

1. INTRODUCTION

- 1.1 D6853 Fairmile Park Road has been assessed as a local access road within Surrey's highway network, between its junction with Miles Lane and the junction with Lebanon Drive.
- 1.2 D6853 Fairmile Park Lane is a relatively narrow residential road with numerous bends, lacking any form of provision for pedestrians.
- 1.3 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
- 1.4 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.

2. ANALYSIS

2.1 Speed data for this location has 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)
D6853 Fairmile Park Road	N/A	24.93	22.04

2.3 There have been no personal injury collisions on the section of D6853 Fairmile Park Road under assessment. Below is a table indicating the collisions between January 1987 and end of March 2014:

Location	Collisions	Date	Nature
D6853 Fairmile Park Road	0	N/A	N/A

2.4 Under Step 3 of the policy, the table below compares the existing speed limit against the requested limit, the existing mean speed and the threshold mean speed. If the existing mean speed is less than or equal to the threshold mean speed the new speed limit may be introduced without additional measures.

Road	Current limit	Requested limit	Existing mean speed	Threshold mean speed
D6853 Fairmile Park Road	60 mph	30 mph	22.04 mph	32.8. mph

2.9 As the predicted mean speed is below the threshold for the scenario (see Table 2 of the policy), the speed limit reduction can be installed without the requirement of supporting engineering measures.

2.10 After at least three months following implementation of the scheme, another speed survey will be commissioned by the Area Highways Team to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2 of the policy, then the Area Highway Manager will submit a further report to the local committee for consideration and decision. The report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new

speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

3. CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police Road Safety and Traffic Management Team, whose comments are reproduced below.

I am a Road Safety and Traffic Management officer for Surrey Police and I am authorised to respond on behalf of the Chief Constable to the proposal to reduce the speed limit on the D6853 Fairmile Park Road, Cobham, Surrey, from the national speed limit to 30mph.

Surrey Police have no objections to the proposal

- 1.1 Surrey Police fully support the Surrey County Council speed limit policy document “*Setting Local Speed limits – Surrey County Council’s policy*” and the corresponding DfT document 01/2013 “*Setting local speed limits.*”
- 1.2 I am grateful for the provision of the speed data that has been collected at various locations along this stretch of road and I am confident that the data represents a fair reflection of the actual speeds of traffic.
- 1.3 Based on the data obtained from Surrey County Council indicating that the current average speeds are around 22mph, the criterion for a reduction in the speed limit, without the need for supporting measures, has been met.
- 1.4 A reduction of the speed limit to 30mph would not place any demand on police enforcement resources and would be consistent with the limits on the surrounding roads.
- 1.5 Such consistency assists drivers to make informed judgements as to their speeds and ultimately leads to greater compliance and this is clearly something that we as the enforcement authority completely support.

I wish the scheme every success and hope that it reinforces and sustains the current collision free environment that exists at this location.

In view of all the above I am happy to support the proposed speed limit reduction

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Road Safety and Traffic Management Team

(Strategic Road network, Tandridge, Epsom and Ewell, Reigate and Banstead, Mole Valley and Elmbridge)