



**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

**MOLE VALLEY SPEED LIMIT ASSESSMENT (VARIOUS)
14 SEPTEMBER 2011**

KEY ISSUE

To report on the outcome of the speed limit assessment recently undertaken along the following roads:

A29 Beare Green Road (AKA Bognor Road & Ockley Road)

A24 Horsham Road

A24 Mickleham By-Pass & London Road

A24 Leatherhead Road

D301 Blackbrook Road

SUMMARY

Speed limit assessments have recently been undertaken for:

1. A29 Beare Green Road (Henhurst Cross Lane to Beare Green roundabout)
This road is currently subject to the national speed limit. The road character has been assessed as rural due to the lack of street lighting. The preferred new speed limit is 50mph.
2. A24 Horsham Road (Deepdene Avenue to Beare Green roundabout)
This road is currently subject to a 60mph speed limit. The road character has been assessed as rural due to the lack of street lighting. The preferred new speed limit is 60mph.
3. A24 Mickleham By-Pass (Swanworth Lane to Denbies Vineyard roundabout)

This road is currently subject to a national speed limit. The road character has been assessed as rural due to the lack of street lighting. The preferred new speed limit is 60mph.

4. A24 Leatherhead Road (Knoll roundabout to The Warren)

This road is currently subject to a 40mph speed limit. The road character has been assessed as urban due to a system of street lighting. The preferred new speed limit is 40mph.

5. D301 Blackbrook Road (Mill Road to Inholms Lane)

This road is currently subject to a 40mph speed limit. The road character has been assessed as rural due to the lack of street lighting. The preferred new speed limit is 40mph.

The preferred new limits have been determined using the appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. Additionally there has been consultation with Surrey Police.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to:

- (i) Note the results of the speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limits should be changed to meet the current policy at the following locations:
 - a) A29 Beare Green Road (Henhurst Cross Lane to Beare Green roundabout) reduced to 50mph
 - b) A24 Mickleham By-Pass (Swanworth Lane to Denbies Vineyard roundabout reduced to 60mph
- (iii) Agree that, based upon the evidence, no changes are made to the speed limits at the following locations:
 - a) A24 Leatherhead Road (Knoll roundabout to The Warren)
 - b) A24 Horsham Road (Deepdene Avenue to Beare Green roundabout)
 - c) D301 Blackbrook Road (Mill Road to Inholms Lane)
- (iv) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes, and subject to no objections being upheld, the Order be made.
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposals.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Local Committee in March 2011 approved five roads for investigation with a view to reducing the speed limits on them. The majority of the roads within this assessment are primary roads, distributor roads or a strategic route within Surrey's highway network. The A24 is an essential route running north-south through the centre of the Mole Valley district, providing a commuter link between West Sussex and the M25 and on into London.
- 1.2 Surrey's policy for determining speed limits was updated in November 2010. This is a 4 step approach consisting of:
- Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.
- Step 2 – Determining the preferred speed limit. Each road is considered under its respective location category: urban or rural. The road is then assessed against a number of pre-determined factors and definitions – a formulaic hierarchy – to determine the preferred speed limit.
- Step 3 – Comparison of the preferred limit to existing speeds. This determines whether drivers are likely to comply with the 'preferred limit'. Where existing speeds are at, close to, or below, the preferred limit then changes would be considered appropriate. Where existing speeds are significantly above the 'preferred limit' then either an appropriate higher limit is recommended, the existing limit retained, or speed management measures are introduced to achieve speeds closer to the preferred limit. It is essential therefore, that Step 3 of this process is conducted in close discussion with the Police so that collective agreement can be reached on the implications of the 'preferred limit'.
- Step 4 – Monitoring of a change in speed limit. Monitoring of any introduced speed limit to ensure level of compliance is satisfactory. A review of this information will then take place including the possibility of introducing speed management measures to ensure compliance.
- 1.3 Speeding is essentially anti-social behaviour and a Police enforcement issue, as driving in excess of the posted speed limit is a criminal offence. The Police, as the sole highway enforcement agency, have the necessary powers to deal with offenders.
- 1.4 The committee has previously given authorisation for the statutory advertisement for changes to three speed limits, namely A25 Guildford Road, Abinger Hammer; B2126/7 Ockley Road, Forest Green; and B2450 Dorking Road, Leatherhead. These advertisements were made on 28th July 2010 and the objection period ends towards the end of August. If no objections are received, then the new speed limits will be implemented.

2.0 ANALYSIS

2.1 Speed data for the sites have been assessed and the results are shown in the table below.

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
A29 Beare Green Road	5,814	49.50	44.81
A24 Horsham Road	22,286	68.67	60.69
A24 Mickleham By-Pass	29,937	58.50	50.68
A24 Leatherhead Road	22,070	40.10	35.55
D301 Blackbrook Road	n/a	43	38.01

2.2 There have been a number of personal injury collisions on the section of roads under investigations. Below is a table indicating the collisions between January 2008 and April 2011:

Location	Collisions	Date	Nature
A29 Beare Green Road	3	09/02/2008	Slight
		26/03/2008	Slight
		04/06/2009	Slight
		Totals: Slight 3 Serious 0 Fatal 0	
A24 Horsham Road	31	18/03/2011	Slight
		22/04/2009	Slight
		06/10/2010	Slight
		20/04/2009	Slight
		27/07/2010	Slight
		06/09/2010	Slight
		25/10/2010	Slight
		12/06/2010	Slight (S)
		05/01/2011	Slight
		21/06/2010	Slight
		27/10/2008	Fatal
		24/04/2008	Slight
		10/02/2010	Fatal
		01/04/2011	Slight
21/05/2009	Slight		

ANNEX

		18/06/2009 17/10/2010 28/01/2008 22/11/2009 16/03/2008 01/10/2008 17/07/2008 05/06/2009 24/07/2008 11/02/2009 20/09/2008 22/12/2008 20/04/2008 05/07/2009 05/10/2009 31/03/2008	Serious Slight Serious Serious Slight Fatal Slight Slight Slight Slight Slight Serious Slight (S) Slight Slight Totals: Slight 24 Serious 4 Fatal 3
A24 Mickleham By-Pass	19	16/10/2010 01/06/2010 19/10/2009 12/06/2010 13/08/2010 11/02/2008 23/09/2010 29/08/2010 02/05/2010 15/07/2010 20/07/2008 20/11/2008 11/09/2010 20/04/2008 05/06/2010 23/05/2008 08/09/2009 08/03/2009 30/01/2011	Slight Slight Serious Serious Fatal Slight Slight Slight (S) Slight Slight Serious Slight Slight Fatal Slight Slight Serious (S) Serious Totals: Slight 12 Serious 5 Fatal 2

A24 Leatherhead Road	8	08/05/2010	Serious
		19/02/2008	Slight
		16/06/2008	Slight
		22/11/2008	Slight
		19/02/2009	Slight
		06/09/2008	Slight
		08/01/2008	Slight
		01/12/2008	Slight
		Totals:	
		Serious	1
		Fatal	0
D301 Blackbrook Road	10	29/10/2009	Slight
		20/06/2010	Fatal
		11/05/2009	Slight
		29/04/2008	Fatal
		19/07/2010	Slight
		11/05/2009	Slight
		04/11/2009	Slight
		25/12/2009	Slight
		29/09/2010	Slight
		14/04/2011	Serious
Totals:		Slight	7
		Serious	1
		Fatal	2

Note: The (S) symbol indicates where the police believe that exceeding the speed limit was a contributory factor leading to the collision.

2.4 In the three and a quarter years of accident records investigated, in only 4 (5.6%) of the 71 recorded accidents was excessive speed considered a contributing factor.

2.5 Under Step 2 of the policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit	Committee requested limit	'Preferred limit'
A29 Beare Green Road	National	50 mph	50 mph
A24 Horsham Road	60 mph	50 mph	60 mph
A24 Mickleham By-Pass	National	50 mph	60 mph
A24 Leatherhead Road	40 mph	30 mph	40 mph
D301 Blackbrook Road	40 mph	30 mph	40 mph

- 2.9 It should be noted that mean speeds are now being used as the basis for determining local speed limits, whereas in the past, 85th percentile speeds were used. These are underpinned by extensive research demonstrating the well-proven relationship between speed and collision frequency and severity. Mean speeds also reflect that the majority of drivers perceive that speed to be appropriate for the said road. It is therefore the aim that the local speed limit is aligned so that the original mean speed driven on the road is at or below the new posted speed limit.
- 2.10 Under Step 3 of the policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed	'Preferred limit'
A29 Beare Green Road	44.81 mph	50 mph
A24 Horsham Road	60.69 mph	60 mph
A24 Mickleham By-Pass	50.68 mph	60 mph
A24 Leatherhead Road	35.55 mph	40 mph
D301 Blackbrook Road	38.01 mph	40 mph

3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police, including a site visit to all locations. The Police have agreed the roads under investigation should have their speed limits in line with the preferred limits as set out by the policy.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. It is also possible that some electrical works, and re-lining would be required. Whilst likely costs are difficult to establish until a design is available, it is likely that a reduction in speed limit will cost about £7,500 for the A29 Beare Green Road and £25,000 for the A24 Mickleham By-Pass.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 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.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

7.0 CONCLUSION AND RECOMMENDATIONS

7.1 This report sets out the speed limit assessment conducted and how the 'preferred limits' have been obtained. It is recommended that the speed limits should be as below:

A29 Beare Green Road should be reduced to 50mph

A24 Mickleham By-Pass should be reduced to 60mph

A24 Leatherhead Road should remain at 40mph

A24 Horsham Road should remain at 60mph

D301 Blackbrook Road should remain at 40mph

7.2 However, Members are reminded about the changes to the Speed Limit Policy that now apply. The changes state that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit, against officer advice, and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision. Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action be considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

8.0 REASONS FOR RECOMMENDATIONS

8.1 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

9.0 WHAT HAPPENS NEXT

9.1 The proposal to make a Traffic Regulation Order is advertised in the local press, and following the making of the Traffic Regulation Order, the contractor is instructed to install the necessary signing. The likely date that signing would be implemented, if the Committee approve the recommendation, is January 2012.

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