



OFFICER REPORT TO LOCAL COMMITTEE (MOLE VALLEY)

SPEED LIMIT REVIEWS IN MOLE VALLEY

24 JUNE 2009

KEY ISSUE

To consider and approve for formal statutory consultation various speed limits on roads in the Mole Valley District.

SUMMARY

A number of speed limit reviews have been undertaken over recent years and approval to advertise new speed limits has been agreed at this Committee. At the Local Committee on 4 March 2009, an update report was given and this showed a list of eleven sites or routes that would be reassessed in accordance with latest guidelines for introduction of speed limits. The assessment work has now been completed and it is recommended that this Committee agrees to certain speed limits being formally advertised with a view to progressing the schemes as funds become available.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree that:

- (i) Approval be given to advertise the necessary Traffic Regulation Orders, as set out in Annex A, subject to comments from Surrey Police being favourable.
- (ii) If no objections are maintained authority is given to make the Order(s) and implement the speed limits set out in this report.

1 INTRODUCTION AND BACKGROUND

- 1.1 Changes to existing speed limits have been requested by residents over recent years, for a number of locations across Mole Valley. Surrey Highways has carried out an assessment for each of the sites in accordance with the County Council's latest speed limit policy / best practice and the results are presented in this report.
- 1.2 It should be noted that the Department for Transport issued new guidance on the setting of speed limits in 2006 and the County Council updated the County guidance following this. Due to this, it is necessary to ensure the speed limits that have already been agreed, do accord with this advice.
- 1.3 Some of the key points to note when considering the setting of speed limits are that:
- the Police and Highway Authority must work together to determine changes to speed limits.
 - the Highway Authority should be satisfied that the benefits exceed the disbenefits before introducing or changing a speed limit
 - what the road looks like to a road user is important
 - mean speeds should now be 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 accident 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.
 - the minimum length of a speed limit should not be less than 600m.
 - terminal points need to be carefully considered and take account of particular local circumstance. This will mean an existing limit may need to be extended.
 - Where appropriate 30mph speed limits should be the norm for villages. However, where engineering measures are not practicable or cost effective to achieve a 30mph, Local Authorities should consider alternative limits of 40mph or 50mph.
- 1.4 It is the intention that any new sites will be assessed and brought to this Committee annually.

2 ANALYSIS

- 2.1 Annex 1 shows which locations/sites have been reviewed along with other technical information that has fed in to the assessment process. In addition, Annex 1 indicates which speed limits presently apply as well as what speed limit should apply following the assessment.
- 2.2 Of the locations assessed, 6 lengths of road have been deemed appropriate for the speed limit to be lowered and one road is

appropriate for an extension to the existing 30mph speed limit. The roads along with proposed speed limits are as follows:

- B2127 Ockley Road, Forest Green – 40mph
- A24 London Road, Mickleham to Dorking – 60mph
- B2209 Old London Road, Mickleham – 40mph
- A245 Randalls Road, Leatherhead – 30mph (short extension only to existing 30mph speed limit)
- B2450 Dorking Road, Leatherhead – 50mph
- A25 Wotton to Abinger Hammer – 50mph
- A25 Westcott to Dorking – 40mph

2.3 Annex 1, under the comments column, sets out briefly why some sites should not be progressed along with any other issues that should be noted.

2.4 The schemes are ranked in priority order in Annex 1, based upon the accidents per million vehicle kilometre.

3 CONSULTATIONS

3.1 Surrey Police have received a copy of this report but are unable to comment in detail at this stage. Surrey Police will carry out further investigations however it should be noted that there may be speed limit schemes that they may object to.

3.2 It would be necessary to implement speed limit repeater signs along the proposed lengths of the new speed limits. It may therefore be advisable to obtain agreement from the landowners of the verges adjacent to the carriageway in order to erect signs where required.

3.3 Statutory consultation will need to take place, if approval is given at this Committee. This would be done one site at a time as part of the Traffic Regulation Order process.

4 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

4.1 Typically each speed limit would cost in the region of between £15,000 and £20,000 to design and implement, including the associated Traffic Regulation Orders. Funding to progress the top priorities could be available from the Local Committees budget for the Local Transport Plan. An allocation for speed limits is recommended in a separate item on these agenda papers.

4.2 In the interest of best value, there are roads where it is suggested that the new lower speed limit is not implemented due to the speeds

already being as low as the 'new' speed limit. In this instance there would be little point of going to the expense of installing signs and posts as well as progressing with the very costly legal process.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no specific implications arising from the implementation of speed limits.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 The imposition of correctly signed speed limit will facilitate enable Surrey Police to enforce with targeted speed management campaigns.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 A reduction in the speed limits as listed in Annex 1 and paragraph 2.2 in this report is recommended and will help improve road safety, particularly for vulnerable road users such as equestrians, pedestrians and cyclists. One of the benefits should be the reduction of noise and emissions through the lower speeds travelled. It is therefore suggested that the schemes are progressed further, with a view to dealing with those sites first that have the highest level of injury accidents per 100 million vehicle kilometre.

8 REASONS FOR RECOMMENDATIONS

- 8.1 The speed limits suggested for progression are in accordance with the guidance set out for the setting of local speed limits and would contribute to the achievement of the County Council's Local Transport Plan objectives.

9 WHAT HAPPENS NEXT

- 9.1 The proposals will be formally advertised subject to the availability of funds.

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