

**Cabinet Member for Highways & Community Resilience Decisions**

6 June 2023

**TITLE: COTTIMORE LANE ROAD SAFETY CAMPAIGN****Statement:**

We the undersigned petition Surrey County Council to Implement adequate road safety measures on Cottimore Lane, Walton-on-Thames, to deter speeding drivers and make the road safer. Suggested measures to be considered include vehicle activated signs, pedestrian refuge islands, slow road markings and painted speed bumps.

**Justification:**

Many drivers break the 30mph speed limit along Cottimore Lane.

We believe this is due to a lack of speed deterrents.

This issue has been raised many times for many years with local councillors and Surrey County Council who have been asked to consider installing adequate road safety measures to help deter speeding drivers.

Despite multiple concerns being raised, the problem has still not been addressed.

Our main aim is to get Surrey County Council to address the issue and implement adequate road safety measures on Cottimore Lane to make our road safer for everyone.

We feel it is only a matter of time before someone is injured or killed on Cottimore Lane unless road safety measures are improved.

Submitted by: Luke Storey

**RESPONSE:**

Faster vehicle speeds increase the risk of collisions and make the consequences far worse. Speeding vehicles also deter more walking and cycling and can make places less pleasant to live through increased noise and air pollution.

More local authorities, including Surrey County Council, are adopting the best practice "Safe Systems" approach to improving road safety. This approach asserts the principle that road users will make mistakes, yet at the same time people have a right to safe and healthy mobility. Therefore, it is the responsibility of organisations to work together collaboratively to make the entire road system as safe as possible for all road users. A key priority of this approach is safe vehicle speeds.

The County Council works closely with Surrey Police to develop local speed management plans for each of our eleven Districts and Boroughs. This means that whenever there are concerns about speeding at a location, we will attend the locality and measure the speeds using a device called a speed detection radar. This is a box mounted on street furniture, such as a lamp column, without most people knowing that it is there or what it is for.

We deploy speed detection radar devices to collect anonymous data on vehicle speeds for a week. This information is then combined with data on road collisions resulting in injury recorded by the police to ascertain the extent and nature of the speeding and road safety

problem at each site. Information on the locations of collisions resulting in injury can be viewed via [www.crashmap.co.uk](http://www.crashmap.co.uk).

Our road safety specialists meet periodically with Surrey Police's specialists to discuss and agree which sites need the most attention, and what the most appropriate intervention will be.

Speed survey data was collected on Cottimore Lane on the 4 March 2020, using a device mounted on lamp column 30 here: <https://goo.gl/maps/yb1TQNGYvrHiQUKXA>

The data showed that the mean average speeds were 27 mph in both directions and the 85<sup>th</sup> percentile speeds (the speed above which 15 per cent of vehicles were travelling) was 31mph in both directions. As can be seen from [www.crashmap.co.uk](http://www.crashmap.co.uk) there haven't been any collisions resulting in personal injury recorded by the police since 2018. Although any one vehicle speeding is one too many, and any one collision is one too many, the data shows that Cottimore Lane does not have a very bad speeding or road casualty problem.

Consequently, this site has not been prioritised for additional attention by the police or County Council to manage speeds as there are many other sites with a far greater level of speeding and road casualties that need our attention.

It is worth noting that on many roads in the surrounding housing area, cars are parked on the road, and this narrowing helps to control speeds. By contrast Cottimore Lane is the only road where resident's cars are parked wholly on the footway and verges. A simple way to encourage even lower vehicle speeds at no cost would be for residents to park on the road like the residents in the surrounding roads, rather than on footways and verges. In one location verge parking is blocking access to a bus stop, making it difficult for residents to get on and off buses unencumbered. Parking on the road instead would slow vehicles down and may offer the opportunity to provide a more pleasant and greener environment as the vegetation recovers on the verges.

**Kevin Deanus**  
**Cabinet Member for Highways & Community Resilience**  
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