyhighways@surreycc.gov.uk
BACKGROUND PAPERS: Speed Management in Tandridge Local Committee report 23 June 2006; Speed Limit Reviews on Roads in Tandridge Local Committee report 14 December 2007.