

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)****DATE: 12 DECEMBER 2018****LEAD****OFFICER: DUNCAN KNOX, ROAD SAFETY & ACTIVE TRAVEL TEAM  
MANAGER****SUBJECT: A25 GUILDFORD ROAD WOTTON SPEED LIMIT ASSESSMENT****DIVISION: DORKING HILLS****SUMMARY OF ISSUE:**

The A25 route between Guildford and Dorking has suffered a number of collisions including a number resulting in death or serious injury. It is proposed that the existing 50 mph speed limit on the A25 between Abinger Hammer and Wotton is reduced to 40 mph in order to reduce the risk and severity of collisions on this stretch of the road.

**RECOMMENDATIONS:****The Local Committee (Mole Valley) is asked to:**

- (i) Note the results of the speed limit assessment undertaken;
- (ii) Agree that, based upon the evidence, the speed limit be reduced from 50mph to 40mph in the section of Guildford Road between the existing 40mph speed limit terminal signs at a point 34m west from the centreline with Wotton Drive and a point 50m east of the centreline with Raikes Lane, in accordance with the current policy;
- (iii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- (iv) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal.

**REASONS FOR RECOMMENDATIONS:**

A reduced speed limit would reduce traffic speeds and reduced risk and severity of collisions on this road where there has been a history of collisions including death and serious injury.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The county council's Road Safety & Active Travel Team host a Mole Valley Road Safety Working Group meeting every six months. Police and Local Area Highways Colleagues attend the meeting. Analysis of collision hotspots and routes are presented to the group in order to develop highway improvements or enforcement programmes with the police that will target the sites that need the most attention to reduce patterns of collisions in the future. There is a central budget of £200,000 available for investment at the very worst collision hotspots where the greatest opportunity exists to reduce the risk of collisions.
- 1.2 Every time there is a collision that results in personal injury the police record the information into a national standard form called STATS19. This information is shared with the county council and plotted on GIS computer mapping to aid analysis. Inspection of collision mapping has highlighted that the A25 route between Guildford and Dorking has suffered a number of collisions including four resulting in death, 24 resulting in serious injury and 96 resulting in slight injury in the 5 years to the end of August 2018. Summary information on road collisions is available to view via [www.crashmap.co.uk](http://www.crashmap.co.uk)
- 1.3 Work has already started towards implementing highway improvements along the route within the Guildford Joint Committee area to reduce the risk of death and injury:
  - A new lower speed limit of 40 mph (rather than 60 mph) was implemented during 2016/2017 from the junction of the Clandon Crossroads through Newlands Corner to the east of the junction with Sherbourne.
  - New left turn lane markings are due to be installed at the A25 Shere Road junction with Sherbourne in the current financial year.
  - Outline proposals for a speed management scheme on the A25 Shere Road between Sherbourne and Gomshall are being considered. These could consist of a reduction in speed limit supported by carriageway markings in the form of central hatching and/or cycle lanes and a right turn lane for the junction with Gomshall Lane (similar to the layout at the nearby junction with Upper Street).
- 1.4 The eastern end of the route is within the Mole Valley Local Committee area. Within this section a proposal to reduce the 50 mph speed limit on the stretch of the A25 between Abinger Hammer and Wotton is presented within this report. A plan showing existing speed limits, proposed new speed limits and photos of existing speed limit signs is shown in Annex 1.

## **2. ANALYSIS:**

- 2.1 The aim of Surrey County Council's policy "Setting Local Speed Limits" is to set speed limits that are successful in managing vehicle speeds and are appropriate to the main use of the road. Reducing speeds successfully is likely to reduce the likelihood and severity of collisions.
- 2.2 Analysis of collision data has highlighted that there has been a history of 12 collisions on the 1.7 km stretch of the A25 Guildford Road between Abinger Hammer and Wotton in the five year period to the end of August 2018. These

included one collision resulting in death, three collisions resulting in serious injury and 9 collisions resulting in slight injury.

- 2.3 Surrey County Council's policy "Setting Local Speed Limits" sets out a process whereby the existing speeds are measured for comparison with the proposed new lower speed limit. If the existing speeds are close to the new proposed lower speed limit then the new speed limit can be introduced without the need for supporting engineering measures.
- 2.4 For a rural single carriageway where the proposal is for a reduction from a 50mph speed limit to a 40mph speed limit, if the existing speeds are below 46 mph, then the new lower speed limit can be introduced without the need for any supporting engineering measures.
- 2.5 A seven day automatic survey of vehicle speeds was carried out at two locations on Guildford Road during February 2018. The location of the speed surveys are shown in Annex 1 and a summary of the results is presented within Table 1 below.

**Table 1**

A25 Guildford Road Wotton	Existing speed limit	Measured mean speeds		Requested speed limit	Complies with policy (<46mph)
		Eastbound	Westbound		
Site 1 (50mph Sign)	50mph	43.8	43.8	40mph	Yes
Site 2 (Turn Sign)	50mph	42.1	45.4	40mph	Yes

- 2.6 The data within table 1 shows that the existing mean average speeds are close to the proposed new lower speed limit of 40 mph, and are below the threshold of 46 mph required by the county council's policy to allow a new lower speed limit without the need for supporting engineering measures.

### **3. OPTIONS:**

- 3.1 OPTION 1: Reduce the 50 mph speed limit of A25 Guildford Road to 40 mph, between the existing 40mph speed limit terminal signs at a point 34m west from the centreline with Wotton Drive and a point 50m east of the centreline with Raikes Lane. This reduction in speed limit would encourage slower speeds which will reduce the risk and severity of collisions, and meets the requirements of the county council's policy. Therefore this is the recommended option.
- 3.2 OPTION 2: Retain the existing speed limit of 50 mph.

### **4. CONSULTATIONS:**

- 4.1 Consultation has been carried out with Surrey Police, who support the proposed speed limit reductions as set out in Option 1 in order to reduce the risk and severity of collisions.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 It is expected that the costs of changing the speed limit will be approximately £10,000. This includes statutory legal advertisement costs together with the costs of design and implementation of signing. This will be funded from the central road safety capital budget.
- 5.2 The Department for Transport publish the value of the prevention of collisions for use in cost benefit analysis annually:

Collision severity	Cost per collision £(2017)
Fatal	2,130,922
Serious	243,635
Slight	25,451
Average for all severities	90,424
Damage only	2,272

- 5.3 If the scheme successfully contributes to a reduction in collisions it can be seen that it will be likely to represent very good value for money based on the fact that the cost of the scheme is small in comparison to the value of preventing collisions, especially collisions resulting in fatal and serious injuries.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The speed limit policy was subject to equalities and diversity assessment. Lower vehicle speeds can assist those with mobility impairments to cross the road.

**7. LOCALISM:**

- 7.1 This report addresses the concerns of those residents and users of Guildford Road who have contacted the Highway Service regarding speed of traffic.

**8. OTHER IMPLICATIONS:**

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

- 8.1 Crime and Disorder implications

Appropriate speed limits can reduce the likelihood of speeding offences and antisocial driving.

## 8.2 Public Health implications

Reducing vehicle speeds can reduce the risk and severity of road traffic casualties.

### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Inspection of collision mapping has highlighted that the A25 route between Guildford and Dorking has suffered a number of collisions resulting in death or serious injury. A number of improvements have been developed and begun to be implemented for the section of this road within the Guildford area. Within the Mole Valley area there has been a history of 12 collisions on the 1.7 km stretch of the A25 Guildford Road between Abinger Hammer and Wotton in the five year period to the end of August 2018. These included one collision resulting in death, three collisions resulting in serious injury and 9 collisions resulting in slight injury.
- 9.2 It is recommended that the Option 1 to reduce the 50 mph speed limit to 40 mph as set out in paragraph 3.1 is implemented. This would reduce the risk of and severity of collisions, would comply with the county council's "Setting Local Speed Limits" policy, and has the support of Surrey Police.

### **10. WHAT HAPPENS NEXT:**

- 10.1 Design work will be commissioned, and the legal speed limit order will be advertised in the local press. Subject to any objections being considered by the Chair, Vice Chair and Divisional Member, the speed new speed limit will be implemented either during the current financial year or the subsequent financial year depending upon resources available to programme the works.
- 10.2 Following implementation further speed surveys will be commissioned to check upon the success of the scheme in encouraging vehicles to slow down in compliance with the new speed limit. A further report will be submitted to the local committee if there is poor compliance and additional measures are required, or if it is recommended that the new 40 mph speed limit be reverted back to 50 mph.

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**Consulted:** Surrey Police

#### **Annexes:**

Annex 1 - Plan showing Speed Limit Proposals, Proposed New Speed Limits, Photos of Existing Speed Limit Signs and Speed Survey Results.

#### **Sources/background papers:**

- Data from speed assessments carried out during February 2018 at A25 Guildford Road, Wotton, Surrey
- Surrey Police response to consultation
- Surrey County Council's Policy Setting Local Speed Limits (July 2014)

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