

SURREY COUNTY COUNCIL

CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT

DATE: 23 NOVEMBER 2011

REPORT OF: JASON RUSSELL, ASSISTANT DIRECTOR
HIGHWAYS

SUBJECT: SPEED LIMITS AT VARIOUS SITES IN MOLE VALLEY

KEY ISSUE/DECISION:

The Cabinet Member is asked to consider whether to support the Mole Valley Local Committee's request to reduce speed limits on A24 Horsham Road, A24 Mickleham By-pass, A24 Leatherhead Road and D301 Blackbrook Road. Under the County's Speed Limit Policy, the authority to endorse a new speed limit when the Local Committee is in disagreement with the Police and local officers rests with the Cabinet Member for Transport and Environment.

DETAILS:

1. The Mole Valley Local Committee's approved programme of Integrated Transport Schemes for 2011/12 includes the investigation of five roads in the area with a view to reducing the speed limit on them. At its meeting on 14 September 2011, the Mole Valley Local Committee received a report setting out the outcome of the speed limit assessments for these five roads: A29 Beare Green Road, A24 Horsham Road, A24 Mickleham By-pass, A24 Leatherhead Road and D301 Blackbrook Road. A copy of the report presented to the Local Committee is attached as Annex 1.
2. The table below sets out the current speed limit, the limit being sought by Local Committee, the preferred limit under the speed limit policy and the limit recommended to Local Committee for approval. The committee preferred limit is the speed limit for which Cabinet Member approval is being sought.

Road	Current limit	Committee preferred limit	'Preferred limit' under policy	Report recommendation
A29 Beare Green Road	National	50 mph	50 mph	50 mph
A24 Leatherhead Road	40 mph	30 mph	40 mph	No change
A24 Horsham Road	60 mph	50 mph	60 mph	No change
A24 Mickleham By-Pass	National	50 mph	60 mph	60mph
D301 Blackbrook Road	40 mph	30 mph	40 mph	No change

3. The Police have agreed that the roads under investigation should have their speed limits set in line with the preferred limits as set out by the policy.
4. Under the Speed Limit Policy a Local Committee may decide, exceptionally, to implement a speed limit, which does not reduce speeds to a level approaching the new limit. Where the Police object to the proposed speed limit reduction and the local officer also recommends against proceeding, the

decision should be endorsed by the Cabinet Member for Transport and Environment, having taken advice from officers and the Police.

5. After considering the results of the assessments, the views of Surrey Police and the officer's recommendations, the Local Committee agreed:
 - i) That the speed limit at the A29 Beare Green Road should be reduced to 50mph;
 - ii) That a letter be written by the Chairman addressed to the Cabinet Member for Transport and Environment, in support of the Local Committee preferred speed limits; and
 - iii) That the Local Committee preferred speed limits should be implemented as soon as possible.

Consultation

6. A site visit of the four roads brought forward by Local Committee to the Cabinet Member was held on 2 November 2011. The meeting was attended by the Cabinet Member, Mole Valley Local Committee Chairman, Vice-Chairman, relevant local Member and the Area Team Manager.
7. After considering the views of those attending the site visit, the Cabinet Member concluded that:
 - i) No change be made to the speed limit on the A24 Leatherhead Road, with the speed limit remaining at 40mph;
 - ii) The speed limit on the A24 Horsham Road be reduced to 50mph, anti-skid surfacing provided on the southbound approach to the Beare Green roundabout and carriageway markings;
 - iii) The speed limit on the A24 Mickleham By-pass be reduced to 50mph; and
 - iv) No change be made to the speed limit on the D301 Blackbrook Road, with the speed limit remaining at 40mph and carry out traffic management improvements (eg. coloured surfacing, verge marker posts, chevrons, hatching) north of Red Lane, in the vicinity of The Plough public house.

Financial and value for money implications

8. In March 2011, Mole Valley Local Committee allocated £80,000 from its local transport schemes capital budget 2011/12 to investigate and implement speed management schemes. Of this, approximately £40,000 has been allocated to the four roads taken to the Cabinet Member for decision. An additional £22,000 from road safety schemes capital budget has been agreed for the A24 Mickleham By-pass and a further speed management scheme on the A24 north of Givons Grove roundabout.

Equalities implications

9. There are no equalities implications arising from this decision.

Risk management implications

10. Objections to the proposal may be received when the speed limit order is advertised.

Implications for the Council's Community Strategy priorities

11. There are no implications arising for the Council's Community Strategy priorities.

Climate change/carbon emissions implications

12. The County Council attaches great importance to being environmentally aware and wishes to show leadership in cutting carbon emissions and tackling climate change.
13. The proposed speed limit changes should have a positive impact on emissions as vehicle speeds are reduced.

Legal implications/legislative requirements

14. The reduced speed limits will be introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.

Corporate Parenting/Looked After Children implications

15. There are no Corporate Parenting or Looked After Children implications for this decision.

Section 151 Officer commentary

16. The Section 151 officer confirms that all material, financial and business issues and risks have been considered in this report.

RECOMMENDATIONS:

It is recommended that the Cabinet Member agree that:

1. No change be made to the speed limit on the A24 Leatherhead Road, with the speed limit remaining at 40mph;
2. The speed limit on the A24 Horsham Road be reduced to 50mph, anti-skid surfacing provided on the southbound approach to the Beare Green roundabout and carriageway markings;
3. The speed limit on the A24 Mickleham By-pass be reduced to 50mph; and
4. No change be made to the speed limit on the D301 Blackbrook Road, with the speed limit remaining at 40mph and carry out traffic management improvements north of Red Lane, in the vicinity of The Plough public house.

REASONS FOR RECOMMENDATIONS:

Following the Local Committee's request for the support of the Cabinet Member
To implement the conclusions made by the Cabinet Member at the site visits,
following the Local Committee's request for support for their preferred speed limits.

WHAT HAPPENS NEXT:

The reduced speed limits on the A24 Mickleham By-pass and A24 Horsham Road
will be advertised with any objections considered by the Chairman, Vice-Chairman
and Area Team Manager. The Speed Limit Order will then be made and the scheme
implemented.

Contact Officer:

John Lawlor, Area Highways Manager (SE)- email: john.lawlor@surreycc.gov.uk

Consulted:

Cabinet Member for Transport and Environment
Chairman/Vice-Chairman, Mole Valley Local Committee
Local Member for Dorking Hills (Cllr Hazel Watson)

Informed: None**Sources/background papers:**

Mole Valley Local Committee Report, 14 September 2011 (Annex??), Mole Valley
Speed Limit Assessment (Various)
