



**OFFICER RESPONSE TO PETITION
LOCAL COMMITTEE
(MOLE VALLEY)**

HOOKWOOD VILLAGE AND A217 SPEED REDUCTION

PETITION

05 DECEMBER 2012

This petition of 76 signatures was submitted by Mr Mike Ward

We, the undersigned, call for a reduction in the speed limit in Hookwood village from 40pmh to 30pmh. We also call for a reduction in the speed limit on the A217 from 50mph to 40mph between the roundabout at the junction with Reigate Road and the northern edge of the village and for accident reduction measures at the dangerous junction near the Black Horse Pub.

This would bring the speed limits into line with those applicable in most villages in the southern part of Mole Valley. Reducing speed would improve vehicle safety for residents, reduce noise (faster vehicles make more noise) and reduce pollution (slower vehicles generally pollute less)

Response from SCC Highways:

Request for:

- (i) reduction in the speed limit in Hookwood village from 40mph to 30mph
- (ii) reduction in the speed limit on the A217 Reigate Road from 50mph to 40mph between the roundabout and the northern edge of the village
- (iii) accident reduction measures at the junction near the Black Horse public house

Response:

Background

(i) The roads that the petitioners wish to be considered in Hookwood village for a reduction in the speed limit to 30mph are Reigate Road south of the A217, Povey Cross Road and the side roads leading off these roads. These are primarily residential roads with Povey Cross Road and Reigate Road being bus routes. Povey Cross Road is a 9.5 metre wide, street lit road with mainly time-restricted parking bays on the south-eastern side and waiting restrictions on the north-western side. Reigate Road is a 6.2 metre wide road with waiting restrictions on both sides of the road but has only limited street lighting.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 3 slight injury accidents in Povey Cross Road and 1 slight injury accident on Reigate Road. Speed was recorded by the Police as a possible factor in one of these accidents, a single vehicle loss of control in Povey Cross Road.

Surrey does not hold any recent data on traffic speeds on any of the roads in Hookwood village.

A Parking review in Hookwood village is on-going at the present time. It is not expected that any changes arising from the review would have a significant impact on traffic speeds.

(ii) The speed limit on the A217 Reigate Road changes at the roundabout with the C62 Reigate Road (access into Hookwood village) from 40mph to the east to 50mph to the north. The A217 between this roundabout and the junction with Mill Lane is street lit with private accesses to residential properties along much of its length. There are also three side roads coming off of this section of road, access to a business park and to a long term Gatwick car park. The Surrey Cycleway crosses the A217 at Mill Lane.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 1 serious and 6 slight injury accidents on the A217 Reigate Road between the roundabout and Mill Lane. Speed was recorded by the Police as a possible factor in three of these accidents.

Surrey does not hold any recent data on traffic speeds on this section of the A217.

(iii) The junction of the A217 Reigate Road with Mill Lane is a priority junction within a short section of dual carriageway. Vehicle movements at the junction of the A217 Reigate Road with Mill Road are restricted, with the right turn from Mill Road onto the A217 prohibited. Vehicles wishing to travel north on the A217 are signed to turn at the roundabout to the south and U turns are prohibited at the end of the central reservation, supported by regulatory signs on yellow backing boards. A right turn filter lane is provided for vehicles travelling north on the A217 to turn into Mill Lane. An uncontrolled cycle crossing facility is provided to the north of the junction.

Surrey's road safety team monitors reported personal injury accidents and identifies locations where there have been three or more such accidents in a 12 month period. These locations are discussed at the Road Safety Working Group (RSWG), which comprises road safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. The junction of the A217 Reigate Road with Mill Lane has not been raised as an agenda item at the RSWG as it does not meet the criteria. Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 2 accidents at the A217 Reigate Road/Mill Lane junction, of which one resulted in serious and one in slight injuries. There are no recorded personal injury accidents associated with vehicles contravening the banned U turn manoeuvre.

Proposals

The petitioners' request for speed limit reductions and junction safety measures are already on the Integrated Transport Schemes (ITS) list of potential future schemes. Schemes on the ITS list have been assessed and prioritised against set criteria (Congestion, Accessibility, Safety, Environment and Maintenance) in accordance with the County's Local Transport Plan. Following Member workshops, the proposed forward programme has been developed and is the subject of a report to this meeting of the Local Committee. Given competing demands on the budget, measures in Hookwood are not on the proposed forward programme for 2013/14 – 2014/15.

The petitioners' requests were raised by the South East Area Team officers at the Mole Valley Road Safety Working Group meeting held on 22 November 2012. It was agreed that Hookwood be added to the Mole Valley Speed Management Plan. Speed management plans have been compiled for every District and Borough to identify with Police colleagues the sites that need the most enforcement attention to reduce speeds and what can be done to tackle the high priority sites. All sites on the speed management plan are surveyed to collect speed data.

Once speed data has been collected for Hookwood, Officers will be able to determine if a reduction in speed limit would comply with Surrey's speed limit policy and advise Members accordingly. At that stage, Members can decide if they wish to prioritise implementation of speed limit reductions in Hookwood for future funding.

The low personal injury accident record at the junction of A217 Reigate Road and Mill Lane would not support the allocation of funding to carry out significant changes to this junction. Officers are aware that a local direction at the junction is missing and the posts damaged, and propose to check the condition of the other existing signs and road markings, taking appropriate action as required.

**OFFICER RESPONSE TO PETITION
LOCAL COMMITTEE
(MOLE VALLEY)**

**PEBBLEHILL ROAD AND STATION ROAD BETCHWORTH,
SPEED REDUCTION**

PETITION

05 DECEMBER 2012

This petition of 96 signatures was submitted by Mr Tony Innes

The B2032 Station Road/Pebblehill Road, Betchworth runs from the A25 in the south to the junction with the B2033 Headley Road in the north. There 33 houses with driveways which directly front onto the southernmost 900 metres of the road. There are a further 40 houses on feeder roads (The Quarry, The Coombe and the Wildecroft group of houses) and seven businesses whose only access is via Pebblehill Road/Station Road. The present speed limit, including the northernmost undeveloped 450 metres adjacent to Surrey Wildlife Trust conservation area, is 40mph for the whole of the road.

Pebblehill Road/Station Road carries an exceptionally high volume of traffic throughout the day, but especially during mornings (7.00am to 9.00am) and evenings (4.30 to 7.00pm). It is extensively used by commercial vehicles, as it is designated as an alternative route for the busy A217 Reigate Hill.

Given the particular nature of the road, I believe there is a compelling case for a reduction of the speed limit to 30mph (from just north of 'Dawcombe' – the most northerly of the houses – to the junction with the A25) for the following reasons:

- 1. Station Road has an unmanned level crossing which is closed four times per hour every hour between 7.00am and 7.00pm from Monday to Saturday, and slightly less frequently on Sundays. In the recent past, there have been serious accidents and innumerable near-misses when southbound traffic has unexpectedly come across tailbacks from the level crossing closure.*
- 2. The B2032 is a designated route on satnav systems and consequently it is used by all sorts of commercial vehicles, including HGVs, as there is no width or weight restriction. There are narrow sections where two HGVs going in opposite directions find it difficult to pass each other without stopping and folding their wing mirrors; the resultant hold-ups give rise to tailbacks.*

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3. *Where there is a footpath, it is only on one side of the road, forcing residents and schoolchildren to cross in order to use the path. The section north of The Coombe is narrow and often frightening due to the speed of the traffic and the proximity of the high number of fast-moving HGVs. As it forms part of the North Downs Way and Pilgrims Way (nationally important footpaths), large numbers of walkers use the path throughout the year. It can be especially hazardous during winter snows.*
4. *Many of the 33 houses which front onto the road have restricted sightlines when emerging from driveways onto the carriageway. This also applies to all 29 houses in The Coombe.*
5. *Since the Olympic cycling events, there has been a marked increase in the number of cyclists using the road, and this is unlikely to diminish in the foreseeable future. Cyclists are slow-moving (relative to motor vehicles) and can cause frustrating delays even when riding singly in normal traffic. Frequently they travel two abreast and overtaking is potentially hazardous, especially if drivers lose patience. The inherent risks are exacerbated by the speed of oncoming traffic.*
6. *Many comparable local roads have 30mph limits: for example, Station Road (Betchworth) south of the A25 and Bunce Common Road (Leigh). Both of these are wide straight roads with far fewer houses and far less traffic than the B2032.*

The majority of local residents regard the existing 40mph limit as too high, as evidenced by the enclosed petition. This has been signed by over 90 per cent of the households affected, as well as all the businesses located on the road. Speed is a major factor in all of the instances detailed above, and although a reduction will not eliminate all the problems which affect the road, it will significantly improve the safety of the drivers and pedestrians who use it.

I hope you will be able to consider this at your meeting next month. In the meantime, I would be happy to meet you or any members of your committee if you feel that this would help to give you a clearer idea of the conditions described.

This exercise has been carried out with the knowledge and approval of Betchworth Parish Council.

Response from SCC Highways:

The B2032 Pebble Hill Road/Station Road links the A217 to the north and the A25 to the south and is currently subject to a 40mph speed limit. A traffic survey was carried out in Pebble Hill Road in October 2012. The mean vehicle speeds, which is the measure used when assessing speed limits, are recorded as 32mph southbound and 37mph northbound. During the survey period, 4.2% of southbound vehicles and 17% of northbound vehicles were recorded as exceeding the existing 40mph speed limit.

Experience has shown that lowering a speed limit on its own will not guarantee that average speeds will be reduced. If a speed limit is set much lower than the existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise. The police have limited resources to enforce speed limits. Surrey's speed limit policy therefore recommends that a speed limit should only be reduced on its own where existing speeds are close to the proposed new limit. Given the speeds recorded on Pebble Hill Road, a reduction in the speed limit to 30mph would not comply with Surrey's speed limit policy.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 14 slight injury accidents on the B2032 Pebble Hill Road/Station Road between the start of the properties and the A25. Speed was recorded by the Police as a possible factor in three of the accidents, two of which were rear end shunts involving queuing traffic.

The petitioners' concerns were discussed at the Mole Valley Road Safety Working Group meeting held on 22 November 2012. This group consists of road safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. The Police advised that they would not support a reduction in the speed limit to 30mph, as requested by local residents.

Pebble Hill Road is included on the Mole Valley Speed Management Plan. Speed management plans have been compiled for every District and Borough to identify with Police colleagues the sites that need the most enforcement attention to reduce speeds and what can be done to tackle the high priority sites. Pebble Hill Road is already on the Mole Valley Speed Management Plan and the Police have confirmed that they carry out enforcement at this location using hand-held speed guns on Pebble Hill Road. Local residents had set up a Community Speed Watch group but this has now ceased to operate.

Officers would not recommend a reduction in the speed limit to 30mph. However, it is proposed that a sign audit be carried out to check that the appropriate signing is in place for the 40mph speed limit, bends and to warn of likely traffic queues in advance of the level crossing. It is also proposed that a Keep Clear road marking is provided on Pebble Hill Road southbound at the junction with The Coombe to assist drivers turning right when traffic is queuing for the level crossing.