



## OFFICER REPORT TO LOCAL COMMITTEE (MOLE VALLEY)

### MOLE VALLEY SPEED LIMIT ASSESSMENT - HOLMBURY LANE AND RANMORE COMMON ROAD 12 September 2012

#### KEY ISSUE

To report on the outcome of the speed limit assessments carried out in Holmbury Lane and Ranmore Common Road and seek approval to advertise changes to existing speed limits in accordance with Surrey's Speed Limit Policy

#### SUMMARY

Speed limit assessments have recently been carried out for two roads in Mole Valley, following the process set out in Surrey's Speed Management Policy. This process identifies the 'preferred' speed limit for each road assessed and compares it to the existing speed limit. As a result of this assessment, it is proposed that the speed limits be reduced in Holmbury Lane, Abinger and Ranmore Common Road, Dorking. A further review of the A24 Leatherhead Road, Leatherhead has concluded that the existing speed limit remain unchanged.

#### 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) B2126 Holmbury Lane (Ockley Road to Mole Valley/Guildford boundary) reduced to 40mph.

- b) C44 Ranmore Common Road (between the existing 40mph speed limit west of Ranmore Road and the Mole Valley/Guildford boundary) reduced to 40mph.
- (iii) Note that following the review, the speed limit at A24 Leatherhead Road remains at 40mph;
- (iv) Ask Guildford Local Committee to consider reducing the speed limit to 40mph on the section of B2126 Holmbury Lane in Guildford Borough (between the Mole Valley/Guildford boundary and the existing 30mph speed limit south of Pasturewood Road);
- (v) 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;
- (vi) 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 In March 2012, Local Committee approved the following speed management schemes:
- 1.2 B2016 Holmbury Lane, Abinger  
C44 Ranmore Common Road, Ranmore Common
- 1.3 A24 Leatherhead Road (Knoll roundabout to The Warren) was subject to a report to Mole Valley Local Committee in September 2011. The recommendation was for the speed limit to remain at 40mph. The Committee chose to refer this recommendation to the Cabinet Member for Transport and Environment who proposed that the speed limit remain at 40mph, but be reviewed in a year. This review has now taken place.
- 1.4 Surrey's policy for determining speed limits was updated in November 2010. A 4 step approach is followed 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.

- 1.5 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.

## 2.0 ANALYSIS

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

| Road                    | Average 85%ile speed (mph) | Average mean speed (mph) |
|-------------------------|----------------------------|--------------------------|
| B2126 Holmbury Lane     | 40.00                      | 36.65                    |
| C44 Ranmore Common Road | 44.10                      | 40.67                    |
| A 24 Leatherhead Road   | 38.79                      | 35.42                    |

- 2.2 There have been a number of personal injury collisions on the section of roads under investigations. The following table summarises the number and severity of the collisions over the 3 year period January 2009 to April 2012, together with the latest available data for 2012 (up to May). More detail is provided in **Annex 1**.

| Location                | Collisions | Slight | Serious | Fatal |
|-------------------------|------------|--------|---------|-------|
| B2126 Holmbury Lane     | 2          | 0      | 2       | 0     |
| C44 Ranmore Common Road | 3          | 2      | 1       | 0     |
| A24 Leatherhead Road    | 8          | 6      | 2       | 0     |

2.3 In the three and a quarter years of accident records investigated, in only 2 (15%) of the 13 recorded accidents was excessive speed considered a contributory factor. In both cases three other factors were also considered to be contributory.

2.4 Detailed below is information about the extent and nature of the roads covered by the speed limit assessments.

- B2016 Holmbury Lane (from Ockley Road to existing 30mph speed limit south of Pasture Wood Road) – see **Annex 2**.

Holmbury Lane 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 40mph. The boundary between Guildford and Mole Valley runs along this road. The northern section of this road is in Guildford. The central section of the road is in Mole Valley, the boundary runs along the centre of the road. The southern section of road is in Mole Valley.

- C44 Ranmore Common Road (from existing 40mph speed limit west of Ranmore Road to Mole Valley/Guildford boundary) – see **Annex 3**.

Ranmore Common 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 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.

2.5 Under Step 2 of the policy, the following table indicates the 'preferred limits' following assessment and compares this with the current limit and the new limit requested by the Local Committee (where known).

| Road                    | Current limit | Committee requested limit | 'Preferred limit' |
|-------------------------|---------------|---------------------------|-------------------|
| B2126 Holmbury Lane     | National      | To be advised             | 40mph             |
| C44 Ranmore Common Road | National      | To be advised             | 40mph             |
| A24 Leatherhead Road    | 40mph         | 30mph                     | 40mph             |

2.6 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.

- 2.7 Under Step 3 of the policy, the following table indicates the mean speeds against the preferred limits.

| Road                    | Mean speed | 'Preferred limit' |
|-------------------------|------------|-------------------|
| B2126 Holmbury Lane     | 35.93mph   | 40mph             |
| C44 Ranmore Common Road | 40.67mph   | 40mph             |
| A24 Leatherhead Road    | 35.42mph   | 40mph             |

### 3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police. The Police have agreed the roads under investigation should have their speed limits set in line with preferred limits as determined by Surrey's Speed Limit 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.

- 4.2 Local Committee allocated funding from its 2012/13 Integrated Transport Schemes budget in March 2012 for speed management, as set out below

|                     |         |
|---------------------|---------|
| Holmbury Lane       | £10,000 |
| Ranmore Common Road | £10,000 |

- 4.3 The Area Team Manager, in consultation with the Chairman and Vice-Chairman, has the authority to vire money between the above schemes. Whilst costs are not known at this stage, the total allocation for speed management schemes is likely to be sufficient to implement the above speed limit reductions.

### 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. In accordance with Surrey's Speed Limit Policy, it is recommended that the speed limits should be as below:

B2126 Holmbury Lane should be reduced to 40mph

C44 Ranmore Common Road should be reduced to 40mph

- 7.2 Members are asked to note that A24 Leatherhead Road should remain at 40mph following the review. This will be reported back to Cabinet Member for Transport and Environment.
- 7.3 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 earliest likely date that signing would be implemented, subject to Committee approving the recommendations, is January 2013.

**LEAD OFFICER:** John Lawlor  
**TELEPHONE NUMBER:** 03456 009 009  
**E-MAIL:** highways@surreycc.gov.uk  
**CONTACT OFFICER:** Philippa Gates  
**TELEPHONE NUMBER:** 03456 009 009  
**E-MAIL:** highways@surreycc.gov.uk  
**BACKGROUND PAPERS:** None

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## Collisions between January 2009 and April 2012 for sections of road under investigation

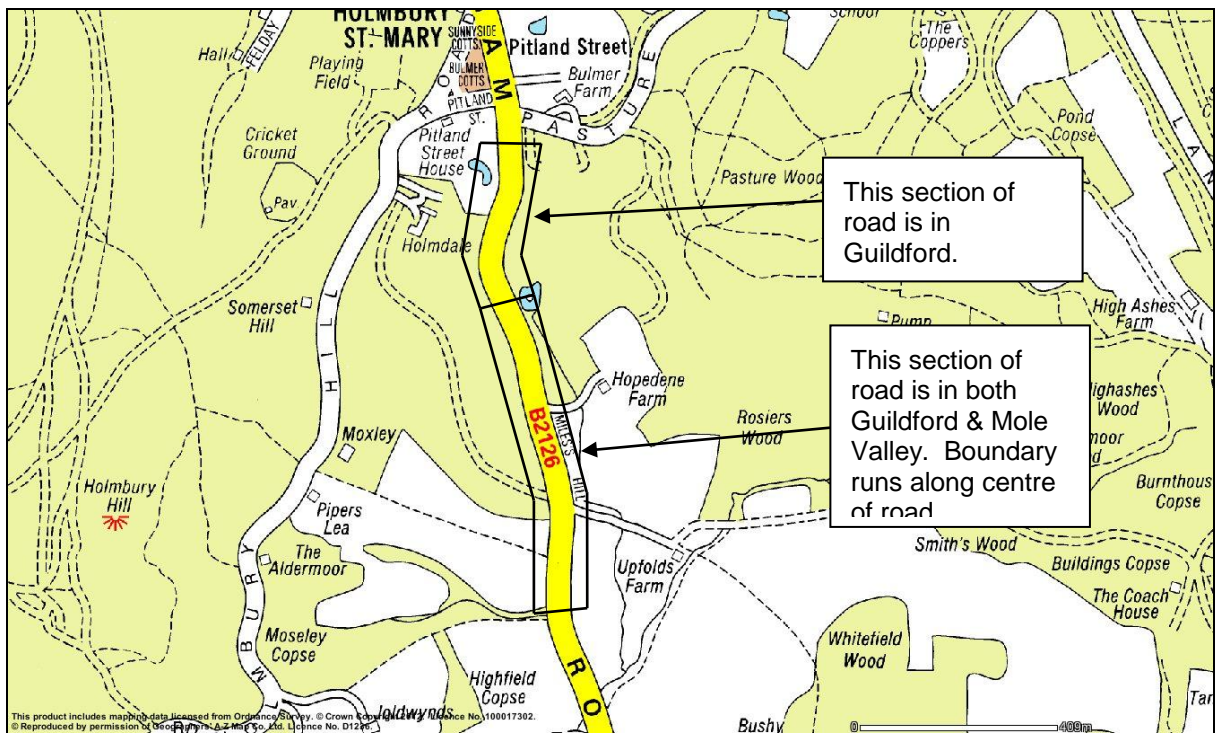
| Location                | Collisions | Date   | Nature  |
|-------------------------|------------|--|---|
| B2126 Holmbury Lane     | 2          | 06/01/2012<br>11/04/2011   | Serious<br>Serious<br>Totals:<br>Slight 0<br>Serious 2<br>Fatal 0   |
| C44 Ranmore Common Road | 3          | 11/12/2009<br>10/10/2009<br>26/08/2009   | Serious (S)<br>Slight<br>Slight<br>Totals:<br>Slight 2<br>Serious 1<br>Fatal 0  |
| A24 Leatherhead Road    | 8          | 15/05/2012<br>03/02/2012<br>08/12/2011<br>11/09/2011<br>23/05/2011<br>08/05/2010<br>16/06/2009<br>19/02/2009 | Slight<br>Serious<br>Slight<br>Slight<br>Slight<br>Serious (S)<br>Slight<br>Slight<br>Totals:<br>Slight 6<br>Serious 2<br>Fatal 0 |

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

ANNEX 2

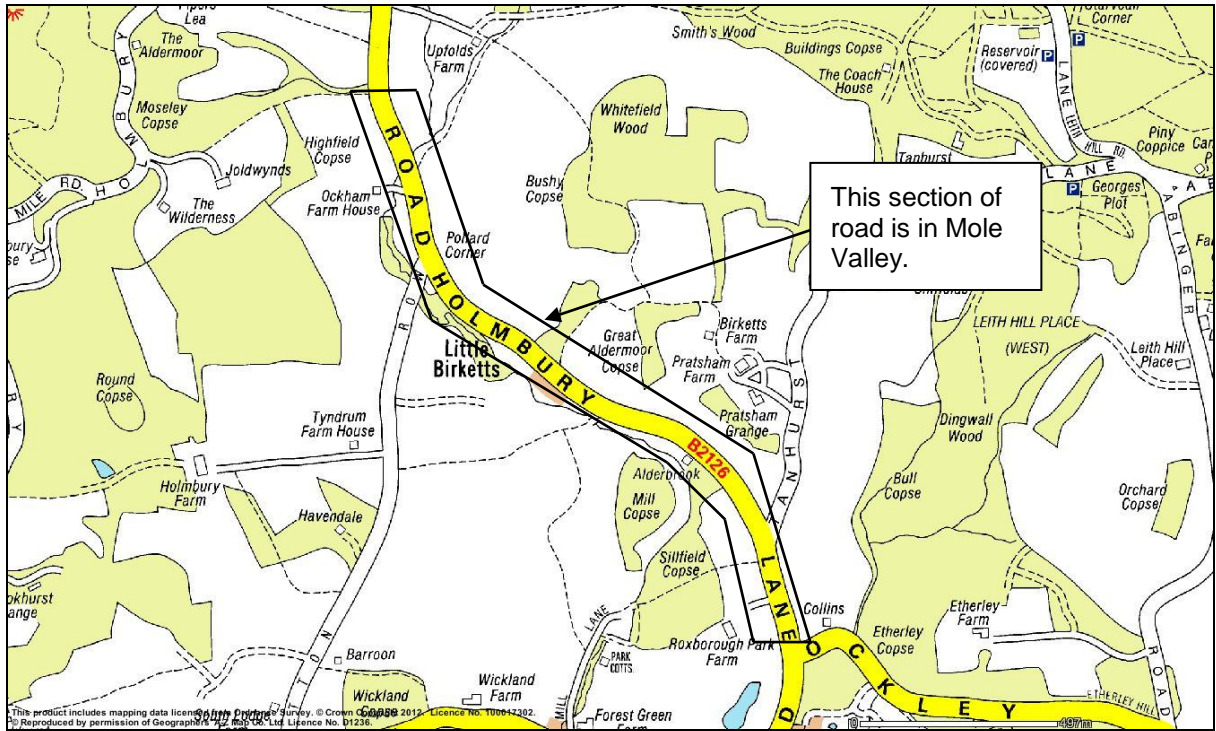
Location Plan  
B2126 Holmbury Lane – Speed Limit Assessment

Northern section of road in Guildford and Guildford & Mole Valley



Southern section of road in Mole Valley





ANNEX 3

Location Plan  
 C44 Ranmore Common Road – Speed Limit Assessment

