

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 8th SEPTEMBER 2014
 LEAD OFFICER: NICK HEALEY, AREA TEAM 3 NE MANAGER



SUBJECT: A245 STOKE ROAD, COBHAM – SPEED LIMIT

DIVISION: COBHAM

SUMMARY OF ISSUE:

Stoke Road is currently subject to a 40 mph limit.

A new speed assessment has been completed for Stoke Road following the updating of the new 'Setting Local Speed Limit' policy in June 2014.

Following consultation with Surrey Police, it is recommended to reduce the speed limit to 30 mph, between the junction with Leigh Hill Road and a point just south east of the Chelsea football ground on an experimental basis of 18 months.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to agree:

- (i) To advertise an Order in accordance with the Traffic Regulation Act 1984 to revoke any existing speed limit orders in the section of Stoke Road between its junction with Leigh Hill Road and a point just south east of the Chelsea football ground, the effect of which would be to reduce the speed limit to 30 mph by virtue of the system of street lighting in that section;
- (ii) To make the Order if no objections are maintained;
- (iii) To monitor the success of the new 30 mph speed limit during a period of 12 months following the making of the order, and to report back the results to Committee for review;
- (iv) To set aside £30,000 from the Committee's Highways budgets for next Financial Year 2015-16 to restore the speed limit to 40 mph, or to investigate engineering measures to reduce traffic speeds, or to make the 30 mph limit permanent, depending on the outcome of the review, and that these further changes should be commissioned no more than 18 months from the date of making the Order;
- (v) To report any objections to the Order to Committee at its next meeting.

REASONS FOR RECOMMENDATIONS:

Recommendations have been made based on the new speed limit policy, in consultation with Surrey Police's Road Safety and Traffic Management Team.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 A petition was received at the September 2009 Committee, accompanied by a verbal presentation by a representative of the lead petitioner, highlighting concerns regarding the speed limit along the section of the A245 currently covered by a 40 mph speed limit, requesting a reduction to 30 mph. A report to the Committee was agreed following further investigation.
- 1.1 In December 2009 a report was presented to the Committee detailing the results of the investigation, and summarising that the proposed 30 mph reduction did not comply with the speed limit policy at that time.
- 1.2 At its meeting in June 2011 Committee received a further report setting out the outcome of a further speed limit assessment for the A245 Stoke Road.
- 1.3 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.
- 1.4 Under the speed limit policy of the time, the authority to endorse a new speed limit, which was in discord with the policy, rested with the Cabinet Member for Transport & Environment.
- 1.5 In November 2012 the Cabinet Member formally considered the request from the Local Committee and decided not to approve the reduction in limit.
- 1.6 The decision was the subject of a call in by the Scrutiny Committee, and the Cabinet member asked to reconsider the decision. The Cabinet member did indeed reconsider the decision but the outcome remained the same.
- 1.7 Surrey's policy for determining speed limits was updated in June 2014. This is an 8 step approach consisting of:
 - Step 1 – Request to change speed limit is received.
 - Step 2 – Measure existing speeds and analyse road casualty data.
 - Step 3 – Compare the existing speeds with the suggested new speed limit.
 - Step 4 – Conduct feasibility of supporting engineering measures.
 - Step 5 – Consult with Surrey Police Road Safety and Traffic Management Team.
 - Step 6 – Local Committee decision and allocation of funding
 - Step 7 – Advertisement of legal speed limit order and implementation.
 - Step 8 – Monitoring of success of scheme
- 1.8 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an

unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

1.9 The A245 Stoke Road has now been reassessed using this revised policy.

2. ANALYSIS:

2.1 Speed data has been re collected along the length of the A245 Stoke Road during February 2014 at 3 locations.

2.2 The results are shown in the following table:

Data from February 2014:

Automatic Traffic Counter (mph)	Westbound 85%ile	Eastbound 85%ile	Westbound mean	Eastbound mean	Eastbound daily flow	Westbound daily flow
West of Pipers Close	39	38	33	33	6421	7031
Fairmile Lane	38	37	32	32	6418	7027
Adj to 75 Stoke Road	37	35	31	29	6600	6765

The following 2 tables show details of data collected on previous occasions.

Data from 2013:

Automatic Traffic Counter (mph)	Westbound 85%ile	Eastbound 85%ile	Westbound mean	Eastbound mean
Fairmile Lane	38	39	34	35
Vincent Road	34	34	31	31

Data from 2011:

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

2.3 The data clearly demonstrates that the speeds and flows have remained relatively consistent across all three of these surveys during the last 3 years.

2.4 Across all three survey years the mean speeds range from 29mph to 35mph and more specifically the mean speeds from the latest survey undertaken in March 2014 range from 29mph to 33mph.

2.5 Table 2 below is an extract from the new policy and compares the existing measured mean speed with the predicted mean speed for the requested limit,

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should the requested limit be introduced without additional measures. The relevant part of the table has been highlighted. For the purposes of the new speed limit policy, Stoke Road is classed as an “urban” road because it has a system of streetlighting in place.

- 2.6 As the measured mean speeds are at or below the threshold, the new speed limit policy allows for the speed limit to be reduced without supporting engineering measures.

Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit

Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
New lower speed limit allowed						New lower speed limit only allowed with supporting highway measures															
Change from urban 40 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	30.5	30.7	30.9	31.2	31.4	31.7	31.9	32.2	32.4	32.7	32.9	33.2	33.4	33.7	33.9	34.1	34.4	34.6	34.9	35.1	35.4
New lower speed limit allowed						New lower speed limit only allowed with supporting highway measures															
Change from rural village 40 mph speed limit to 30mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.3	30.1	30.9	31.6	32.4	33.2	33.9	34.7	35.4	36.2	37.0	37.7	38.5	39.3	40.0	40.8	41.6	42.3	43.1	43.8	44.6
New lower speed limit allowed						New lower speed limit only allowed with supporting highway measures															
Change from rural village 50 mph or 60 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.2	29.9	30.7	31.4	32.1	32.8	33.5	34.2	35.0	35.7	36.4	37.1	37.8	38.6	39.3	40.0	40.7	41.4	42.2	42.9	43.6
New lower speed limit allowed						New lower speed limit only allowed with supporting highway measures															

Threshold

- 2.7 Officers have consulted Surrey Police on this proposal, paying it particular attention as it is the first road to be considered under the new speed limit policy. Officers and Surrey Police are concerned that some of the measured speeds are very close to the threshold, the road is a principal A class road, and the policy is untested in Surrey. Therefore it is recommended that the proposed limit should be introduced on an experimental basis, for 18 months. If Committee were to approve the recommendations, the speed limit would be reduced and reviewed according to the following timetable:

- Advertise Speed Limit Order October 2014
- Make Order and reduce speed limit November 2014
- Monitor traffic speeds November 2014 to November 2015
- Report results to Committee December 2015
- Commission follow on works December 2015 to June 2016

- 2.8 This experimental timetable would ensure that the speed limit reduction is appropriate for the road, and that all parties concerned can be reassured that a detailed analysis will be carried out of driver behaviour during the first year of operation of the new speed limit.

- 2.9 There are three possible scenarios at the conclusion of the monitoring period:

- If successful, the speed limit reduction could be made permanent and consolidated (for example removal of redundant posts, Vehicle Activated Signs (VAS) etc);
- If unsuccessful the speed limit could be restored to 40 mph;
- If unsuccessful further engineering measures could be investigated to encourage lower traffic speeds.

- 2.10 It is recommended that a sum of £30,000 is set aside to carry out surveys during the monitoring period, and to commission follow on works at the conclusion of the monitoring period. This will include for the removal of redundant posts, Vehicle activated signs etc should the limit be successful.

3. OPTIONS:

- 3.1 None at this stage.

4. CONSULTATIONS:

- 4.1 Consultation has been carried out with Surrey Police's Road Safety and Traffic Management Team, their comments were not available in time for the publication deadline for Committee papers, and will be tabled on the day of Committee. Surrey Police have indicated their support for the proposed reduction in speed limit verbally to officers, but have also raised a number of concerns as described above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 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. It is estimated to cost £5,000.
- 5.2 A further £30,000 is recommended to be set aside to commission follow on works at the conclusion of the monitoring period.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 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.

7. LOCALISM:

- 7.1 Local communities would be affected by having to comply with the speed limit agreed upon by the Local Committee.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The proposed reduction in speed limit from 40 mph to 30 mph in Stoke Road is supported by the new speed limit policy. Surrey Police are supportive but have raised a number of concerns.
- 9.2 It is recommended to reduce the speed limit on an experimental basis, with the timetable for monitoring and commissioning of follow on measures as set out above.
- 9.3 The experimental period will allow time to determine if the proposed limit is successful, and if not what further measures can be introduced within the Committees budgets, or indeed whether the 40 mph limit should be restored.

10. WHAT HAPPENS NEXT:

- 10.1 Surrey County Council's intention to make a Speed Limit Order would be advertised in the local press. After the Order is made the existing 40 mph repeater signs would be removed, together with the terminal signs at the side roads leading off Stoke Road. New terminal signs would be installed just south of Chelsea Football Ground. The existing sign posts would remain, so that they would not need to be reinstalled if the speed limit were to be restored to 40 mph at the conclusion of the monitoring period.
- 10.2 Speed surveys would be undertaken during the monitoring period, and the results reported to Committee in December 2015. Thereafter the next steps depend on the success or otherwise of the new speed limit.

Contact Officer:

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Consulted:

Surrey Police Road Safety and Traffic Management Team

Annexes:

None.

Sources/background papers:

Committee report December 2009

Committee report June 2011

Cabinet Member report November 2012
