

Request for the Local Committee to look into the potential of having additional Average Speed Cameras on the A24 between South Holmwood and Beare Green.

12 September 2018

Can the Mole Valley Local Committee ask Surrey County Council

Why NO Average Speed Cameras are planned to be positioned along the Spook Hill South Holmwood to Beare Green Stretch of the A24?

And ask them in the interest of road safety,

If they can research a similar deal as that used for the Average Speed Cameras around Mickleham Bends to enable cameras to be installed along the Beare Green Stretch and report back to the Committee?

Objective

To improve road safety along the A24 between South Holmwood and Beare Green Roundabout, along the dual carriageway road which has

- 1) considerably increased traffic due to the additional housing in Horsham District.
- 2) many individual driveways and shared access lanes directly opening onto the A24.

Supporting Information.

Average Speed Cameras have been installed around Mickleham Bends.

Research on crashmap.co.uk has show that a similar number of incidents and accidents have occurred between 2010 and 2017 on the Southern dual carriageway of the A24 from North Holmwood to Beare Green Roundabouts as have occurred between the Givons Grove and Burford Bridge Roundabouts. It also indicates that the South Holmwood to Beare Green stretch suffered more serious and fatal incidents than the Mickleham Bends Stretch.

A24 Accidents with injuries 2008 - 2017						
data from crashmap.co.uk site (2017-2018 data not published yet)						
Between A24	total No. of Incidents	Slight	Serious	Fatal	No. of Vehicles	No. of Injuries
Givons Grove and Burford Bridge Roundabouts	52	45	7	0	80	62
Mill Road to Beare Green Roundabout	45	33	9	3	86	64
Spook Hill to Mill Road	15	11	3	1	27	21
Total of both stretches listed above	60	44	12	4	113	85

50mph signs are installed between Holmwood and the Beare Green Roundabout, but this road has never had any speed cameras despite a number of serious and fatal crashes.

The Police occasionally put a speed camera van on the Southbound side of the dual carriageway, but when no van is present the speed of cars and motorbikes increases considerably. A permanent Average Speed Camera would act as a real deterrent and make the Beare Green stretch far safer.

In August 2018 Average Speed Cameras were installed to cover Mickleham Bends (on both sides of the road between Givons Grove and Burford Bridge Roundabouts). This replaced the Gastso camera on the Northbound A24 Dorking Road outside Boxhill School, which was becoming technologically obsolete. The Average Speed Cameras were introduced at no cost to SCC as funding was obtained from the Coast to Capital LEP under the Wider Networks Benefit Project. Their ongoing running costs are proposed to be paid for by fees paid by offending drivers and those attending rehabilitation courses.

In September 2017 a report by Duncan Knox of the SCC Road Safety Team asked the Mole Valley Local Committee to agree to installing Average Speed Cameras on the A24, a briefing note supporting this initiative quoted a RAC Foundation Report of 2016. It stated that *“on average, the permanent average speed camera sites analysed saw reductions in injury collisions, especially those of higher severity. Fatal and serious collisions fell, by 25-46% while personal injury collision fell, by 9-22%”*

The crashsite.co.uk website records road incidents and fatalities for the last 15-20 years. Excluding all accidents on the actual roundabouts as that is more often due to driver error than speed, available data show that over the years 2010 – 2017 the number vehicles involved and injuries sustained is very similar around the Mickleham Bends to that of the Mill Road to Beare Green Roundabout stretch (80:62 and 86:64), but that the level of serious and fatal incidents was higher on the Beare Green stretch (7:0 and 9:3). The number of accidents on the 2 stretches is comparable (52:45). However, if the data is taken back to the Spook Hill turning on and off the A24, the number of accidents, all severity levels, and number of vehicles involved and injuries sustained well exceed those which occurred around Mickleham Bends over the same time period.

I propose that in the interest of road safety, Average Speed Cameras be installed at or before Mill Road to Beare Green Roundabout, to increase the awareness of drivers of the 50mph limit of the road and decrease serious accidents.

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Response:

A similar, though slightly different question was answered at the September meeting of the local committee. The previous response is still relevant and is repeated here:

Average speed cameras have been introduced on the A24 at Mickleham to replace an existing spot speed camera that had been successful at reducing road collisions, but which was becoming obsolete due to it still utilising “wet” film that had to be collected, changed and transported to the back office to be developed and viewed. At

Mickleham the cost of implementing the average speed camera equipment was paid for from a bid to C2C Local Enterprise Partnership as part of a "Wider Network Benefits" bid to introduce road side technology to prevent incidents, monitor traffic flows, inform road users and control signals remotely to respond to problems on the network. There are six other "Gatso" brand "wet film" cameras remaining on Surrey's roads and it is intended that these will be replaced over the coming year to ensure the casualty reduction success that they have achieved is maintained, or enhanced with new technology where appropriate.

Consideration of brand new safety camera enforcement sites will then be possible following the replacement of all the existing six "wet film" sites. For potential brand new sites such as the A24 between Capel and North Holmwood, consideration will be given as to which locations have the most serious history of collisions; the extent of the speeding, and whether there are any other engineering measures that could be implemented (to maintain the principle that safety camera enforcement should be used as a last resort). The implementation of any new sites will also depend upon the availability of funding, and the likely cost of the camera technology that would be required.

There is an imperative to replacing the existing "wet film" camera sites first as these will soon stop working because the supplier is withdrawing their maintenance support to the old technology as they cannot guarantee the availability of spare parts as they are no longer manufactured.

There are a number of potential new average speed camera sites across Surrey. After the replacement of the "wet film" sites officers will analyse the collisions and speeds on those roads with a view to prioritising the sites that would be likely to reduce road casualties most successfully and cost effectively. The collision analysis will include an assessment of the nature, severity and number of collisions per kilometre. This will include the stretch of the A24 between Capel and North Holmwood. Analysis of potential new sites will be undertaken with reference to national criteria for the introduction of camera sites maintaining the principle that they are only introduced at sites or routes where there has been a history of collisions and only after engineering improvements have been considered first. At the present time there is funding available from the police to replace the remaining "wet film" camera sites. When this is completed it is hoped that future funding (if still available from the police) could be directed to potential new sites.

Officers will always seek opportunities for other sources of funding too. For example the Wider Network Benefits project (whereby external funding was obtained from the Local Enterprise Partnership) provided the opportunity to replace existing "wet film" camera sites (where there was an imperative to replace them before they stop working) with new average speed cameras so as to improve journey time reliability and reduce the disruption to the network that would otherwise result from road crashes. This met the LEP funding criteria to improve the transport network to support the economy.

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