

# SURREY COUNTY COUNCIL



**SURREY**

## LOCAL COMMITTEE (ELMBRIDGE)

DATE: **5 December 2019**  
 SUBJECT: **Put up speed bumps and/or a speed camera as well as a zebra crossing on Blundel Lane and Steels Lane in Oxshott/Cobham**  
 DIVISION: **Hinchley Wood, Oxshott and Claygate**

### **PETITION DETAILS:**

A petition with 254 signatures has been received relating to Blundel Lane and Steels Lane in Oxshott. The lead petitioner is Elizabeth Donovan. The petition reads as follows:

*We the undersigned petition Surrey County Council to Put up speed bumps and/or a speed camera as well as a zebra crossing on Blundel Lane and Steels Lane in Oxshott/Cobham.*

*Steels Lane and Blundel Lane have become increasingly dangerous. Cars speed at over double the limit which poses great risk to pedestrians and other car users on this road. Residents frequently walk this road to access the primary schools, local shop, doctors surgery, sports centre and children's park. It is a residential road with houses on both sides but the cars speed down the road as if it is a motorway or racetrack.*

### **RESPONSE:**

#### **Road safety and prioritisation of safety schemes**

The council currently receives funding to be used specifically to reduce road casualties. In partnership with Surrey Police road collisions are monitored across the county. There are thousands of road traffic collisions every year that result in an injury, the vast majority of which are caused by human error. We focus our road safety resources on those sites where there are patterns of casualties, because we can then be reasonably confident of identifying whether an engineering intervention might help reduce the frequency of casualties at a particular site. We then prioritise investment in those sites with the highest frequency of casualties, where we believe an engineering intervention would be beneficial. Given the number of existing sites where there are patterns of casualties, when considering investment in road safety we are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency of casualties.

Surrey Police shares data on collisions where an injury has been recorded. The police record likely factors that may have contributed to a collision resulting in injury. Collision data may be viewed on the publicly-accessible website Crash Map.

<http://www.crashmap.co.uk/>

When monitoring road casualties it is standard practice to review data from the most recent three year period. This enables patterns to be identified and sites to be compared. Available data for the most recent three year period records the following:

## ITEM 5

- February 2017 – Steels Lane, near the junction with Kenilworth Road; collision involving car and pedestrian; serious injury to pedestrian; likely contributory factor of 'failed to look properly'.
- September 2017 – Blundel Lane, at the railway bridge; collision involving two vehicles; slight injury to one driver; likely contributory factors of 'failed to judge other persons path or speed' and 'exceeding the speed limit'.
- May 2018 – Steels Lane, near the junction with Lavender Gate; two vehicle collision involving rear shunt; sudden braking due to a dog running out; likely contributory factors of 'animal or object in carriageway', 'following too close'.

The above data shows that Blundel Lane and Steels Lane do not have a recent history of multiple collisions causing injury where a pattern can be identified. This means that specific road safety funding could not be justified when compared with other locations.

### **Speeding**

It is appreciated that a minority of drivers do not behave responsibly or considerately. The petitioners are encouraged to raise this specific concern with Surrey Police, as Surrey Police are the sole agency with powers to take enforcement action against drivers who exceed the speed limit.

Within Surrey fixed safety enforcement cameras are reserved for the very worst collision hotspots where there has been a serious history of collisions causing injury, and where speeds have been measured and confirmed as being excessive. This ensures that enforcement is prioritised at the sites that need the most attention, and helps maintain public support for safety cameras to improve road safety. Consequently there are no plans to introduce camera enforcement at this site. Speeding and failure to comply with the traffic signals are essentially police enforcement issues as these are criminal offences, for which the police is the sole highway enforcement agency. Residents may be interested in the Drive Smart initiative, which has the aims of reducing road casualties, tackling anti-social driving and making the county's roads safer and less stressful for everyone. The below websites include information on reporting concerns, enforcement, education and Community Speed Watch initiatives.

<http://www.drivesmartsurrey.org.uk/i-am-worried-about-the-safety/>

<https://www.surrey.police.uk/ro/report/rti/report-a-road-traffic-incident/>

### **Schemes promoted by Elmbridge Local Committee**

As well as schemes to specifically address problems evidenced by a history of injuries, Surrey County Council does introduce other local highways improvement schemes. For example, these may be to improve traffic flow, relieve congestion, provide or improve facilities such as pedestrian crossings, or to address locations where residents have highlighted areas of concern. These are the types of schemes promoted via the local committee, with consideration of all schemes and available funding.

Schemes promoted by the local committee could include traffic calming or a zebra crossing as referenced in the petition.

### **Speed bumps**

These can be effective at lowering vehicle speeds. However, traffic calming of this sort is not universally popular due to concerns about noise and vibration, and may only be introduced following consultation with residents. Committee will remember that following

consultation with residents of Aston Road and The Avenue, traffic calming in these roads was removed when these roads were resurfaced.

#### Zebra crossing

An assessment would be required to determine the suitability of a zebra crossing on either Blundel Lane or Steels Lane. This would include consideration of road geometry, vehicle approach speeds, visibility and pedestrian desire lines and likely usage.

Committee maintains a prioritisation list of potential highway improvement schemes. Should Committee be minded to include an assessment to investigate potential measures on Blundel Lane or Steels Lane this could be added for consideration in a future highways programme. It should be noted that a scheme to introduce either traffic calming or a zebra crossing exceeds the budgets likely to be available to Committee for the foreseeable future. Should a scheme be promoted it is likely that external funding would need to be identified.

Following local representations, Committee has already allocated funding for a traffic study in Blundel Lane. This study will be assessing the likely impact on traffic, for example if Blundel Lane was to become one-way to accommodate a pedestrian/cyclist/equestrian route over the railway bridge. Any such measures would of course impact upon the traffic in Blundel Lane and Steels Lane as well as the surrounding road network. This study is currently in progress and survey results are awaited to determine current traffic patterns. The findings of the study will be reported back to Committee in due course.

#### **RECOMMENDATION**

The Local Committee is asked to:

- (i) *Await the outcome of the current Blundel Lane traffic study before considering further action.*

#### **Contact Officer:**

Nick Healey, Area Highways Manager

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