

Notice of Meeting

Environment & Transport Select Committee



Date & time
Monday, 10
December 2012
at 1.30 pm

Place
Committee Room C,
County Hall, Kingston
upon Thames, Surrey
KT1 2DN

Contact
Tom Pooley or Andrew
Spragg
Room 122, County Hall
Tel 020 8541 9122 or 020
8213 2673

Chief Executive
David McNulty

thomas.pooley@surreycc.gov.uk
or
andrew.spragg@surreycc.gov.uk

If you would like a copy of this agenda or the attached papers in another format, eg large print or braille, or another language please either call 020 8541 9068, write to Democratic Services, Room 122, County Hall, Penrhyn Road, Kingston upon Thames, Surrey KT1 2DN, Minicom 020 8541 8914, fax 020 8541 9009, or email thomas.pooley@surreycc.gov.uk or andrew.spragg@surreycc.gov.uk.

This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Tom Pooley or Andrew Spragg on 020 8541 9122 or 020 8213 2673.

Members

Mr Steve Renshaw (Chairman), Mr Mark Brett-Warburton (Vice-Chairman), Mr Victor Agarwal, Mr Mike Bennison, Mr Stephen Cooksey, Mr Chris Frost, Mrs Pat Frost, Simon Gimson, Mr David Goodwin, Mrs Frances King, Mr Geoff Marlow, Mr Chris Norman, Mr Tom Phelps-Penry, Mr Michael Sydney and Mr Alan Young

Ex Officio Members:

Mrs Lavinia Sealy (Chairman of the Council)
Mr David Munro (Vice-Chairman)

TERMS OF REFERENCE

The Select Committee is responsible for the following areas:

Environment

- Strategic Planning
- Countryside
- Waste
- Economic Development & the Rural Economy
- Housing
- Minerals
- Flood Prevention

Transport

- Transport Service Infrastructure
- Aviation
- Highway Maintenance
- Community Transport
- Local Transport Plan
- Road Safety
- Concessionary Travel

PART 1 **IN PUBLIC**

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

2 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

3 CALL IN: CABINET MEMBER DECISION OF 21 NOVEMBER 2012

(Pages 1
- 24)

To consider the call-in of the Cabinet Member decision of 21 November 2012 to not endorse the Elmbridge Local Committee request for a reduction of the speed limit on the A245 Stoke Road, Stoke D'Abernon, from its existing 40 mph, to 30 mph, between the existing 30 mph limit near Leigh Hill Road to a suitable point just east of the Chelsea Football Club training ground.

4 DATE OF NEXT MEETING

The next meeting of the Committee will be held at 10am on 10 January 2013.

David McNulty
Chief Executive

Published: Friday, 30 November 2012

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Environment & Transport Select Committee
10 December 2012

Call-in of Cabinet Member Decision: 21 November 2012

Background:

1. On 21 November 2012, the Cabinet Member for Transport & Environment made the following decision:

“That the Elmbridge Local Committee request for a reduction of the current speed limit on the A245, Stoke Road, Stoke D’Abernon, from its existing 40 mph, to 30 mph, between the existing 30 mph limit near Leigh Hill Road to a suitable point just east of the Chelsea Football Club training ground, not be endorsed”.
2. On 29 November 2012, Democratic Services received notification that in their capacity as Members of the Environment & Transport Select Committee, Mrs Pat Frost, Mr Tom Phelps-Penry and Mr Michael Sydney would be calling in the above decision. The reasons given for the call-in were as follows:
 - That the wrong decision was taken and the speed limit on Stoke Road should be reduced from 40 mph to 30 mph.
 - That in making the decision, the Cabinet Member did not recognise that Local Committees are best placed to recognise local circumstances and therefore propose appropriate speed limits in their areas.
3. The following documents in relation to the decision made on 21 November 2012 are attached:
 - Cabinet Member decision sheet of 21 November 2012 (**Annexe A**).
 - Officer report to Cabinet Member: Speed Limit A245 Stoke Road, Stoke D’Abernon, 21 November 2012 (**Annexe B**).
 - Officer report to Elmbridge Local Committee: Stoke Road, Stoke D’Abernon Speed Limit Assessment, 20 June 2011 (**Annexe C**).
 - Extract from the minutes of the Elmbridge Local Committee meeting held on 20 June 2011 (**Annexe D**).
 - Map of Stoke Road (**Annexe E**).

4. The Select Committee is asked to consider the above evidence and decide whether it supports the Cabinet Member decision in relation to the speed limit on Stoke Road, Stoke D'Abernon, or if it will refer the decision back to the Cabinet Member for reconsideration.

For decision:

The Select Committee is asked to review the Cabinet Member decision made on 21 November 2012 to not endorse the Elmbridge Local Committee request for a reduction of the current speed on the A245 Stoke Road, Stoke D'Abernon, from its existing 40 mph, to 30 mph, between the existing 30 mph limit near Leigh Hill Road to a suitable point just east of the Chelsea Football Club training ground.

Next steps

- Should the Select Committee support the decision of the Cabinet Member, the decision will take effect on the date of the Select Committee meeting.
- Should the Select Committee refer the decision back, the Cabinet Member will have to reconsider the decision within seven working days of the Select Committee meeting.

Report contact: Thomas Pooley, Scrutiny Officer, Democratic Services.

Contact details: Tel: 020 8541 9902. Email: thomas.pooley@surreycc.gov.uk

Sources/background papers: As attached.

CABINET MEMBER DECISION

Decision:

Speed Limit: A245 Stoke Road, Stoke D'Abernon

(i) Details of decision

That the Elmbridge Local Committee request for a reduction of the current speed limit on the A245 Stoke Road, Stoke D'Abernon, from its existing 40 mph, to 30 mph, between the existing 30 mph limit near Leigh Hill Road to a suitable point just east of the Chelsea Football Club training ground, not be endorsed.

(ii) Reasons for decision

A 30 mph speed limit does not comply with the Speed Limit Policy and is not supported by the Police.

(iii) Details of any alternative options considered and rejected

None.

(iv) Details of any consultation and representations received not included in the published report

The Local Member for Cobham, Mr John V C Butcher, attended the meeting.

The Cabinet Member tabled additional information. Copies of the information tabled are attached as Appendix 1 and Appendix 2.

Conflicts of Interest and any Dispensations Granted

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)

None

Decision taken by:

- (i) Name:** John Furey
- (ii) Portfolio:** Transport and Environment

Date of Decision: 21 November 2012

Date of Publication of Record of Decision: 22 November 2012

Date decision effective (i.e. 5 working days after date of publication of record of decision unless subject to call-in by the Environment and Transport Select Committee): 30 November 2012

A245 Stoke Road, Stoke D'Abernon

A Liner route feasibility study was carried out on the A245 from Blundell Lane to Painshill Interchange in 2002.

The report was taken to the Local Committee on the 22 September 2003 to approve the recommendations and pursue the package of measures.

These included the following within the current length of the proposed speed limit reduction.

- Improvements to the junction of Stoke Road, Blundell Lane and Station Road.
- Pedestrian facilities near Mizen Way.
- New footway between Blundell Lane and Leigh Place
- Improvements to Fairmile Lane junction including pedestrian facilities

The cost of the entire package (£1.2m) was far in excess of the Committee funds, so it was agreed to break the measures down into smaller sections and fund them over a number of years.

The first phase was to introduce a pedestrian crossing in the vicinity of Vincent Road.

This was constructed during 2005/06 and approved by the Local Committee on the 26th September 2005

Phase 2 followed, which included

- Widening at the Fairmile Lane junction to create a right turn Lane
- New footway between Fairmile Lane and Ravenswood Close.
- Pedestrian refuge and traffic islands.

This was constructed during 2008/09 and approved by the Local Committee on the 21st January 2008.

2 number vehicle activated signs were also erected at either end to warn drivers travelling in excess of the posted maximum speed limit to slow down.

All of the identified schemes have now been constructed with the exception of the junction improvement at Stoke Road/Blundell Lane/Station Road, due to its cost which was estimated in excess of £300,000. However during the intervening period the accident history has now been reduced to zero (last 3 years plus 2012 to end of August) possibly as a direct result of the additional measures introduced.

Appendix 2

Dear John,

We have researched this matter extensively, including new information that has only come to light since I wrote to Mr Elbourne, and so I am able to answer your questions now.

Following the Local Committee's approval in June 2011 to seek Cabinet Member approval for the departure from policy necessary for the 30mph speed limit, a site meeting was arranged in September 2011 between Cllr Lake, Cllr Mitchell, Surrey Police and the Area Team Manager. At this meeting Cllr Lake decided to defer a decision and review in a year's time. The reasons for this decision at the time were:

- The collision data gathered showed only 4 speed related collisions in the previous 3 years. The remaining collisions were spread along the route with little trend to them.
- A 30mph limit was unlikely to be self enforcing given the data recently gathered and therefore would require increased enforcement to generate compliance, which the Police could not guarantee.
- 30mph would not be in keeping with character of road, this was demonstrated by driving the route at 30mph.
- Discussion took place as to whether a short section of 30mph could be appropriate in the central section with 40mph each side but it was considered this could be confusing to drivers due to inconsistency of speed limits.
- All involved were mindful of the ongoing works to construct the new Services on the M25, and that this had resulted in unusual traffic conditions.
- With the approaching Olympics and the cycle race route passing nearby, we didn't want to risk any undue disruption.

The next steps agreed by Cllr Lake were:

- 1) We continue to monitor the link through Casualty Reduction Working Group with any appropriate schemes being developed if it is considered necessary.
- 2) We repeat the surveys undertaken in 2011 in 2012 post the utility works and review once more.

This decision was confirmed in writing (by e-mail) between the Area Team Manager and Cllr Lake; the Local Partnership Office and Democratic Services were Cc'd in the exchange. The Area Team Manager recalls updating the Elmbridge Local Committee verbally at its meeting in September 2011, although this is not specifically recorded in the minutes.

The new speed limit policy, with its new facility for Local Committees to request departures from the policy from the Cabinet Member, was very much in its infancy, and no-one involved at the time understood the process. Those involved in the site meeting were labouring under the misapprehension that the site meeting itself constituted a formal decision of the Cabinet Member. This was not the case: Cabinet Member decisions could only be made and recorded in the context of formal Cabinet Member decision meetings. The officers involved at the time believed they could act on the decision made at the site visit, and the matter was never considered in a Cabinet Member decision meeting.

Notwithstanding the misunderstanding of process, the decision at this time was to defer the scheme and review in a year's time.

Then in early February 2012, in view of the developing circumstances in Stoke Road, Cllr Lake decided that a 30mph limit would be beneficial for Stoke Road, and instructed officers to implement the change. This was not possible as by that time the budgets for the Financial Year 2011-12 were

fully committed: the scheme had to wait for the new budgets in the new Financial Year. Again the officers involved did not understand the process, and believed they could act on the instruction of the Cabinet Member; the matter was not considered in a Cabinet Member decision meeting. The Area Team Manager subsequently listed the scheme in the programme for 2012-13, and it was only when the design team were about to draft the Traffic Regulation Order for the change of speed limit that the error in process was realised.

When the Area Team Manager became aware of the situation, we immediately arranged for the matter to be considered formally by the Cabinet Member in a Cabinet Member decision meeting.

I note that you wish to see the documents relating to this matter. There is no need to set up a meeting in County Hall for this, as all documents relating to this project are published externally on our website. Here is a complete history.

A petition was submitted to the September 2009 meeting of the Local Committee, concerning the existing 40mph speed limit along the A245 Stoke Road. The petition requested a reduction of the speed limit from 40mph to 30mph from Tilt Road to Woodlands Lane. A formal response to the petition was brought to the next meeting in December, and the Committee agreed to reconsider the matter after further investigation had taken place.

The minutes of the meeting in September can be viewed by clicking the following link:

<http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/796b0ca5ce30cac3802576f8003dfbf9?OpenDocument>

The minutes of the meeting in December can be viewed by clicking the following link:

[http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/1e141652bfd3550f802576a2003e99cc/\\$FILE/Minutes%2007.12.09.pdf](http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/1e141652bfd3550f802576a2003e99cc/$FILE/Minutes%2007.12.09.pdf)

It would seem that there was not enough money in the highways budget to fund this assessment until December 2010 when the local member agreed to fund the assessment work from his individual allocation. This agreement can be found in the minutes of the December 2010 below:

[http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/007379526dbf7efc8025783a003cd5f7/\\$FILE/Item%2002%20-%20Minutes%206.12.10.pdf](http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/007379526dbf7efc8025783a003cd5f7/$FILE/Item%2002%20-%20Minutes%206.12.10.pdf)

In June 2011 the results of the assessment were put in front of the Local Committee. The officer's report stated that there was little justification to introduce a 30mph speed limit. The officer report can be found below:

[http://www.surreycc.gov.uk/legcom/councilp.nsf/f5fb086c73d64f3000256954004aed25/51c025ae081ca271802578aa004bddb1/\\$FILE/Item%2015%20-%20Stoke%20Road%20Assessment.pdf](http://www.surreycc.gov.uk/legcom/councilp.nsf/f5fb086c73d64f3000256954004aed25/51c025ae081ca271802578aa004bddb1/$FILE/Item%2015%20-%20Stoke%20Road%20Assessment.pdf)

Despite the officer recommendation, the Committee stated that they wished to introduce a 30mph speed limit. Members were advised that should they wish to put forward a resolution that was contrary to the officer's recommendation, then the matter would need to be referred to the Cabinet Member for Transport for decision. This is what was agreed and this is recorded in the minutes of the meeting below:

[http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/3d8983e16239b02280257913002f5be8/\\$FILE/2.%20Draft%20Minutes%2020.06.11.pdf](http://www.surreycc.gov.uk/legcom/CouncilP.nsf/f5fb086c73d64f3000256954004aed25/3d8983e16239b02280257913002f5be8/$FILE/2.%20Draft%20Minutes%2020.06.11.pdf)

The history subsequent to June 2011 (described above) is not documented formally.

Please let me know if you need anything more on this.

Thanks, Nick

Yours sincerely,

Nick Healey
Area Team Manager (NE)
Surrey Highways
Surrey County Council
01483 519553

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SURREY COUNTY COUNCIL

CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT

DATE: 21 NOVEMBER 2012

REPORT OF: JASON RUSSELL, ASSISTANT DIRECTOR
HIGHWAYS

SUBJECT: SPEED LIMIT A245 STOKE ROAD, STOKE D'ABERNON.

KEY ISSUE/DECISION:

To consider whether to endorse the Elmbridge Local Committee's recommendation that the speed limit on the A244 Stoke Road, Stoke D'Abernon be changed from 40 mph to 30 mph. Under the scheme of delegation, the authority to endorse a new speed limit, which is in discord with the policy, rests with the Cabinet Member for Transport & Environment.

DETAILS:**Business Case**

1. At its meeting on 20 June 2011, the Elmbridge Local Committee received a report setting out the outcome of the speed limit assessments for the A245 Stoke Road, Stoke D'Abernon. A copy of the report presented to the Local Committee, together with the minutes from that meeting are attached as Annexes.
2. Surrey County Council has a speed management policy for determining and applying speed limits on the public highway. This was updated in 2005 to reflect the changes arising from the Department of Transport's revised speed limit guidance. Assessed against these criteria the personal injury collision rate has been calculated as 47.
3. Tier 1 roads such as the A245 would have a preferred speed limit of 50 or 60 mph depending upon the rate of personal injury collisions per 100 million vehicle km. 50 mph for more than 35 and 60 mph for less than 35 personal injury collisions per 100 million vehicle km.
4. As this section of A245 has a collision rate of over 35, the policy states that a speed limit of 50 mph should be in force. However, the existing speed limit of 40 mph is already set below this.

Road	Current limit	Committee preferred limit	'Preferred limit' under policy	Report recommendation
A245 Stoke Road, Stoke D'Abernon	40 mph	30 mph	50 mph	40 mph

5. It is not recommended to increase the existing speed limit to 50 mph, as this would be contrary to the views of Surrey Police.
6. To introduce a 30 mph limit, would require the entire removal of all the existing 40 mph entry and repeater signage, This would also include all the existing 30 mph signs from the side roads, which are currently 30 mph already.
7. The only entry signs displaying the 30 mph speed limit to drivers entering Cobham and Stoke D'Abernon area would continue to be at the existing locations, namely the A245 Painshill, to the north west, A307 Portsmouth Road, near Icklingham Road, to the north east, Downside Bridge Road to the west, and A245 Woodlands Land to the south.
8. This would accord with both Road Traffic Regulation Act section 81, 82 and the Highway Code section 103.
9. This complete absence of reminder speed limit signs could lead to an increase of speed as drivers would not be afforded the existing 40 mph reminders along the route and the additional information when leaving the A245, of the 30 mph signs at each of the side roads.
10. The Local Committee resolved to:

RECOMMEND to the Cabinet Member for Transport & Environment that:

Consideration be given to the reduction of the current speed limit on the A245 Stoke Road from its existing 40 mph, to 30 mph, between the existing 30 mph limit near Leigh Hill Road to a suitable point just east of the Chelsea Football Club training ground.

11. Under the scheme of delegation, the authority to endorse a new speed limit, which is in discord with the policy, rests with the Cabinet Member for Transport & Environment.
12. Vehicular speeds, the casualty record and safety concerns should be reviewed 12 months after installation of the revised limit 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

Consultation

13. Consultation has been carried out with Surrey Police and their view is that they consider the current limit to be appropriate.

Financial and value for money implications

14. £8,000 had been allocated to implement the speed limit extensions, however the Local Committee agreed that the Area Team Manager, in consultation with the Chairman and Vice Chairman, would be able to vire funds between schemes, if required.

15. £8,000 will be adequate to cover the making and advertising of the Traffic Regulation Order, together with removal of existing signs. It will not cover the installation of new Vehicle Activated Signs to replace the existing units, although it may be possible to exchange these for others from other sites. It will also not be adequate to cover any traffic calming measures deemed necessary, and this would have to be funded separately if and when required.

Equalities implications

16. There are no equalities implications arising from this decision.

Risk management implications

17. There will be no risk management implications arising from a decision to retain the existing 40 mph speed limit. If a decision is made to reduce the speed limit, the advertisement of a speed limit order will be required. Objections may be received when the speed limit order is advertised.

Climate change/carbon emissions implications

18. The County Council attaches great importance to being environmentally aware and wishes to show leadership in cutting carbon emissions and tackling climate change.
19. The proposed speed limit changes should have a positive impact on emissions as vehicle speeds are reduced.

Legal implications/legislative requirements

20. Reduced speed limits are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.

Corporate Parenting/Looked After Children implications

21. There are no Corporate Parenting or Looked After Children implications for this decision.

Section 151 Officer commentary

22. The Section 151 officer confirms that all material, financial and business issues and risks have been considered in this report.

RECOMMENDATIONS:

It is recommended that:

the Elmbridge Local Committee request for a reduction of the current speed limit on the A245 Stoke Road, Stoke D'Abernon, from its existing 40 mph, to 30 mph, between the existing 30 mph limit near Leigh Hill Road to a suitable point just east of the Chelsea Football Club training ground, not be endorsed.

REASONS FOR RECOMMENDATIONS:

A 30 mph speed limit does not comply with the Speed Limit Policy and is not supported by the Police.

WHAT HAPPENS NEXT:

If the recommendations are approved, the speed limit will remain at 40 mph. The Elmbridge Local Committee will be informed of the outcome of this review.

Contact Officer:

Nick Healey, Area Team Manager (NE) - email nick.healey@surreycc.gov.uk

Consulted:

Elmbridge Local Committee
Surrey Police

Informed:

None

Sources/background papers:

Elmbridge Local Committee Report, 20 June 2011 – A245 Stoke Road, Stoke D'Abernon (Annex 1)

Elmbridge Local Committee Report 7 December 2009 – Petition A245 Stoke Road, Stoke D'Abernon.



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

STOKE ROAD, STOKE D'ABERNON SPEED LIMIT ASSESSMENT 20 JUNE 2011

KEY ISSUES

To report on the outcome of the speed limit assessment recently undertaken along A245 Stoke Road, Stoke D'Abernion.

SUMMARY

A speed limit assessment has recently been undertaken along the A245 Stoke Road (between Mill Road and Woodlands Lane). This road is currently subject to a 40mph speed limit. The road character has been assessed as urban due to the system of street lighting. 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 informal consultation with Surrey Police.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the speed limit assessments undertaken.
- (ii) To agree that based upon this evidence there is little justification to further propose a change in speed limit at this time.
- (iii) Note that the route will continue to be monitored and other interventions considered through the Casualty Reduction Working Group.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a petition was submitted to the September 2009 meeting of the Local Committee, concerning the existing 40mph speed limit along the A245 Stoke Road. The petition requested a reduction of the speed limit from 40mph to 30mph from Tilt Road to Woodlands Lane.
- 1.2 In addition, at the Local Committee in December 2010, the local member agreed to fund the assessment work from his members' allocation.
- 1.3 The A245, Stoke Rd is a strategic principal route on the County network linking Woking to Leatherhead, with connections and links to the A3 in Cobham, the A246, A243, A244, A24, and M25.
- 1.4 Due to the environmental conditions of the surrounding area, with the River Mole to the south and west, M25 to the south, A3 to the north, A244 to the East, and Railway line which cuts through the area, vehicular traffic is very limited in its ability to access the area without utilizing this important route.
- 1.6 This section of road is currently subject to a 40mph speed limit and is well lit by a continuous system of street lighting for the majority of the link from the North East to the rail bridge.
- 1.7 In recent years a number of improvement schemes have taken place including a new puffin crossing, carriageway widening, footway construction, and installation of pedestrian refuge islands.
- 1.8 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.

- 1.9 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 & DISCUSSION

- 2.1 When considering whether a speed limit should be amended it is paramount that there is a clear understanding of the data associated with the location. Typically this involves analysis of collision and speed data. Care is needed when analysing collision data in relation to an amendment to a speed limit, many collisions may be due to other factors than excessive speed, for example drink driving or driving without due care or attention. Such analysis allows officers to advise on a) whether perceived issues are represented in the data, b) what if any intervention should be pursued in the context of policy and c) ultimately whether intervention would be of value for money.

Recorded personal injury collisions

- 2.2 Typically when considering casualty trends at any location the records from the previous three years are studied.
- 2.3 Table 1 below provides an overview of personal injury collisions throughout the extent of the study between December 2007 and November 2010 (the most recent data available).

Table 1

Location/near to	Collisions	Date	Nature
Leigh Place	3	29/09/2008	Slight
		25/08/2008	Slight
		08/09/2009	Slight
Leigh Corner	1	25/08/2010	Serious
Mizen Way	2	07/03/2009	Slight
		17/08/2010	Slight
Tilt Road (Northern)	1	18/05/2010	Slight (S)
Woodend Park Road	1	10/11/2008	Slight

Ravenswood Close	3	01/12/2008 30/03/2010 20/06/2010	Serious Slight (S) Slight
Oak Road	1	08/11/2010	Slight
Oxshott Way	2	18/05/2009 04/11/2010	Slight Slight
Fairmile Lane	1	23/01/2009	Slight
Blundell Lane	1	14/06/2008	Slight (S)
Woodlands Lane	3	25/04/2009 30/01/2010 16/07/2010	Slight Serious Slight (S)

(s) denotes speed as a contributory factor

2.4 The data can be summarised over the past 3 years as follows in Table 2:

Table 2

Year	Number of collisions
2007 (December)	0
2008	5
2009	5
2010 (Up to November)	9

2.5 The police viewed that only 4 of the 19 collisions in the last 3 years had speed as one of the contributory factors leading to the collision, these are highlighted with an (S) in Table 1.

Speed data

2.6 A full temporary automatic traffic speed and volume survey was carried out at two separate locations (west of Fairmile Lane, and south west of Vincent Road) for 24 hours for 7 days between 10 and 17 February 2011. Data from the permanent counter at Lower Farm was also used, thereby giving data throughout the area of study.

2.7 When considering an appropriate speed limit the average measured speed is generally used. However, where there are concerns over excessive speeds it can also be appropriate to consider the 85thile speed. The 85thile is effectively the speed at which or below 85% of drivers will travel.

2.8 The results are shown in Table 3:

Table 3

Automatic Traffic Counter (mph)	Westbound 85%ile	Eastbound 85%ile		Westbound mean	Eastbound Mean		Eastbound daily flow	Westbound daily flow
Fairmile Lane	39	40		34	34		7413	6935
Vincent Road	36	37		31	32		8074	8640
Lower Farm	40	39		35	33		6062	6023

- 2.9 The data obtained from the first device (Fairmile Lane) showed that the westbound 85%ile speed of traffic travelling along the road was 39mph, with a 7-day average daily westbound flow of 6935 vehicles. The mean speed was 34mph.
- 2.10 The eastbound 85%ile speed of traffic travelling along the road was found to be 40mph, with a 7day average daily eastbound flow of 7413 vehicles. The mean speed was 34mph.
- 2.10 The data obtained by the second device (Vincent Road) showed that the westbound 85%ile speed of traffic travelling along the road was 36mph, with a 7-day average daily westbound flow of 8640 vehicles. The mean speed was 31mph.
- 2.12 Similarly the eastbound 85%ile speed of traffic travelling along the road was found to be 37mph, with a 7-day average daily eastbound flow of 8074 vehicles. The mean speed was 32mph.
- 2.13 The data collected from the Lower Farm ATC shows an 85%ile of 40mph westbound and 39mph eastbound. The mean speed being 35mph westbound and 33mph eastbound.
- 2.14 Interestingly, a similar survey was conducted at the same location near Fairmile Lane in October 2009. This shows that the speeds have decreased since 2009, whilst the number of vehicles using the road has increased. The comparative results are below.
- 2.15 Based upon the above information, when assessed in accordance with the County Councils speed limit policy, it is considered that the correct speed limit is 40mph. There is insufficient justification for a reduction in speed limit in terms of a speed related casualty issue and similarly if the speed limit was amended without additional engineering measures beyond

signage it is likely that it would not be adhered to by highway users (see Table 3).

- 2.16 Whilst it is considered that amendment to the speed limit is not appropriate at this time given the few speed related collisions and measured speeds, it is recognised that further discussion should occur at the Casualty Reduction Working Group as to whether alternative intervention should be considered given the number of collisions where speed was not a contributory factor.

3 CONSULTATION

- 3.1 Informal consultation has been carried out with Surrey Police and their view is that they agree with the assessment carried out, that the current 40mph speed limit is the most appropriate limit for the nature of the road.

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. It is also possible that some electrical works would be required. Whilst likely costs are difficult to establish until a design is available, it is likely that a reduction in speed limit, if it were to extend to the Borough boundary or near to it, would cost in the region of £10,000

5 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 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 CONCLUSION AND RECOMMENDATIONS

- 7.1 This report details the speed limit assessment conducted following concerns raised by local residents. It is recommended that the speed limit remains at 40mph along Stoke Road. However, Members are reminded about the changes to the Speed Limit Policy that now apply. These 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, for

example if it was considered that the decision had contributed to collisions occurring.

8 REASONS FOR RECOMMENDATIONS

- 8.1 Recommendations have been made based upon existing policy.

9 WHAT HAPPENS NEXT

- 9.1 Whilst it is not proposed to amend the existing speed limit, unless members decide to go ahead as set out in paragraph 7.1, it is proposed that discussion continues to take place at the casualty reduction working group to ascertain if there is any scope to reduce the number of collisions on the route by more appropriate means than amendment to the speed limit given the significant majority are not speed related.

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Background Papers: None

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**EXTRACT FROM MINUTES OF THE MEETING OF SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN ELMBRIDGE HELD AT
4.00PM ON MONDAY 20 JUNE 2011**

32/11 SPEED LIMIT ASSESSMENT: STOKE ROAD, STOKE D'ABERNON [Item 15]

Mr Butcher questioned figures within the report as they were different to those set out in previous reports. In addition he argued that figures taken from 2007 were unsatisfactory. He referred to the minutes from the meeting in December 2009, which referred the issue back to the Highways Team for more information and questioned where this information was. He stated that previously he had asked for a 30mph section in the central section of this road but having spoken to the North East Area Team Manager he conceded that this was not practicable.

Members discussed the possibilities of reducing certain sections of the road to 30mph and the different methods for traffic management.

The North East Area Manager advised the Committee that should it suggest to reduce the speed limit of the road without proposing some traffic calming measures then this would not be enforceable and therefore unlikely to reduce the speeds of those who are currently driving over the speed limit and could cause more accidents due to driver expectations.

In addition the Members were advised that should they wish to put forward a resolution that was contrary to the officer's recommendation, then this issue would need to be referred to the Cabinet Member for Transport for decision.

John Butcher proposed, and Cllr Dorothy Mitchell seconded the proposal to reduce the speed limit along the Stoke Road, Stoke D'Abernon to 30mph between the present 30mph zone to a suitable point just east of the Chelsea Football Club training ground to be determined. This was agreed by the Committee.

RESOLVED: That the Cabinet Member for Transport and Environment be asked to agree that the speed limit along the Stoke Road, Stoke D'Abernon be reduced to 30mph between the present 30mph zone to a suitable point just east of the Chelsea Football Club training ground (to be determined).

ALSO, PUBLIC QUESTION RELATING TO THIS ITEM – ASKED AT THIS MEETING

From: Martin Elbourne - Speed Limit Assessment, Stoke Road, Stoke D'Abernon

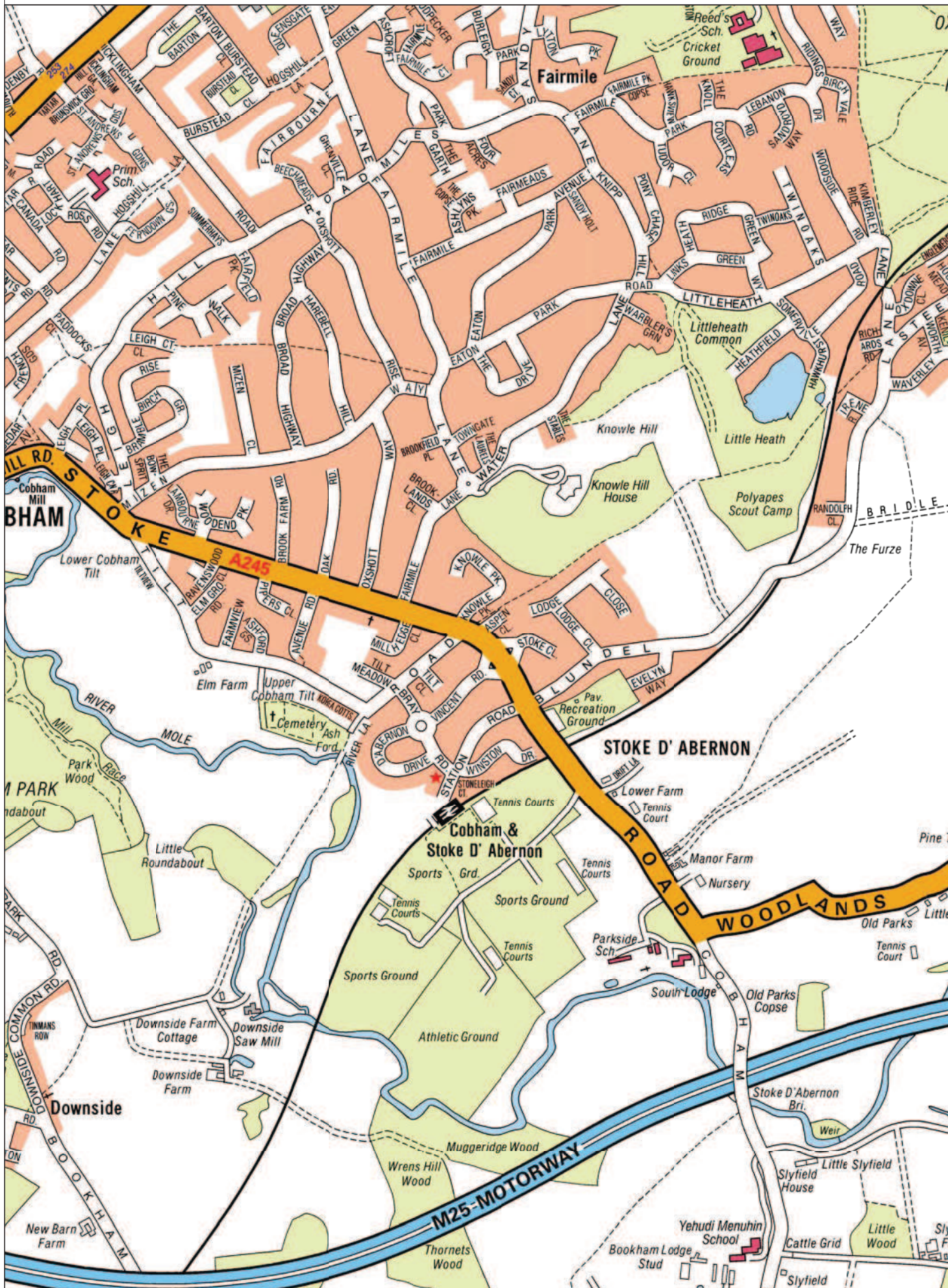
Following the submission of the Stoke Road, Stoke D'Abernon Speed Limit Assessment 20 June 2011, will the Committee now exercise their discretion, as allowed under the recently approved SCC Speed Limit Policy, and reduce the speed limit to 30 mph along the Stoke Road in order to reflect the safety concerns expressed by the local residents in their petition (signed by over 200 people) which was submitted in September 2009.

The Chairman gave the following response:

The results of the Stoke Road Assessment are included on the agenda at item 15 for consideration by the Committee. At this point there will be a full discussion of the issues and Members will have the opportunity to accept officer recommendations or resolve to follow a different course.

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A245 Stoke Road



Scale 1:15000

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Date: 02/11/2009

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