



**OFFICER REPORT TO LOCAL COMMITTEE
(GUILDFORD)**

**GUILDFORD (VARIOUS) – SPEED LIMIT
ASSESSMENT**

13 JUNE 2012

KEY ISSUE

This report provides the detail of four speed limit assessments carried out under the provisions of Surrey's speed limit policy and provides recommendations regarding adjustments to the current speed limits.

SUMMARY

To consider the outcome of the speed limit assessments undertaken the following roads listed below, and decide whether reduced speed limits are to be introduced.

- Green Dene, East Horsley
- Down Lane, Compton
- A322 Worplesdon Road, Worplesdon
- B2126 Horsham Road, Abinger Hammer

Report by
AREA HIGHWAYS MANAGER

Surrey Atlas Ref.

GUILDFORD B.C. WARD (S)

COUNTY ELECTORAL DIVISION (S)

N/A

CLANDON & HORSLEY
THE PILGRIMS
WORPLESDON
TILLINGBOURNE

HORSLEYS
SHALFORD
WORPLESDON
SHERE

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the results of the speed limit assessments.
- (ii) Agree that, speed limits should be changed as follows:-
 - a) **Green Dene, East Horsley.** Either retain the existing 40mph speed limit, or introduce a 30mph limit in conjunction with measures to reduce vehicle speeds (30mph limit had been requested).
 - b) **Down Lane, Compton:** Reduce the speed limit from 60mph to 30mph (30mph limit had been requested).
 - c) **A322 Worplesdon Road, Worplesdon:** Reduce the speed limit from 50mph to 40mph (40mph had been requested).
 - d) **B2126 Horsham Road, Abinger Hammer:** Either retain the existing 60mph speed limit, since speeds are generally below 40mph already, or introduce a 40mph limit (30mph had been requested).
- (iii) Authorise the advertisement of a notice in accordance with the Road 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.
- (iv) 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 The roads contained within this assessment comprise of a residential road, two access roads and a county distributor road within Surrey's highway network.
- 1.2 Green Dene is a rural road which runs south from the A246 at East Horsley. There are residential properties along one side of the carriageway and in sections along both sides. There are two lots of continuous development along Green Dene; however the gap between them is 150m so it would not be practical to have a different speed limit for such a short distance
- 1.3 Down Lane is an unclassified access road which runs between the A31/A3 and the village of Compton. The western extent of Down Lane is within the village of Compton and there are a few properties on one side of the carriageway. Away from the village the road runs through countryside and development is sparse.
- 1.4 The A322 Worplesdon Road is a county distributor non primary 'A' route which connects Guildford to the M3. There is some development along the route which is generally sparse but becomes more dense through the village of Worplesdon. It should be noted that through the village of Worplesdon the speed limit is 40mph; however this section is not included in this assessment.
- 1.5 The B2126 Horsham Road is an access road which connects the A29 to the A25 and there is little development along the road.
- 1.6 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.

- 1.7 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 USING SCC POLICY FOR DETERMINING SPEED LIMITS

- 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)
Green Dene	2387	45.0	38.0
Down Lane	1591	30.3	25.7
A322 Worplesdon Road	17739	45.1	40.4
B2126 Horsham Road	2456	36.2	31.2

- 2.2 There have been a number of personal injury collisions on the section of roads under investigation. Below is a table indicating the collisions between January 2006 and September 2011:

Location	Collisions	Date	Nature	Collisions involving vehicles exceeding the speed limit or vehicles travelling too quickly for the carriageway conditions	Collision rate per 100 million vehicle kilometres
Green Dene	5	01/01/06 to 30/09/11	5 slight	2	66.66
Down Lane	3	01/01/06 to 30/09/11	2 slight 1 serious	0	136.37
A322 Worplesdon Road	10	01/01/06 to 30/09/11	9 slight 1 serious	0	51.75
B2126 Horsham Road	4	01/01/06 to 30/09/11	4 slight	1	28.79

- 2.3 In the five years and nine months of the investigated collision records for Green Dene, two (40%) of the collisions were caused by vehicles exceeding the speed limit or travelling too quickly for the carriageway conditions.
- 2.4 In the five years and nine months of the investigated collision records for Down Lane, none of the collisions were caused by vehicles exceeding the speed limit or travelling too quickly for the carriageway conditions.
- 2.5 In the five years and nine months of the investigated collision records for A322 Worplesdon Road, none of the collisions were caused by vehicles exceeding the speed limit or travelling too quickly for the carriageway conditions.
- 2.6 In the five years and nine months of the investigated collision records for B2126 Horsham Road, one (25%) of the collisions was caused by the vehicle exceeding the speed limit or travelling too quickly for the carriageway.
- 2.7 Under Step 2 of the policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit	Committee requested limit	'Preferred limit'
Green Dene	40mph	30mph	40mph
Down Lane	National	30mph	40mph
A322 Worplesdon Road	50mph	40mph	50mph
B2126 Horsham Road	National	30mph	50mph

- 2.8 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. The use of mean speed is 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.
- 2.9 Under Step 3 of the policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed (mph)	'Preferred limit'
Green Dene	38.0	40mph
Down Lane	25.7	40mph

A322 Worplesdon Road	40.4	50mph
B2126 Horsham Road	31.2	50mph

3.0 DISCUSSION & RECOMMENDED SPEED LIMITS

- 3.1 Officer recommendations are based on the analysis using the Policy for Determining Speed Limits (speed limit policy) summarised above and discussions with Surrey Police.
- 3.2 **Green Dene (Junction with the A246 Guildford Rd to junction with Honeysuckle Bottom)** is rural in nature, lacks street lighting and there is partial development along its length. The 'preferred limit' under the speed limit policy is 40mph, however SCC officers and the Surrey Police agree that it would not be unreasonable to reduce the limit to 30mph as requested if low cost measures to influence driver speeds such as SLOW markings were introduced.
- 3.3 **Down Lane (Junction with B3000 The Street to an appropriate point to the north of the access to Watts Gallery)** is rural in nature, lacks street lighting with some commercial and residential properties situated along the route, therefore this route is classed as a partial development and the 'preferred speed limit' under the speed limit policy is 40mph. However, due to the geometry of the road, with various tight bends and poor forward visibility, vehicles are already travelling significantly below the preferred speed limit. This is evident by the recorded existing mean speed of 25.7mph. SCC officers and the Police were mindful of the lack of footways and the number of visitors walking in the road between the Watts Gallery and Watts Memorial Chapel. In view of the above a 30mph speed limit is recommended.
- 3.4 **The A322 Worplesdon Road (from the roundabout junction with the B380 Ash Road to the junction with Goose Rye Road)** is rural in nature, lacks street lighting and the low number of frontages along the carriageway, therefore this route is classed as a County Distributor Road. As the collision rate is over 35 personal injury collisions per 100 million vehicle kilometres the preferred speed limit is 50mph. However, due to proposed changes to the speed limit on the A322 Bagshot Road in Woking Borough, the extent of the 50mph section on the A322 in this location would be reduced to 525m. The speed limit policy states that any length of road where a new speed limit is considered should be at least 600m in length to avoid too many speed changes. Whilst 50mph would not be a new limit, it would create a small length of road at a different limit. Couple this information with the low average speeds; a 40mph limit would not be unreasonable. Therefore it is recommended that the limit be reduced to 40mph in conjunction with the reduction to 40mph on the A322 within the borough of Woking.
- 3.5 **The B2126 Horsham Road (from the existing 30mph speed limit 165m south of the A25 to the existing 30mph speed limit 350m south**

of the junction with Radnor Lane) is rural in nature, lacks street lighting and has a low number of residential or commercial properties fronting the road. As the B2126 is classed as an Local Distributor Road and has a relatively low collision rate, the policy recommends that the speed limit could be reduced to 50mph. However, due to the geometry of the road, with various tight bends and poor forward visibility in parts, vehicles are already travelling significantly below the preferred speed limit. This is evident by the recorded existing mean speed of 31.2mph, with 85% of vehicles travelling at 36.2mph or less. SCC officers and Surrey Police agreed that it would be reasonable to reduce the limit to 40mph, but would not support a reduction to 30mph as requested because 40mph was considered a safe and appropriate speed on the straighter and wider sections of the route.

- 3.6 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, 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.

4.0 CONSULTATION

- 4.1 Consultation has been carried out with Surrey Police, including a site visit to all locations. The Police have agreed with the recommended speed limits, and would not object to the proposed changes.

5.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 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 work 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 approximately £5,000 per site.

6.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 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.

7.0 CRIME AND DISORDER IMPLICATIONS

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

8.0 CONCLUSION AND RECOMMENDATIONS

8.1 As above

9.0 WHAT HAPPENS NEXT

9.1 Changes to speed limits authorised by the Local Committee will be implemented during 2012/13.

LEAD OFFICER: John Hilder
TELEPHONE NUMBER: 03456 009 009
E-MAIL: highways@surreycc.gov.uk
CONTACT OFFICER: David Ellis
TELEPHONE NUMBER: 03456 009 009
E-MAIL: highways@surreycc.gov.uk
BACKGROUND PAPERS: None

Version No. 1 Date: Time: Initials: No of annexes 0