

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (WAVERLEY)

DATE: 20 SEPTEMBER 2013  
 LEAD OFFICER: JOHN HILDER  
 AREA TEAM MANAGER



SUBJECT: D5308 LICKFOLDS ROAD, ROWLEDGE: SPEED LIMIT ASSESSMENT

DIVISION: FARNHAM SOUTH

**SUMMARY OF ISSUE:**

A speed limit assessment has recently been undertaken for:

- D5308 Lickfolds Road (between its junction with Boundary Road and the existing National/30mph speed limit change point in front of property '16 Lickfolds Road').

The road character has been assessed as rural due to an absence of a system of street lighting. It has a preferred limit of 40 mph. The 'preferred limit' has been determined using appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. Following consultation with Surrey Police, it is recommended the speed limit remains at the National speed limit.

**RECOMMENDATIONS:**

**The Local Committee (Waverley) is asked to agree that** based upon the evidence the speed limit should remain at National, and that no further action is necessary.

**REASONS FOR RECOMMENDATIONS:**

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

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Lickfolds Road has been assessed as a partial development within Surrey's highway network.
- 1.2 Lickfolds Road is a developed country lane providing local access.
- 1.3 Surrey's policy for determining speed limits was updated in November 2010. This is a 4 step approach consisting of:  
 Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.

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.

Step 3 – 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'.

Step 4 – Monitoring of a change in speed limit. Monitoring of any introduced speed limit to ensure level of compliance is satisfactory. A review of this information will then take place including the possibility of introducing speed management measures to ensure compliance.

- 1.4 Speeding is essentially anti-social behaviour and a Police enforcement issue, as driving in excess of the posted speed limit is a criminal offence. The Police, as the sole highway enforcement agency, have the necessary powers to deal with offenders.

## **2. ANALYSIS:**

- 2.1 Speed data for this location has been assessed.

- 2.2 The results are shown in the following table:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
D5308 Lickfolds Road	N/A	25.4	20.9

- 2.3 There have been no personal injury collisions on the section of Lickfolds Road under assessment between January 2009 and end of November 2012. The only accident on record was in 1991.

- 2.4 Under Step 2 of the speed management policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit	Committee requested limit	'Preferred limit'
D5308 Lickfolds Road	National (60mph)	30 mph	40 mph

- 2.5 As a general point, mean speeds are now being used as the basis for determining local speed limits, whereas in the past, 85th percentile speeds were used. These are underpinned by extensive research demonstrating the well-proven relationship between speed and collision frequency and severity. Mean speeds also reflect that the majority of drivers perceive that speed to be appropriate for the said road. It is therefore the aim that the local speed limit is aligned so that the original mean speed driven on the road is at or below the new posted speed limit.

2.6 Under Step 3 of the speed management policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed	'Preferred limit'
D5308 Lickfolds Road	20.9 mph	40 mph

2.7 As the preferred limit is 40mph and the mean speeds have been recorded below this, the recommendation would normally be to introduce a 40mph limit. In this instance, the length of road to be changed is significantly less than the 600m minimum required for a separate speed limit as set out by the speed limit policy, and therefore a 40mph limit is deemed unsuitable. This section of road cannot therefore be changed unless it matches the existing speed limit at either of its ends, being National (60mph) or 30mph. As the recorded mean speed is below 30mph a change in speed limit would not affect drivers' speeds. A reduction to 30mph would not provide value for money as it would require additional posts and signs, create an on-going maintenance cost whilst not affecting the speeds.

### **3. OPTIONS:**

- 3.1 There are two options available for local committees. These are:
- 3.2 Agree to take no further action and retain the existing speed limit, which is the recommended course of action, since speeds are well below 30.
- 3.3 The Committee may decide to authorise the introduction of a 30mph, which would be an extension of the existing 30 limit in part of Lickfolds Road. The Area Manager does not consider additional engineering measures would be required in view of the already low speeds, and is confident the Police would not object to an extension of the limit.

### **4. CONSULTATIONS:**

- 4.1 Consultation has been carried out with Surrey Police who feel any reduction is unnecessary due to existing low speeds.

### **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 how the speed limit assessment was conducted. It is recommended that the speed limit should be as below:  
D5308 Lickfolds Road (between its junction with Boundary Road and the existing National/30mph speed limit change point in front of property '16 Lickfolds Road'), should remain at the National speed limit.

**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.

**Contact Officer:**

Adrian Selby, Senior Engineer - 03456 009 009.

**Consulted:**

Surrey Police

**Annexes:**

Annex 1 – Map showing extent of assessed speed limit area

**Sources/background papers:**

None