

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)**

DATE: 25 SEPTEMBER 2015
LEAD OFFICER: ADRIAN SELBY, SENIOR ENGINEER



SUBJECT: VARIOUS ROADS IN WAVERLEY: SPEED LIMIT ASSESSMENT

DIVISION: GODALMING SOUTH, MILFORD AND WITLEY
 WAVERLEY EASTERN VILLAGES
 WAVERLEY WESTERN VILLAGES

SUMMARY OF ISSUE:

A speed limit assessment has recently been undertaken for a number of roads within Waverley as well as some investigations into existing speeds on roads where concerns have been raised by residents about speeding. The results of both are detailed within this report.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree:

- (i) That, based upon the evidence, the speed limits set out in paragraph 2.5 of the report should be changed to adhere to the current policy; that authority be given 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 these changes); and that, subject to no objections being maintained, the Order is made.
- (ii) To authorise the Area Team Manager, in consultation with the Chairman of the Local Committee and local member, to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

Recommendations have been made based upon existing policy, in consultation with Surrey Police Road Safety and Traffic Management Team.

1. INTRODUCTION AND BACKGROUND:

1.1 Surrey's policy for determining speed limits was updated in June 2014. This is an 8 step approach consisting of:

Step 1 – Request to change speed limit is received.

Step 2 – Measure existing speeds and analyse road casualty data.

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Step 3 – Compare the existing speeds with the suggested new speed limit.

Step 4 – Conduct feasibility of supporting engineering measures.

Step 5 – Consult with Surrey Police Road Safety and Traffic Management Team.

Step 6 – Local Committee decision and allocation of funding

Step 7 – Advertisement of legal speed limit order and implementation.

Step 8 – Monitoring of success of scheme

- 1.2 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

2. ANALYSIS:

2.1 Speed data for the locations set out below has been assessed.

2.2 The results are shown in the following table:

Road	Average 85%ile speed (mph)	Average mean speed (mph)
A286 HASLEMERE ROAD (MILFORD/BROOK)	54.03	46.78
B2128 CRANLEIGH ROAD (WONERSH)	38.61	32.77
D170 MARE LANE (HASCOMBE)	26.07	18.65
D94 EASHING LANE (GODALMING)	35.02	29.53
D5404 SHAKESTEAD LANE (GODALMING)	30.50	25.10
D5407 QUARTERMILE ROAD (GODALMING)	34.94	29.10
D5407 HOME FARM ROAD (GODALMING)	35.56	30.90

2.3 There have been a number of personal injury collisions on the section of roads under assessment. Below is a table indicating the collisions between January 2012 and end of December 2014:

Location	Collisions	Date	Nature
A286 HASLEMERE ROAD	9	01/01/12	SERIOUS
		04/05/12	SLIGHT
		09/10/12	SLIGHT
		03/02/14	SERIOUS
		05/03/14	SLIGHT
		04/09/14	SERIOUS
		14/09/14	SLIGHT
		18/09/14	FATAL
		06/10/14	SLIGHT
B2128 CRANLEIGH ROAD	3	25/08/12	SERIOUS
		23/09/12	SLIGHT
		15/12/13	SLIGHT
D170 MARE LANE	0		N/A

D94 EASHING LANE	0		N/A
D5404 SHAKESTEAD LANE	0		N/A
D5407 QUARTERMILE ROAD	0		N/A
D5407 HOME FARM ROAD	0		N/A

2.4 Under Step 3 of the policy, the table below compares the existing speed limit against the requested limit, the existing mean speed and the predicted mean speed of the road should the requested limit be introduced without additional measures.

Road	Current limit	Requested limit	Existing mean speed	Predicted mean speed
A286 HASLEMERE ROAD	60 mph (National)	50 mph	46.78 mph	<47.6 mph
B2128 CRANLEIGH ROAD	40 mph	30 mph	32.77 mph	31.60 mph
D170 MARE LANE	60 mph (National)	30 mph	18.65 mph	<29.2 mph
D94 EASHING LANE	30 mph	-	29.53 mph	-
D5404 SHAKESTEAD LANE	30 mph	-	25.10 mph	-
D5407 QUARTERMILE ROAD	30 mph	-	29.10 mph	-
D5407 HOME FARM ROAD	30 mph	-	30.90 mph	-

2.5 As the predicted mean speed for the three roads under assessment fall below the threshold for the respective scenarios (see Table 2 of the policy), the speed limit reduction can be installed without the requirement of supporting engineering measures.

A286 Haslemere Road (between existing 40mph/national speed limit terminals near the cemetery, Milford, to the existing 30mph/national terminals near the junction with Bowlhead Green Road, Brook) is **recommended to be reduced from the national speed limit to 50mph.**

B2128 Cranleigh Road (between existing 30mph/40mph terminals near St John's Seminary to the existing 30mph/40mph terminals near the junction with Northcote Lane, Wonersh) is **recommended to be reduced from 40mph to 30mph.**

D170 Mare Lane (between existing 30mph/national speed limit terminals near the junction with The Street to a point approximately 15m west of the entrance to the car park south of the Village Hall, Hascombe) is **recommended to be reduced from the national speed to 30mph.**

2.6 For the roads that were having the existing speeds confirmed (**Eashing Lane, Shakestead Lane, Quartermile Road and Home Farm Road**), it can be seen that the mean speeds are around 30mph, and also there have been no

personal injury collision within the assessed time period of three years. This would indicate that there is no major issue with speeding, and would therefore **recommend that no speed reduction measures are currently necessary.**

3. OPTIONS:

3.1 There are three options available for local committees. These are:

- Agree to the recommendations contained within this report.
- Agree to take no further action and retain the existing speed limit.
- In exceptional circumstances the local committee may like to proceed with a change to a speed limit, against officer advice. In this instance the local committee can request that the final decision is taken by the Surrey County Council Cabinet Member for Transport.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police Road Safety and Traffic Management Team which supports the findings of this report.

5. 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. It is also possible that some electrical works and re-lining would be required.

6. 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. LOCALISM:

7.1 Local communities would be affected by having to comply with the speed limit agreed upon by the Local Committee.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report details the key points of the speed limit assessment. It is recommended that the speed limit should be as below:

A286 Haslemere Road (between existing 40mph/national speed limit terminals near the cemetery, Milford, to the existing 30mph/national terminals near the junction with Bowlhead Green Road, Brook) is **recommended to be reduced from the national speed limit to 50mph.**

B2128 Cranleigh Road (between existing 30mph/40mph terminals near St John's Seminary to the existing 30mph/40mph terminals near the junction with Northcote Lane, Wonersh) is **recommended to be reduced from 40mph to 30mph.**

D170 Mare Lane (between existing 30mph/national speed limit terminals near the junction with The Street to a point approximately 15m west of the entrance to the car park south of the Village Hall, Hascombe) is **recommended to be reduced from the national speed to 30mph.**

Eashing Lane, Shakestead Lane, Quartermile Road and Home Farm Road are all recommended to remain at 30mph and with no speed reduction measures currently necessary.

10. WHAT HAPPENS NEXT:

10.1 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 and supporting engineering measures. The likely date that signing would be implemented if the committee approves the recommendation is February 2016.

10.2 After at least three months following implementation of the scheme, another speed survey will be commissioned by the Area Highways Team to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2 of the policy, then the Area Highway Manager will submit a further report to the local committee for consideration and decision. The report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

Contact Officer:

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Consulted:

Surrey Police Road Safety and Traffic Management Team

Sources/background papers:

Setting Local Speed Limits: Surrey County Council's Policy

http://www.surreycc.gov.uk/_data/assets/pdf_file/0011/28748/Setting_Local_Speed_Limits_Policy_July2014.pdf
