



**SPEED LIMIT REQUESTS**  
**Local Committee for Mole Valley**  
**13 March 2006**

**KEY ISSUE:**

To formally consider various speed limit alterations in the District of Mole Valley.

**SUMMARY:**

This report presents the results of a number of speed limit assessments that have taken place for various locations in Mole Valley. Speed surveys have been carried out and an assessment of each site has been made against the recently reviewed County speed limit policy.

It is recommended that members agree to certain speed limits being progressed. It is intended these will move forward within the Districts' speed management project or, where applicable, within separately identified schemes (e.g. Headley Traffic Management Plan).

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree that:

- i. Approval be given to advertise the necessary Traffic Regulation Orders for all speed limits detailed in section 2.0 of this report and that if no objections are maintained, the Orders be made.
- ii. The consideration and resolving of any objections are delegated to the Senior Local Transportation Manager, or his representative, be authorised to consider any objections received in consultation with the Chairperson of the Local Committee and the Local County Member.
- iii. Officers be authorised to determine the exact lengths of the proposed speed limits.

## **1.0 INTRODUCTION AND BACKGROUND**

1.1 Changes to existing speed limits have been requested at a number of locations across Mole Valley. Residents and other members of the public, due to their concerns about the current speed of vehicles and road safety, have made most of these requests. The Local Transportation Service has carried out an assessment for each of these 20 sites in accordance with the County's recently reviewed speed limit policy. Speed surveys have then been carried where the assessment shows that a reduction is appropriate. This ascertains whether the mean speed is higher than the assessment speed (in this instance a lower speed limit cannot be progressed without other measures being installed).

1.2 **ANNEXE 1** shows: -

- Which locations/sites have been reviewed.
- Which speed limits presently apply to the above roads.
- The appropriate speed limit for the road when assessed against the reviewed speed limit policy.
- The 85th%ile and mean speeds of vehicles travelling on the road. This data is only available for those roads where the assessment shows a lower speed limit is appropriate.
- The number of personal injury accidents recorded for each length of road.
- The approximate implementation costs.
- The sites / roads where no further action is recommended.
- Under the 'comments' column, why some sites cannot be progressed.

1.3 Of the locations assessed, 5 sites have been deemed appropriate for the speed limit to be lowered. These are:

- A24 Deepdene Avenue, Dorking
- B2126 Coles Lane, Ockley
- B2033 Headley Common Road
- A245 Woodlands Road/Randalls Road, Leatherhead
- B2450 Dorking Road, Leatherhead

## **2.0 ANALYSIS AND COMMENTARY**

2.1 The following paragraphs provide some information regarding each of the suggested proposals.

- 2.2 The speed limit of the A24 Deepdene Avenue, between the North Holmwood roundabout and the existing 40mph speed limit, is currently de-restricted. Requests from members of the public have been received and a speed limit assessment concludes that the appropriate speed limit for this location would be 50mph. The implementation of this new speed limit, along with other improvements that have been made on this section of road, will have a positive impact on safety for all road users and the scheme can be funded as part of the overall project that is ongoing. The new 50mph speed limit would include also the roundabout at North Holmwood.
- 2.3 B2126 Coles Lane is a popular route between Capel and Ockley. There are a number of businesses as well as residential properties and Ockley Station along this road. Currently Coles Lane is de-restricted. As part of a safety audit for proposed improvements to Ockley Court Bridge it was recommended the speed limit be assessed with a mind to reducing it. A speed limit assessment and speed survey consequently concluded that the suitable speed limit for Coles Lane would be 40mph.
- 2.4 Headley Parish Council have been very proactive in trying to improve safety through the village. One of their concerns has been the de-restricted status of B2033 Headley Common Road. A speed limit assessment has been carried out and deems that a suitable speed limit for this road would be 40mph. This stretch of road has a high number of equestrians, cyclists and walkers and a lower speed limit would increase safety for all. The proposal can be taken forward as part of the action plan for Headley and also responds to a petition received in September 2005. The exact limits are currently the subject of discussion with Headley Parish Council although it is probable that the new speed limit would extend to the boundary with Reigate and Banstead.
- 2.5 The A245 Woodlands Road/Randalls Road between the existing 30mph limit, just south of the cemetery, and the Mole Valley/Elmbridge boundary is currently de-restricted. Following requests from two organisations based on this stretch of road, a speed limit assessment has been carried out. From this, it is concluded that the correct speed limit for this stretch of road would be 50mph, although an extension to the existing 30mph speed limit was investigated but was found to be inappropriate. Disabled persons use this stretch of road to travel between The Queen Elizabeth Foundation and Leatherhead. Cyclists also use this busy stretch of road, which is the main link between Leatherhead and Cobham. It should be noted that previously a 40mph speed limit has been investigated but was not deemed suitable by Surrey Police.

- 2.6 The B2450 Dorking Road is an important link between the A24 and Leatherhead town centre. There is currently a de-restricted section between the existing 50mph and 30mph limits, which is approximately 500 metres in length. Following requests to reduce the speed limit in this location, a speed limit assessment and speed survey have been undertaken. The correct speed limit for this stretch is 40mph. Although in most cases a speed limit of less than 600 metres in length is not usual, it is felt that making this section a 40mph zone would create a gradual reduction in speed, as vehicles get closer to the town centre. The road is also adjacent to a bridleway and cycle track. Reducing the speed limit would increase safety for these vulnerable road users when entering Dorking Road.

### **3.0 CONSULTATIONS**

- 3.1 Surrey Police, Surrey Fire and Rescue and Surrey Ambulance have received a draft copy of this report. Any comments received will be reported verbally to this meeting.
- 3.2 Elmbridge Transportation Service would need to be formally consulted if the A245 Woodlands Road reduction in speed limit was extended into their district, as recommended. To date, Officers have indicated their informal agreement, although the issue will require authorisation of the Elmbridge Local Committee.
- 3.3 It would be necessary to install speed limit repeater signs along the proposed lengths of new speed limits. It may be necessary to obtain agreement from the landowners of the verges adjacent to the carriageway in order to erect signs where required.

### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 An estimated total cost of implementing each scheme, including the traffic regulation order and the associated terminal and repeater signing, is shown on **ANNEXE 1**. Unless otherwise indicated, funding would be used from the locally devolved LTP budget set aside for speed management. In December 2005, this Committee agreed, in principle, an allocation of £10,000 for the 2006/7 financial year. This sum would enable a start to be made on the legal / advertising process although for the Headley scheme and the Deepdene Avenue scheme, funding is already in place.

## **5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 The implementation of these speed limits will have a positive impact on the environment and on safety by addressing speed related accidents and perceptions about safety in the communities concerned.

## **6.0 CRIME & DISORDER IMPLICATIONS**

- 6.1 The imposition of a correctly signed speed limit, with both terminal and repeater signing, will enable the police to enforce the new speed limit within targeted speed management campaigns.

## **7.0 EQUALITIES IMPLICATIONS**

- 7.1 There are no equalities issues associated with the proposals.

## **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

It is considered that a reduction in the speed limits in the locations outlined in this report will improve road safety, particularly for vulnerable road users such as equestrians, pedestrians and cyclists. A positive impact on the environment will also be achieved through lower speeds by reducing noise and emissions. The proposals are in accordance with the Surrey County Council speed limit policy and would contribute to the achievement of the County Council's Local Transport Plan objectives.

**Report by: Geoff Wallace,  
Senior Local Transportation Manager - South East Area.**

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<b>BACKGROUND PAPERS:</b>	<b>SCC Speed Limit Policy</b>

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