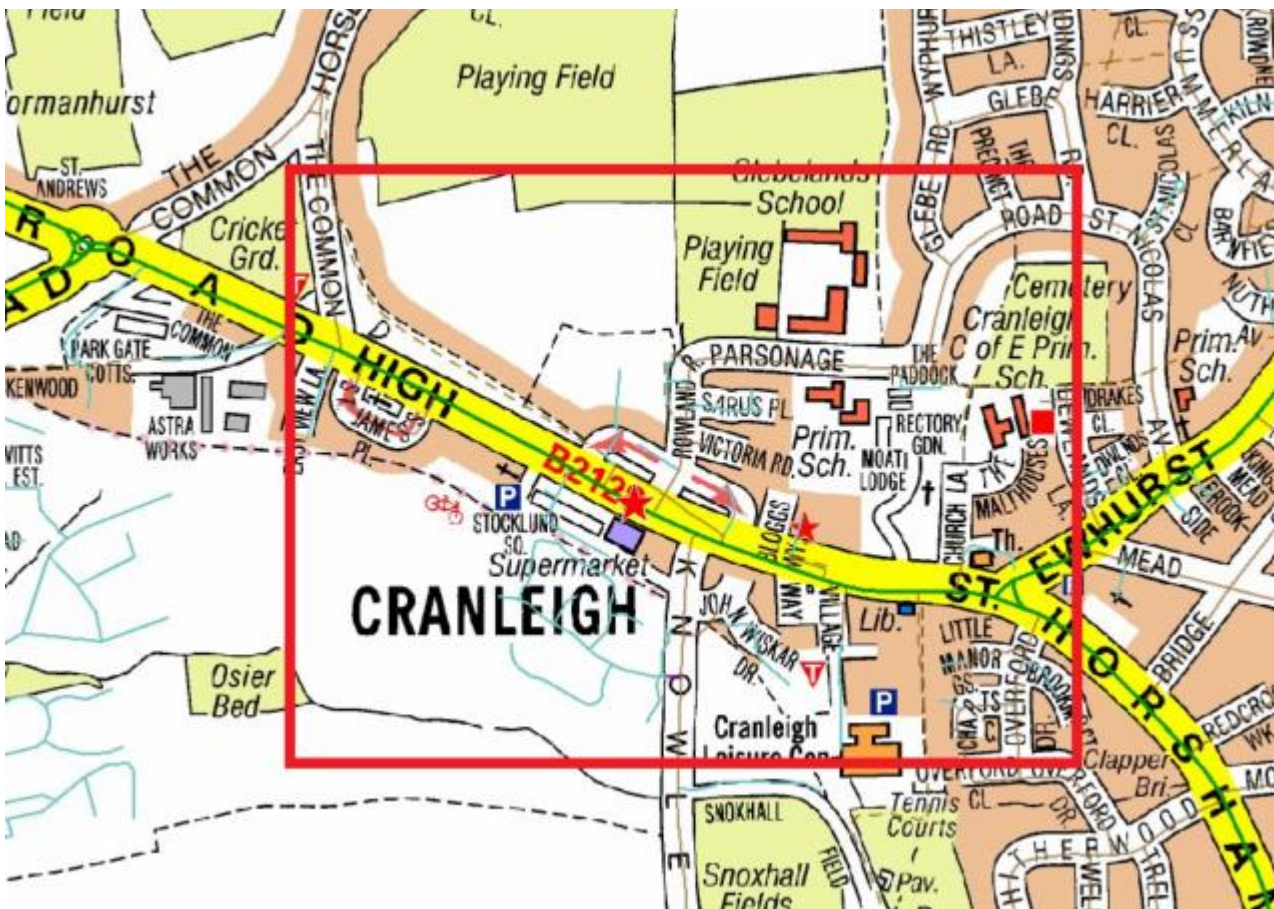


High Street, Cranleigh 20mph speed limit

Feasibility Report

October 2021





Project Title: Cranleigh High Street
Speed Reduction Scheme

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1. INTRODUCTION:

The County Council has carried out this report at the request of the County Councilor for the local area who has received concerns from the residents of Cranleigh regarding vehicle speeds and safety along High Street which runs north-west south-east through the centre of the village.

This road has therefore been assessed under Surrey County Council's policy (2014) for determining speed limits. The policy can be found at the following address:
https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/28748/Setting_Local_Speed_Limits_Policy_July2014.pdf

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

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. SITE ANALYSIS:

Cranleigh High Street is a section of the B2128 of approximately 835 metres in length. Cranleigh High Street starts at the roundabout with Horseshoe lane at the north-west end. Beyond Horseshoe Lane the B2128 continues as 'The Common'. To south-west High Street ends at the roundabout with 'Horsham Road' which is the continuation of the B2128.

Along the length of High Street, there are several side roads. These include D918 St James's Place, D190 Bank Building Road, D664 Rowland Road, D902 Post Office Service Road, D685 Village Way & D655 Church Lane. In addition to these there is a side road to access Stocklund Square car park, which is a private road leading to the public parking.

There are two mini-roundabouts along High Street, the first is at the access to Stocklund Square car park and the second is at D685 Village Way. Throughout the length of High Street there are shops & businesses on both sides of the road and Cranleigh Village Community Hospital is situated at the east end of High Street. There are on street parking bays along much of the length and where there are not parking bays, there are parking restriction. There are three traffic signal controlled pedestrian crossing, approximately 50m West of D685 Village Way, approximately 115m East of D685 Village Way outside Cranleigh Village Community Hospital and approximately 30m West of D664 Rowland Road. This is a bus route and there are bus lay-bys on both sides of the carriageway.

Where the road is wider, central hatching has been used to keep the lane widths narrow. If the hatching was not present, with a single lane line marking along the centre of the carriageway, then the lanes would be wider and this might encourage drivers to increase speed.

3. DATA COLLECTION:

3.1 Speed Data

Speed data for this location has been assessed.

The results are shown in the following table:

Location	Mean speed	85th percentile	Total number of vehicles	
Site 1	East Bound (eb)	22	29	68178
	West Bound (wb)	23	29	75659
Site 2	East Bound (eb)	20	26	81721
	West Bound (wb)	23	29	60779
Site 3	East Bound (eb)	18	24	71992
	West Bound (wb)	20	26	64270
Site 4	East Bound (eb)	24	29	117928
	West Bound (wb)	23	29	103262

Figure 01: Speed data

The 85th percentile is a measurement that reflects the speed that 15% of drivers are exceeding, however Surrey County Councils speed limit policy uses the mean speeds as the assessment mechanism.

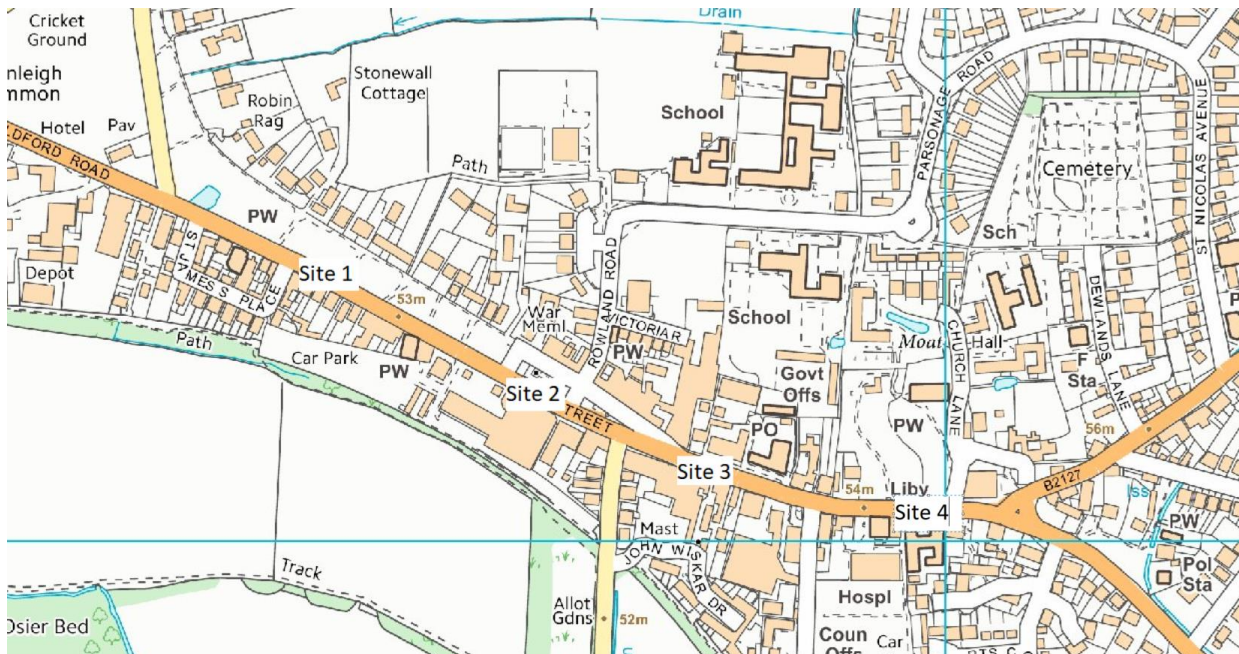


Figure 02: Location Map: Vehicle speed data capture sites

Based on the County Council's speed limit policy, the recorded speeds suggest that the speed limit can be lowered to 20mph using signs alone without supporting engineering measures.

Consultation has been carried out with Surrey Police Road Safety and Traffic Management Team, who support the introduction of a 20mph speed limit.

3.2 Personal Injury Collisions

An assessment has been made of the personal injury collisions along High Street between, but not including, its junctions with Horseshoe lane to the north-west and Horsham Road to the South East for the last 3 full years and part of 2021 where data is available, giving the period between 1st January 2018 and 31st August 2021. The Police and Surrey County Council do not collect or hold 'damage only' collision data, and therefore we are unable to report or comment on these. During this period there are 15 recorded personal injury collisions, 10 slight and 5 serious.

Latest 3 year and year to date collisions (01/01/18 to 31/08/21)			
Year	Slight	Serious	Fatal
2018	0	2	0
2019	4	2	0
2020	4	1	0
2021 (Jan to Aug)	2	0	0
Total	10	5	0

Figure 03: Personal Injury Collision Data

When the police attend personal injury collisions they assess and log the contributory factors that lead to the collision. The table below shows all the factors that led to the collisions that have been recorded at this location during this assessment period. Some collisions have a number of factors attributed to them.

Collision contributory factors (01/01/18 to (01/09/21)	
Factor	Number
Impaired by alcohol	1
Fatigue	2
Careless / Reckless / In a hurry	4
Aggressive driving	1
Impaired by drugs (illicit or medical)	1
Exceeding speed limit	1
Failed to look properly	2
Failed to judge other persons path or speed	1
Loss of control	1
Dazzling Sun	1
No factors given	5

Figure 04: Personal Injury Collision Contributory Factors

4. DISCUSSION AND OPTIONS:

4.1 Do Nothing

The speed data shows the mean speeds on High Street are between 18mph and 24mph depending on location and direction. These speeds indicate a general compliance around the existing 30mph speed limit

4.2 20mph Speed Limit

The recorded mean speeds are low enough to allow for the introduction of a 20mph speed limit as per the County Council's speed limit policy. This would involve installation of signage at appropriate locations. A Traffic Regulation Order (TRO) is required prior to implementation of a reduced speed limit. There is a consultation period where residents may object to the proposals. It is not anticipated that reducing the existing 30mph speed limit to 20mph would have a significant impact on average vehicle speeds.

Guide price for construction £6,000 (this guide price includes an allowance for: TRO, design time and implementation)

5. RECOMMENDATION:

It is recommended that imposing a 20mph speed limit along High Street will not significantly lower average speeds as the recorded average speeds are already low. However, it is something which can be done quickly and relatively inexpensively should committee decide to peruse this option.

