

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 18th JUNE 2014

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

**SUBJECT: MOLE VALLEY SPEED LIMIT ASSESSMENT
BLACKBROOK ROAD, DORKING**

DIVISION: DORKING SOUTH & THE HOLMWOODS



SUMMARY OF ISSUE:

Speeds were assessed in Blackbrook Road, Dorking in 2011, but a reduction in the speed limit from 40mph to 30mph did not comply with the Speed Limit Policy and was not supported by the Portfolio holder. A review was carried out during April 2014, and the recorded speeds still do not support a reduction in the speed limit.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to note the contents of this report.

REASONS FOR RECOMMENDATIONS:

The speed limit in Blackbrook Road has been reviewed in accordance with Surrey's speed limit policy.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A question was submitted to Mole Valley Local Committee on 7 December 2010 asking the County Council to consider a reduction in the speed limit in Blackbrook Road from 40mph to 30mph. The Committee resolved to instruct officers to investigate reducing the speed limit on Blackbrook Road from 40mph to 30mph and report the findings to a future meeting of Mole Valley Local Committee.
- 1.2 Following investigation a report was taken to Mole Valley Local Committee on 14 September 2011 recommending that the 40mph speed limit on Blackbrook Road remain unchanged.
- 1.3 The Speed Limit Policy states that in exceptional circumstances the Local Committee may like to proceed with a change in speed limit against officer advice, and that the final decision be taken by the Cabinet Member for Transport (now Cabinet Member for Highways, Transport & Flooding Recovery).

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- 1.4 The Committee chose to refer this recommendation to the Cabinet Member for Transport who decided that the speed limit remain at 40mph, but be reviewed. This review has now taken place.
- 1.5 Improved signing of the 40mph speed limit was carried out with the repeater signs put onto yellow backing boards.

2. ANALYSIS:

- 2.1 The table below shows the result of the original speed assessment and the reviewed speed assessment that was carried out in April 2014. The mean speeds recorded as part of the reviewed speed limit do not support a reduction in the speed limit to 30mph.

| | Average mean speed (mph) |
|---------------------------|--------------------------|
| Original Speed Assessment | 38.01 |
| Reviewed Speed Assessment | 42.34 |

- 2.2 As part of the original assessment the personal injury collisions in the 3 year period preceding the assessment were considered. The collision data for this period, together with the collision data for the 3 year period May 2011 to May 2014 is presented in the table below.

| Period | Slight | Serious | Fatal | Total |
|-------------------------|--------|---------|-------|-------|
| April 2008 – April 2011 | 7 | 1 | 2 | 10 |
| May 2011 – May 2014 | 5 | 0 | 0 | 5 |

- 2.3 In the three years of collision records investigated during the period April 2008 to 2014, the police did not consider speed to be a contributory factor in any of the collisions. In the three years of collision records investigated during the period May 2011 to 2014 in only 1 of the 5 recorded collisions was excessive speed considered a contributory factor.

3. OPTIONS:

- 3.1 Not applicable

4. CONSULTATIONS:

- 4.1 Not applicable.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 No further works have been proposed and therefore there are no financial implications arising from this report.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community are taken into account where ever possible.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|--|
| Sustainability (including Climate Change and Carbon Emissions) | No significant implications arising from this report |
| Corporate Parenting/Looked After Children | No significant implications arising from this report |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications arising from this report |
| Public Health | No significant implications arising from this report |

8.1 Crime and Disorder implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Members are asked to note the contents of this report. Recorded speeds in Blackbrook Road are still too high for a reduction in the speed limit to comply with Surrey's speed limit policy.

10. WHAT HAPPENS NEXT:

10.1 No further action is proposed.

Contact Officer:

Philippa Gates, Assistant Highway Engineer, 03456 009 009

Sources/background papers:

- Officer report to Mole Valley Local Committee, 03 March 2011 – Speed Limit Reviews A24 London Road, Mickleham to Dorking, Blackbrook Road, Dorking.
- Officer report to Mole Valley Local Committee, 14 September 2011 – Mole Valley Speed Limit Assessment (Various)

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