



OFFICER REPORT TO LOCAL COMMITTEE (MOLE VALLEY)

B2126 FELDAY ROAD, ABINGER HAMMER – SPEED LIMIT ASSESSMENT 5th December 2012

KEY ISSUE

To seek authorisation to reduce the speed limit on the B2126 Felday Road, Abinger Hammer from the existing National Speed Limit to 40mph.

SUMMARY

A speed limit assessment was carried out on the B2126 Horsham Road/Felday Road, Abinger Hammer 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. It should be noted that Horsham Road is in Guildford Borough and Felday Road is in Mole Valley District.

In June 2012, Guildford Local Committee gave authorisation to reduce the speed limit on the B2126 Horsham Road from National to 40mph. Guildford Members noted that any new speed limit put in place on the B2126 should apply to the entire length of road and not just where it runs through Guildford Borough. Therefore, Mole Valley Local Committee is asked to review the speed limit assessment that was reported to Guildford Local Committee and decide whether to approve a reduction to the speed limit on Felday Road to 40mph.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to:

- (i) Note the results of the speed limit assessment;
- (ii) Agree that, based upon the evidence, the speed limit on Felday Road, Abinger Hammer (from the existing 30mph 165m south of the A25 to the District boundary) be reduced to 40mph;

- (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 change and revoke any existing traffic orders necessary to implement the change, and subject to no objections being upheld, the Order be made; and
- (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 proposal.

1.0 INTRODUCTION AND BACKGROUND

1.1 Horsham Road and Felday Road form part of the link between the A25 and A29 and are currently subject to the National Speed Limit. At the request of the Guildford Local Committee, a speed limit assessment has been carried out on these roads 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, with a view to reducing the speed limit to 30mph. It should be noted that Horsham Road is in Guildford Borough and Felday Road is in Mole Valley District, as shown on the plan attached at **Annex 1**.

1.2 In June 2012, following this assessment, Guildford Local Committee gave authorisation to reduce the speed limit on the B2126 Horsham Road to 40mph. Felday Road, which is within Mole Valley, would remain at the National Speed Limit.

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 It should be noted that, in accordance with Government guidance, mean speeds are used as the basis for determining local speed limits. It is the aim of Surrey's policy that the local speed limit is aligned so that the original recorded mean speed driven on a road is at or below the proposed new posted speed limit.

1.5 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 Surveys were carried out on the B2126 Horsham Road/Felday Road and an average daily flow of 2456 vehicles and an average mean speed of 31.2mph were recorded.
- 2.3 There have been 4 recorded slight personal injury collisions on Felday Road and Horsham Road between January 2006 and September 2011, one of which was noted by the Police to involve vehicles exceeding the speed limit or travelling too quickly for the carriageway conditions.
- 2.4 The road character has been assessed as rural due to the lack of street lighting and as such would have a preferred limit of 50 mph.
- 2.5 The table below provides a summary of the assessment.

Current limit	Guildford Local Committee requested limit	'Preferred limit'	Average Mean Speed
National	30 mph	50 mph	31.2 mph

3.0 CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police, including a site visit. The Police have agreed the roads under investigation should have their speed limits reduced but would only support a reduction to 40mph, not the 30mph requested by Guildford Local Committee.

4.0 DISCUSSION

- 4.1 The geometry of the road, with various tight bends and poor forward visibility in parts, results in vehicles travelling significantly below both the existing posted speed limit and the 50mph 'preferred' speed limit, with a recorded mean speed of 31.2mph. Guildford Local Committee were requesting a reduction in the speed limit to 30mph but the Police would only support a reduction to 40mph, as this was considered a safe and appropriate speed on the straighter and wider sections of the route.
- 4.2 Guildford Local Committee agreed the Officer recommendation to reduce the speed limit on the B2126 Horsham Road to 40mph.
- 4.3 The change in speed limit approved by Guildford Local Committee would result in a short section of the B2126 of approximately 675 metres in length being subject to the National Speed Limit, as shown on the plan attached at Annex 1. Either side of this section, the road would be subject to either a 30mph or 40mph speed limit. Surrey's speed limit policy states that the length of road over which a speed limit should apply before

changing to a higher or lower limit should be at least 600m. This is to ensure against too many speed limit changes that could be confusing to motorists. It is considered that the remaining length of National Speed Limit in Felday Road could lead to driver confusion, heavy braking as drivers enter the lower speed limit or non-compliance with the posted speed limits.

- 4.4 It is therefore recommended that the speed limit in Felday Road between the existing 30mph 165m south of the A25 to the District boundary be reduced to 40mph. This recommendation has the support of the Police.

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. The design would include changes to the terminal and repeater signs, and amendments to the road markings.
- 5.2 The total cost of changing the speed limit in Felday Road would be met by Guildford Local Committee.

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 Guildford Local Committee has approved a reduction in the speed limit on B2126 Horsham Road, Abinger Hammer from the National Speed Limit to 40mph. This leaves a short distance of National Speed Limit on B2126 Felday Road in Mole Valley. To remove this anomaly, it is recommended that the section of National Speed Limit in Felday Road be reduced to 40mph.
- 8.2 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 and Environment. 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.

9.0 REASONS FOR RECOMMENDATIONS

9.1 Recommendations have been made based upon existing policy, in consultation with Surrey Police, to remove an anomaly in the speed limit on the B2126 Felday Road, Abinger Hammer.

10.0 WHAT HAPPENS NEXT

10.1 Subject to Committee approval, the legal process to make the speed limit order will be carried out and the revised speed limit implemented this financial year.

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BACKGROUND PAPERS: Report to Guildford Local Committee, 13 June 2012:
Guildford (Various) – Speed Limit Assessment

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