



OFFICER REPORT TO LOCAL COMMITTEE (Mole Valley)

Zigzag Road – Speed Limit Assessment August 2012

KEY ISSUES

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

D311 Zigzag Road, Mickleham

SUMMARY

Speed limit assessments have recently been undertaken for:

- D311 Zigzag Road (between Old London Road to National Trust boundary)

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. It has a preferred limit of 50 mph. However, due to the high number of cyclists, nature of the road and in consultation with Surrey Police, it is recommended the speed limit be reduced to 30mph.

The 'preferred limits' have been determined using 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 is asked to:

- (i) Note the results of the speed limit assessments undertaken.
- (ii) To agree that based upon the evidence the speed limit should be changed to 30 mph, and gives authority to advertise 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 subject to no objections being maintained the Order be made

- (iii) The Area Team Manager in consultation with the Chairman of the Local Committee and Local Member resolve any objections received in connection with the proposals.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Zigzag Road has been assessment as a local distributor/access road within Surrey's highway network.
- 1.2 Zigzag Road is one of only two access roads onto the popular view point of Box Hill, owned by The National Trust. This road was part of the main focus of the 2012 London Olympic cycle road race, and as a result has seen increases of visitors, especially cyclists.
- 1.3 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.
- 1.4 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.
- 2.2 The results are shown in the following table:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
D311 Zigzag Road	N/A	38.45	33.50

- 2.3 There has been only 1 personal injury collision on the section of Zigzag Road under assessment. Below is a table indicating the collisions between January 2007 and April 2012:

Location	Collisions	Date	Nature
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D311 Zigzag Road	1	08/05/2011	Serious
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- 2.4 The (S) symbol indicates where the police believe that exceeding the speed limit was a contributory factor leading to the collision.
- 2.5 In the five and a quarter years of the investigated accident records, none of the collisions had excessive speed considered as a contributing factor.
- 2.6 Using the information from 2.3, the table below shows the number of personal injury collisions in the last 5 years:

Year	Number of collisions
2007	0
2008	0
2009	0
2010	0
2011	1
2012 (Up to April)	0

- 2.7 Using the information from 2.3, the table below shows the severity of the personal injury collisions over the investigation period.

Severity	Number of collisions
Slight	0
Serious	1
Fatal	0

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

Road	Current limit	Committee requested limit	'Preferred limit'
D311 Zigzag Road	National	30 mph	50 mph

- 2.9 As a general point, 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'
D311 Zigzag Road	33.50 mph	50 mph

3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police, including a site visit. The Police have agreed the road under investigation should have their speed limits reduced.

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 re-lining would be required.

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 details the speed limit assessment conducted, and how the 'preferred limits' have been obtained. It is recommended that the speed limits should be as below:

D311 Zigzag Road should be reduced to 30 mph

- 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, 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 2013.

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