



**OFFICER REPORT TO LOCAL COMMITTEE
(TANDRIDGE)**

TANDRIDGE (VARIOUS) – SPEED LIMIT ASSESSMENT

30 September 2011

KEY ISSUES

To report on the outcome of the speed limit assessment recently undertaken along the following roads: A25 Godstone Road; Outwood Lane; Chelsham Common.

SUMMARY

Speed limit assessments have recently been undertaken for:

- A25 Godstone Road, Bletchingly (from a point 126m west of the junction with Water House Lane to a point 242m east of the junction with Rabies Heath Road)

This road is currently subject to a 50mph speed limit. The road character has been assessed as rural due to the lack of street lighting. The assessment identified that the existing 50mph speed limit should remain.

- Outwood Lane, Bletchingly (from a 29m north of Mitchener's Lane to a point 17m north of northern boundary of No. 1 Harewood Cottages)

This road is currently subject to a 50mph speed limit. The road character has been assessed as rural due to the lack of street lighting. The preferred new speed limit is 40mph.

- Chelsham Common, Warlingham (Chelsham Road to Ledgers Rd/Church Lane)

This road is currently subject to a national speed limit. The road character has been assessed as rural due to the lack of street lighting. The preferred new speed limit is 30mph.

The 'preferred limits' have been determined using appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. Additionally there has been consultation with Surrey Police.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limits should be changed to meet the current policy at the following locations:
 - a) Outwood Lane, Bletchingly (From a 29m north of Mitchener's Lane to a point 17m north of northern boundary of No. 1 Harewood Cottages) should be reduced to 40mph.
 - b) Chelsham Common, Warlingham (Chelsham Road to Ledgers Rd/Church Lane) should be reduced to 30mph
- (iii) Agree that, based upon the evidence, no changes are made to the speed limits at the following locations:
 - a) A25 Godstone Road, Bletchingly (From a point 126m west of the junction with Water House Lane to a point 242m east of the junction with Rabies Heath Road) should remain at 50mph.
- (iv) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes, and subject to no objections being upheld, the Order be made.
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposals.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 The roads contained within this assessment comprise a residential road, two access roads and a strategic route within Surrey's highway network.
- 1.2 The A25 is an essential non primary 'A' route running east west from Kent to Woking. Outwood Lane is a local distributor running north south from Bletchingly down to Outwood. Chelsham Common is an access road between Chelsham Road and Ledgers Road, Warlingham.
- 1.3 Surrey's policy for determining speed limits was updated in November 2010. 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 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.

2.0 ANALYSIS

- 2.1 Speed data for the sites have been assessed and the results are shown in the table below:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
A25 Godstone Road	12725	49.55	44.10
Outwood Lane	1490	48.25	42.20
Chelsham Common	300	37.5	30.5

- 2.3 There have been a number of personal injury collisions on the section of roads under investigations. Below is a table indicating the collisions between January 2008 and April 2011:

Location	Collisions	Date	Nature
A25 Godstone Road	1	12/03/2009	Slight Totals: Slight 1 Serious 0 Fatal 0
Outwood Lane	10	05/02/2008 21/01/2009 21/05/2009 25/09/2010 30/11/2009 16/03/2011 14/01/2009 05/09/2009 04/04/2010 05/02/2010	Slight (S) Slight Fatal Slight Slight Serious Slight Slight Serious Slight (S) Totals: Slight 7 Serious 2 Fatal 1
Chelsham Common	0	n/a	n/a

Note: The (S) symbol indicates where the police believe that exceeding the speed limit was a contributory factor leading to the collision.

- 2.4 In the three and a quarter years of the investigated accident records, only on 2 occasions of the 11 recorded accidents (22%), was excessive speed considered a contributing factor.
- 2.5 Under Step 2 of the policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit	Committee requested limit	'Preferred limit'
A25 Godstone Road	50mph	30mph	50mph
Outwood Lane	50mph	40mph	40mph
Chelsham Common	National	30mph	30mph

- 2.9 It should be noted that mean speeds are now being used as the basis for determining local speed limits, whereas in the past, 85th percentile speeds were used. These are underpinned by extensive research demonstrating the well-proven relationship between speed and collision frequency and severity. Mean speeds also reflect that the majority of drivers perceive that speed to be appropriate for the said road. It is therefore the aim that the local speed limit is aligned so that the original mean speed driven on the road is at or below the new posted speed limit.
- 2.10 Under Step 3 of the policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed	'Preferred limit'
A25 Godstone Road	44.10 mph	50 mph
Outwood Lane	42.20 mph	40 mph
Chelsham Common	30.50 mph	30 mph

3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police. The Police have agreed the roads under investigation should have their speed limits in line with the preferred limits as set out by the policy.

4.0 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. It is also possible that some electrical works and re-lining would be required. Whilst likely costs are difficult to establish until a design is available, it is likely that a reduction in speed limit will cost about £10,000 for the A25 Godstone Road, £10,000 for Outwood Lane and £5,000 for Chelsham Common.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

7.0 CONCLUSION AND RECOMMENDATIONS

7.1 This report details the speed limit assessment conducted, and how the 'preferred limits' have been obtained. It is recommended that the speed limits should be as below:

A25 Godstone Road should remain at 50mph

Outwood Lane should be reduced to 40mph

Chelsham Common should be reduced to 30mph

7.2 However, Members are reminded about the changes to the Speed Limit Policy that now apply. The changes state that in exceptional circumstances the local committee may like to proceed with a change to a speed limit, against officer advice, in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision. Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action are considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

8.0 REASONS FOR RECOMMENDATIONS

8.1 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

8.2 The 30mph extension to the existing speed limit along the A25 Godstone Road has been proposed to remain at 50mph due to the character of the road in accordance with Surrey County Council's Speed Limit Policy. The road character from the existing 30mph to a point 126m west of Water House Lane is rural in character due to a lack of street lighting and comprises of some residential properties on the outskirts of Bletchingly. Under SCC's Speed Limit Policy this section would therefore be classed as rural with partial development and the recommended speed limit would be 40mph. This would act as a buffer zone to help reduce speeds from 50mph down to 30mph. However, this section of 40mph would be under SCC's recommended speed limit distance of 600m, therefore it has been proposed to keep the existing speed limit at 50mph.

9.0 WHAT HAPPENS NEXT

9.1 The proposal to make a Traffic Regulation Order is advertised in the local press, and following the making of the Traffic Regulation Order, the contractor is instructed to install the necessary signing. The likely date that signing would be implemented if the Committee approve the recommendation is March 2012.

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BACKGROUND PAPERS: None

Version No. Date: Time: Initials: No of annexes:

