

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 3 JULY 2017



LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: ROAD SAFETY IN WOODHAM LANE – PETITION RESPONSE

DIVISION: WOODHAM AND NEW HAW

SUMMARY OF ISSUE:

The Local Committee has received an e-petition signed by 63 individuals concerned about the speed of traffic and road safety in the section of Woodham Lane between Scotland Bridge Road and New Haw Road.

The petition states: “There is a speeding problem on Woodham Lane, New Haw. Council statistics show that thousands of vehicles have been caught travelling above the 30mph speed limit and all the way up to 91mph. We want the Council to take action to end speeding on Woodham Lane near the Addlestone end. At a minimum we want more vehicle activated 30mph signs but we also want the Council to install a speed camera, improve the road layout and provide more police enforcement. We should not have to wait for someone to die on this road before the Council takes serious action. We want a safer Woodham Lane now for pedestrians and residents. Please sign this petition to put an end to speeding on Woodham Lane once and for all”.

RECOMMENDATIONS:

The Local Committee (Runnymede) is asked to note:

- (i) A new vehicle activated sign (VAS) has recently been installed in Woodham Lane and a further sign is due to be installed shortly. An additional existing VAS will also be retained at the location.
- (ii) Woodham Lane is an active site on the Runnymede speed management plan and will continue to be targeted for speed enforcement by Surrey Police.

REASONS FOR RECOMMENDATION:

Whilst speeds in Woodham Lane are not as high as at some other 30mph roads on the Runnymede speed management plan, speed surveys indicate there is a problem with some drivers travelling in excess of the 30mph speed limit in the section of road between Scotland Bridge Road and New Haw Road. In addition, there is a history of personal injury collisions occurring.

The introduction of additional larger VAS combined with speed enforcement by Surrey Police will help improve road safety by encouraging better driver compliance with the 30mph speed limit.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Woodham Lane is a busy B-class road that forms part of a route between Woking and Addlestone. The road is subject to a 30mph speed limit from its junction with New Haw Road to a point a short distance west of its junction with Farris Lane. The remainder of Woodham Lane is subject to a 40mph speed limit.
- 1.2 There are existing traffic calming measures (speed tables) in the section of Woodham Lane between Scotland Bridge Road and the start of the 40mph speed limit. Between Scotland Bridge Road and New Haw Road there are no traffic calming measures. This section of the road is relatively wide and on-street parking regularly takes place in some parts.

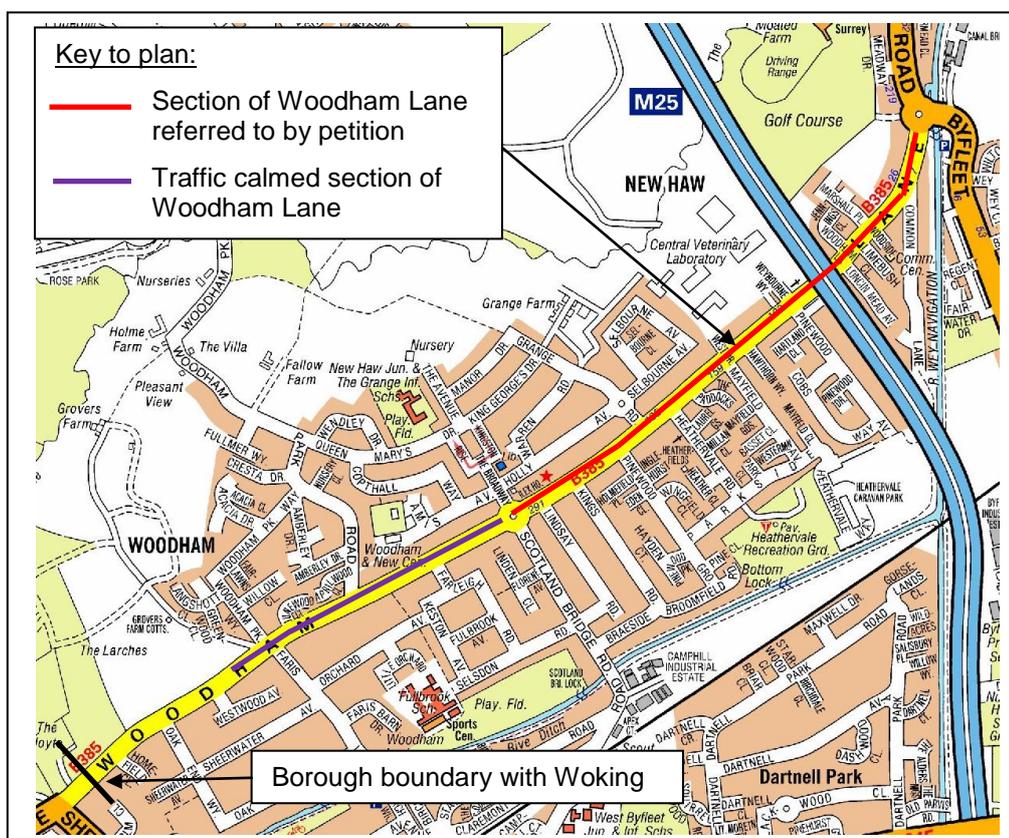


Figure 1 – Location Plan

2. ANALYSIS:

Road Safety Record

- 2.1 Personal injury collision records have been examined for the length of Woodham Lane between Scotland Bridge Road and New Haw Road for the 3 year period between May 2014 and April 2017 (latest available data).
- 2.2 Over this period there have been 16 personal injury collisions. One of the collisions resulted in serious injuries being sustained whilst the remainder of the collisions resulted in slight injuries.

- 2.3 Excessive or inappropriate speed was not recorded by the Police as a contributory factor in any of the collisions.

Vehicle Speeds

- 2.4 A number of speed surveys have been carried out by Surrey Police in the section of Woodham Lane between Scotland Bridge Road and New Haw Road. The latest survey was undertaken over the period from 27 April 2016 to 4 May 2016. The survey recorded a total of 78,756 vehicles and an average speed of 32mph.
- 2.5 Previous surveys undertaken from 7 September 2015 to 16 September 2015 and from 30 September 2014 to 6 October 2014 both also recorded an average vehicle speed of 32mph.
- 2.6 The comment in the petition about vehicles travelling at particularly excessive speed is obviously concerning. However, at times of the day when traffic flows are low there will often be a very small number of inconsiderate drivers who travel at especially high speeds (exceptional speeds recorded may be motorcycles or emergency service vehicles). This is the case for most roads and is not unique to Woodham Lane. It would not be appropriate to design highways on the basis of these few antisocial drivers and this type of behaviour is most effectively addressed through targeted Police enforcement.

Speed Management Plan

- 2.7 Surrey County Council and Surrey Police have a partnership called Drive SMART which aims to tackle concerns over speeding and anti-social driving. As part of this initiative local speed management plans have been developed for each District and Borough to identify the sites with speeding problems. The police have been issued with speed detection equipment that can be mounted on lamp columns at the roadside to gather data on speeds without drivers knowing it is there. As such, when residents raise concerns about vehicle speeds at a particular location a speed survey is undertaken to determine the level of speeding taking place. Depending on the results of the survey, the road will then be added to the Runnymede Speed Management Plan and, in conjunction with Surrey Police, alternative appropriate options to reduce vehicle speeds are considered (which could be enforcement, education or engineering measures).
- 2.8 In response to concerns previously raised about vehicle speeds in Woodham Lane, surveys have been undertaken. Based on the findings of the surveys (detailed above) Woodham Lane was added to Runnymede speed management plan.

Speed Reducing Measures Introduced

- 2.9 Whilst the speeds in Woodham Lane are not as high as some other sites on the speed management plan, it remains an active site and is targeted by Surrey Police for speed enforcement using mobile camera equipment.
- 2.10 In addition, 2 small sized vehicle activated signs (displaying the “30” symbol when activated) were installed a number of years. However, one of the signs has been damaged beyond repair and has had to be removed. A new larger style sign has recently been installed in its place (funded by the Divisional

ITEM 4

Member using her Member Allocation). This sign is located near the junction with Mayfield Avenue facing vehicles heading toward Woking and displays the “30” symbol and the wording “Slow Down” when activated.



Figure 2 – New vehicle activated sign recently installed

3. OPTIONS:

- 3.1 The petition asks for a number of alternative measures to be introduced and comments are provided in response to each of these below.

Changes to road layout/Traffic calming measures

- 3.2 Whilst speed tables were installed by the Borough Council over 15 years ago along part of Woodham Lane, introducing similar measures over the remainder of the 30mph section of Woodham Lane would result in road humps over a distance of approximately 1.5 miles. Given the nature of the road, such a proposal is likely to meet with significant objection. Furthermore, the cost of introducing the additional measures would significantly exceed the total annual capital budget available to the Local Committee based on current budget levels.
- 3.3 Given the nature of the road and the volume and type of traffic, other traffic calming measures such as chicanes or pinch points would not be appropriate (and, again, the cost of installing such measures would exceed the Local Committee’s total annual capital budget).

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- 3.4 Providing more regulated parking in conjunction with changes to road markings may have some limited benefit in reducing vehicle speeds. However, such a proposal may not be popular with some residents and visitors due to the impacts on parking.

Vehicle Activated Signs

- 3.3 As noted above, a new (VAS) has recently been installed in Woodham Lane. A further sign of the same design is due to be installed during the current financial year in the opposite direction of travel by the County Council's Road Safety team after the site was considered by the Runnymede Road Safety Working Group.
- 3.4 A proposal to introduce 2 further VAS was included as part of the programme of works initially agreed by the Local Committee at its meeting held on 28 November 2016. However, the Local Committee's capital budget has since been confirmed and has been reduced by a much greater amount than had been anticipated. As such, a significant proportion of the originally agreed programme can no longer be delivered including the additional proposed VAS. However, these proposals have been retained as contingency schemes in case additional funding becomes available.
- 3.5 In the meantime, the existing smaller style VAS that has been in place for a number of years and is still functioning will be retained in Woodham Lane (although it may be relocated to maximise its benefit alongside the new larger VAS).

Mobile speed enforcement

- 3.4 As noted above, Woodham Lane is an active site on the Runnymede speed management plan and the police undertake speed enforcement at the location using mobile camera equipment. The following table shows the results of the latest enforcement sessions undertaken by Surrey Police

Date of enforcement	Time of enforcement	Number of offences
25 April 2016	11.35 – 12.35	0
15 June 2016	13.50 – 15.00	1

Table 1 - Speed Enforcement Data

- 3.5 Woodham Lane is one of the sites most frequently targeted for enforcement by the police and it will continue to benefit from enforcement. At present, enforcement will typically be undertaken at least once a month. However, the frequency of visits is dependent on the availability of resources and other priorities.

Permanent Speed Enforcement Camera

- 3.5 There are currently no proposals to install new fixed site speed cameras in Surrey because the available funding is being used to undertake a programme of upgrading existing cameras. Many of these cameras still use film and are relatively old (with many parts now obsolete). As such, they are gradually being replaced by modern digital cameras.

ITEM 4

- 3.6 Even when funding is available to install new cameras, we would only consider installing new fixed speed cameras at the very worst collision hotspots where there has been a continuing history of collisions and where speeds have been measured and found to be excessive. This is because new digital fixed speed cameras are very costly to install and then require ongoing maintenance and processing of offences. (All the fines from cameras go to central government via the courts).
- 3.7 Whilst there is a history of personal injury collisions occurring in Woodham Lane, there are a number of other sites on the Runnymede speed management plan that have poorer safety record (and there are likely to be locations on the speed management plans for the other 10 boroughs and districts in Surrey that will also have a poorer safety record). As such, there are other sites that would be considered a higher priority than Woodham Lane if funding was currently available to install new speed cameras. In addition, the current guidance on the use of speed cameras includes criteria about specific levels of personal injury collisions occurring. The installation of speed cameras would only be considered at locations where these criteria are met. Fortunately, Woodham Lane does not have such a poor safety record that it meets the criteria.

4. CONSULTATIONS:

- 4.1 Surrey Police and Surrey Safety Camera Partnership have been consulted in the preparation of this report.
- 4.2 Residents living near the location where the new VAS was recently installed were consulted prior to its installation. Further consultation will be undertaken with those residents living close to the location where the additional VAS will be installed.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no financial implications for Local Committee budgets resulting from the recommendations of this report.

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 This report responds to a petition from residents about an issue of local concern.

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 Speed surveys indicate there is a problem with some drivers exceeding the 30mph speed limit in Woodham Lane and collision data indicates there is a history of personal injury collision occurring within the road.
- 9.2 Residents have requested a number of measures to help reduce vehicle speeds and improve road safety including more VAS, a permanent speed camera, improvements to the road layout and more police enforcement
- 9.3 Whilst there are currently no proposals to introduce traffic calming measures or fixed speed cameras at the location (for the reasons explained above), it is recommended that Woodham Lane is retained on the Runnymede speed management plan. As such, it will continue to be targeted for mobile speed enforcement by Surrey Police.
- 9.4 The introduction of new VAS as requested in the petitioners will, together with periodic speed enforcement, help encourage drivers to comply with the 30mph speed limit. As such, one new VAS (displaying the “30” symbol and “SLOW DOWN” when activated) has recently been installed and a further VAS is due to be installed this financial year. An existing smaller VAS which has been in place for a number of years will also be retained (but potentially relocated to help maximise its impact in conjunction with the new signs).

10. WHAT HAPPENS NEXT:

- 10.1 Woodham Lane will remain an active site on the Runnymede speed management plan and Surrey Police will continue to undertake speed enforcement at the location.
- 10.2 The additional proposed VAS will be installed following consultation with residents.
- 10.3 Vehicles speeds and collision rates in Woodham Lane will continue to be monitored.

Contact Officer:

Jason Gosden – 0300 200 1003

Consulted:

Annexes:

ITEM 4

None

Sources/background papers:

None
