

## 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.

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**Contact Officer:**

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

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