

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 17 JUNE 2013  
 LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: REIGATE & BANSTEAD SPEED LIMIT ASSESSMENT  
 A217 DOVERS GREEN ROAD / REIGATE ROAD

DIVISION: EARLSWOOD & REIGATE SOUTH  
 HORLEY WEST, SALFORDS & SIDLOW

**SUMMARY OF ISSUE:**

Following a fatality on the A217 Dovers Green Road in the vicinity of the junction with Ironsbottom, the local Member for Horley West, Salfords and Sidlow requested that a speed assessment be carried out on the A217 Dovers Green Road / Reigate Road. Speed limit assessments have recently been carried out, following the process set out in Surrey's Speed Management Policy. This process identifies the 'preferred' speed limit for each road assessed and compares it to the existing speed limit. As a result of this assessment it is proposed that the existing 50mph speed limit between the 30mph terminal at Dovers Green Road and a point approximately 100m south of Ironsbottom is reduced to 40mph. The 50mph speed limit south from this point to the Reigate & Banstead boundary remains unchanged. This report seeks approval for the changes to the speed limit in accordance with Surrey's policy.

**RECOMMENDATIONS:****The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the results of the speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limit between the existing 30mph terminal at Dovers Green Road and the southern boundary of Fir Tree Cottage, approximately 100m south of Ironsbottom, be reduced to 40mph;
- (iii) Agree that, based upon the evidence, the speed limit from the southern boundary of Fir Tree Cottage southward to the Reigate & Banstead Borough boundary with Mole Valley remain unchanged at 50mph;
- (iv) Authorise the advertisement of 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 changes, and subject to no objections received in connection with the proposals; and
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the relevant local Divisional Members to resolve any objections received in connection with the proposals.

## **REASONS FOR RECOMMENDATIONS:**

To enable changes to the speed limit on the A217 Dovers Green Road / Reigate Road in accordance with Surrey's speed limit policy.

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

- 1.1 Following the fatality at Sidlow Bridge on 21 February 2013, the divisional member for Horley West, Salfords & Sidlow requested that the 50mph speed limit on the A217 Dovers Green Road / Reigate Road be reduced to 40mph between Dovers Green where the speed limit changes to 30mph and the Reigate & Banstead boundary. The existing speed limits are shown in Annexe 1.
- 1.2 The section of the A217 south of the borough boundary is in the Mole Valley Area. A report has been taken to the June meeting of the Mole Valley Local Committee. The recommendation is that the speed limit on the A217 between the Reigate and Banstead / Mole Valley boundary and the A217 Reigate Road / C62 Reigate Road roundabout at Hookwood remains unchanged at 50mph. The outcome will be reported verbally to the Committee.
- 1.3 There is a proposal to install a roundabout on the A217 Reigate Road as part of the Horley North West Development. The approaches to this roundabout will be reduced to 40mph. The proposed location for this roundabout is between Moat Farm and Horseshoe Farm, approximately 1,000m north of the junction with Crutchfield Lane. This roundabout is unlikely to be constructed until 2015 at the earliest as the developers have not yet signed the relevant agreement.

## **2. ANALYSIS:**

- 2.1 Surrey's policy for determining speed limits was updated in November 2010. A 4 step approach was adopted.
- 2.2 Step 1 - Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.
- 2.3 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.
- 2.4 There have been a number of personal injury collisions on the 2.4 mile section of road under investigation. The following table summarises the number and severity of the collisions over the 3 year period January 2010 to January 2013. These accidents were evenly distributed along the length of the road apart from a minor cluster at the junction with Ironsbottom. It should be noted that there was a further collision near the junction with Ironsbottom in February 2013. This collision resulted in the death of a motorcyclist and is still the subject of a police investigation.

Location	Slight	Serious	Fatal	Total
A217 Dovers Green Road / Reigate Road	12	2	0	14

2.5 In the three years of accident records investigated in only 1 (7%) of the 14 recorded accidents was excessive speed considered a contributory factor. In this case five other factors were also considered to be contributory.

2.6 A217 Dovers Green Road / Reigate Road is currently subject to a speed limit of 50mph. The road character has been assessed as rural due to the absence of street lighting. The preferred speed limit is 50mph.

2.7 Step 3 of the policy is the 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'.

2.8 Speed surveys were carried out at 4 locations on the A217 Dovers Green Road / Reigate Road. The locations of the speed surveys are shown in **Annex 1**.

2.9 The following table indicates the 'preferred limits' following assessment and compares these with the current limits and the new limits requested by the divisional member for Horley West, Salfords & Sidlow.

Location of speed survey	Current limit	Requested limit	'Preferred limit'	Measured mean speeds		Proposed limit
				Northbound	Southbound	
Ironsbottom	50mph	40mph	50mph	41mph	41mph	40mph
Fontigarry Farm	50mph	40mph	50mph	48mph	48mph	50mph
Crutchfield Cottages	50mph	40mph	50mph	45mph	48mph	50mph
Crutchfield Lane	50mph	40mph	50mph	46mph	44mph	50mph

2.10 Members are reminded that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit, against officer advice, and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport, Highways 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.

### **3. OPTIONS:**

#### 3.1 OPTION 1

Reduce the speed limit between the existing 30mph terminal at Dovers Green and approximately 100m south of Irons Bottom from 50mph to 40mph. The speed limit between this point and the Reigate & Banstead boundary remains unchanged at 50mph.

#### 3.2 OPTION 2

Reduce the speed limit between the existing 30mph terminal at Dovers Green and approximately 100m south of Irons Bottom from 50mph to 40mph. Request that the County Council Member for Transport & Environment takes the decision to change the speed limit between the point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary from 50mph to 40mph.

#### 3.3 OPTION 3

The speed limit between the existing 30mph terminal at Dovers Green and the Reigate & Banstead boundary remains unchanged at 50mph.

### **4. CONSULTATIONS:**

4.1 Consultation has been carried out with Surrey Police.

4.2 The Police support the reduction of the speed limit to 40mph between the 30mph terminal at Dovers Green and the point approximately 100m south of Ironsbottom

4.3 The Police do not support the reduction of the speed limit to 40mph from the point approximately 100m south of Ironsbottom to the Reigate & Banstead boundary for a number of reasons.

- They state that there is little evidence that the road suffers from a collision problem that would be assisted by a reduced speed limit.
- They consider that reducing the speed limit is unlikely to reduce speeds without a either considerable enforcement presence, or engineering solutions which are not proposed.
- They consider that if the speed were reduced there would be an unrealistic expectation that the Police would enforce the limit. It would not be deemed a priority as part of their casualty reduction aims and there is a lack of suitable enforcement sites so that enforcement would be unlikely to occur.

### **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.

5.2 The cost of changing the speed limit from 50mph to 40mph between Dovers Green and a point approximately 100m south of Ironsbottom would be in the region of £5,000.

5.3 If the Local Committee requests that the Cabinet Member for Transport, Highways and Environment takes the decision to change the speed limit between the point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary to 40mph, and if the speed limit is changed to 40mph the additional costs will be in the region of £5,000.

5.4 If it is possible to identify funding from external sources eg developers to fund this speed limit change then this will be done. If this is not possible then this speed limit change will be funded from the Integrated Transport Scheme allocation from small safety schemes.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The Highway Service is mindful of its needs within this area attempts to treat all users of the public highway with equality and understanding.

## **7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
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

### 8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

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

9.1 This report sets out the speed limit assessment conducted and how the 'preferred limits' have been obtained. It is recommended that Option 1 is implemented, in accordance with Surrey's Speed Limit Policy, as below:

- (i) A217 Dovers Green Road / Reigate Road - from the existing 30mph terminal at Dovers Green to the southern boundary of Fir Tree Cottage, Ironsbottom, approximately 100m south of the junction with Ironsbottom the speed limit be reduced to 40mph.
- (ii) A217 Dovers Green Road / Reigate Road – from the southern boundary of Fir Tree Cottage to the Reigate & Banstead Borough boundary with Mole Valley the speed limit remain unchanged at 50mph.

9.2 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

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

10.1 The proposal to make a Speed Limit Order is advertised in the local press, and following the making of the Order, the contractor is instructed to install the necessary signing. The earliest likely date that the signing would be implemented, subject to Committee approving the recommendations, is February 2014.

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### **Contact Officer:**

Philippa Gates, Assistant Highway Engineer, 03456 009 009

### **Consulted:**

Surrey Police

### **Annexes:**

Annex 1 - Plan showing Speed Limit Proposals

Annex 2 – Plan showing Speed Survey Locations

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

- Data from speed assessments carried out during May 2013 at four locations on the A217 Dovers Green Road / Reigate Road.
- Surrey County Council Speed Management Policy (October 2009)
- Surrey County Council Speed Limit Policy (November 2010).