



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

EGLEY ROAD – SPEED LIMIT ASSESSMENT

26 SEPTEMBER 2012

KEY ISSUES

To report on the outcome of the speed limit assessment recently undertaken along the following road:

A320 Egley Road, Woking

SUMMARY

Speed limit assessments have recently been undertaken for:

- A320 Egley Road (between Wych Hill Lane to Mayford Green)

This road is currently subject to a 40 mph speed limit. The road character has been assessed as urban due to a system of street lighting. It has a preferred limit of 40 mph.

The 'preferred limits' have been determined using appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. Following consultation with Surrey Police, it is recommended to reduce the speed limit to 30mph, between Wych Hill Lane and a point just south of the bus laybys south of the Almond Avenue, but will require additional measures such as Vehicle Activated Signs (VAS) to help reduce speeds.

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, where necessary, to meet the current policy, and give 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 and revoke any existing traffic orders necessary to implement the changes subject to no objections being maintained the Order be made
- (iii) Agree that the Area Team Manager in consultation with the Chairman of the Local Committee and Local Member resolve any objections received in connection with the proposals.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Egley Road has been assessed as a strategic route within Surrey's highway network.
- 1.2 Egley Road is a busy road that forms part of the link between the towns of Woking and Guildford.
- 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.
- 2.2 The results are shown in the following table:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
A320 Egley Road	N/A	42.6	38.6

- 2.3 There have been a number of personal injury collisions on the section of Egley Road under assessment. Below is a table indicating the collisions between January 2007 and April 2012:

Location	Collisions	Date	Nature
A320 Egley Road	26	24/07/2007	Slight
		09/07/2009	Slight
		06/10/2007	Serious
		19/11/2010	Serious
		02/06/2010	Slight
		05/07/2010	Serious
		16/10/2010	Slight
		18/07/2008	Slight
		07/08/2008	Slight
		01/09/2010	Slight
		01/12/2011	Slight
		06/06/2009	Serious
		31/03/2011	Serious
		30/01/2010	Slight
		30/11/2007	Slight
		02/11/2009	Slight
		11/03/2009	Slight
		04/06/2009	Slight
		07/06/2011	Slight
		27/07/2011	Serious
		07/02/2011	Slight
		18/10/2010	Slight
		01/08/2007	Slight
		11/06/2009	Serious
		28/05/2009	Slight
		03/01/2011	Slight

2.4 In the five and a quarter years of the investigated accident records, none of the collisions had excessive speed considered as a contributing factor.

2.5 Using the information from 2.3, the table below shows the number of personal injury collisions in the last 5 years:

Year	Number of collisions
2007	4
2008	2
2009	7
2010	7
2011	6
2012 (Up to April)	0

- 2.6 Using the information from 2.3, the table below shows the severity of the personal injury collisions over the investigation period.

Severity	Number of collisions
Slight	19
Serious	7
Fatal	0

- 2.7 Under Step 2 of the policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit	Committee requested limit	'Preferred limit'
A320 Egley Road	40 mph	30 mph	40 mph

- 2.8 As a general point, 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.

- 2.9 Under Step 3 of the policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed	'Preferred limit'
A320 Egley Road	38.6 mph	40 mph

3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police, including a site visit. It has been agreed that the speed limit can only be reduced if additional measures are introduced to help bring speeds down.

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.

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 limit should be as below:

A320 Egley Road should be reduced to 30mph in conjunction with additional measures on the section of road between Turnoak Roundabout (junction with Wych Hill Lane) and a point just south of the bus laybys, south of Almond Avenue.

- 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 be 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.

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 January 2013.

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**BACKGROUND
PAPERS:** None

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