

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (WAVERLEY)

DATE: 20 SEPTEMBER 2013

LEAD OFFICER: JOHN HILDER  
AREA TEAM MANAGERSUBJECT: A281 HORSHAM ROAD AND BIRTLEY ROAD, BRAMLEY:  
SPEED LIMIT ASSESSMENT

DIVISION: WAVERLEY EASTERN VILLAGES

**SUMMARY OF ISSUE:**

A speed limit assessment has recently been undertaken for:

- A281 Horsham Road (between the existing 40/30mph speed limit terminals just north of the junction with Clockhouse Lane and the junction with Tanyard Lane also known as Gosden Common).
- A281 Birtley Road (between the existing 30/40mph speed limit terminals 55m North West of the junction with access road to properties 'Amberley', 'Woodhams' and 'Woodside' to the junction with the access road to 'Birtley House').

Horsham Road is currently subject to a 40mph speed limit. The road character has been assessed as urban due to a system of street lighting. It has a preferred limit of 40 mph. Birtley Road is currently subject to a 40mph speed limit. The road character has been assessed as rural due to the absence of street lighting. It has a preferred limit of 50mph. 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 on both roads should remain at the existing 40 mph.

**RECOMMENDATIONS:**

**The Local Committee (Waverley) is asked to agree that based upon the evidence the speed limits should remain as existing.**

**REASONS FOR RECOMMENDATIONS:**

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

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

- 1.1 Horsham Road has been assessed as a strategic route, and Birtley Road has been assessed as Tier 2 Surrey distributor within Surrey's highway network.
- 1.2 Hosham Road and Birtley Road provide part of an important route between Horsham and Guildford.
- 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)
A281 Horsham Road	12112	42	37.63
A281 Birtley Road	8323	44	39.34

2.3 There have been a number of personal injury collisions on the sections of Horsham Road and Birtley Road under assessment. Below is a table indicating the collisions between January 2009 and end of November 2012:

2.4

Location	Collisions	Date	Nature
A281 Horsham Road	1	26/05/2009	Slight
A281 Birtley Road	2	28/11/2010 12/09/2011	Slight Slight

2.4 The Police determined that none of the collisions had excessive speed considered as a contributing factor.

2.5 The table below shows the number of personal injury collisions in the investigation period:

Year	Number of collisions
2009	1
2010	1
2011	1
2012 (Up to end of November)	0

2.6 The table below shows the severity of the personal injury collisions over the investigation period.

Severity	Number of collisions
Slight	3
Serious	0
Fatal	0

2.7 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'
A281 Horsham Road	40 mph	30 mph	40 mph
A281 Birtley Road	40 mph	30 mph	50 mph

2.8 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.

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

Road	Mean speed	'Preferred limit'
A281 Horsham Road	37.63 mph	40 mph
A281 Birtley Road	39.34 mph	50 mph

### **3. OPTIONS:**

3.1 There are two options available to the Committee:

- Agree with the recommendation to take no further action and retain the existing speed limits.
- A local committee may decide, exceptionally, to implement a speed limit which does not reduce speeds to a level approaching the new limit, although a new limit should always reduce average speeds. Where the Police object to the proposed speed limit (which is the case here for a reduction to 30mph, see 4.1 below) and the local officer recommends against proceeding with the reduction without additional measures the decision should be endorsed by the Cabinet Member for Transport, having taken advice from highways officers and the Police.

3.2 Note that if the Local Committee or Cabinet member considers that a proposed lower speed limit would not reduce average speeds sufficiently then the speed limit policy document advises either:

- Retain the existing higher speed limit in order to manage speeds at a realistic level or:
- Implement other speed management measures to achieve speeds closer to the preferred limit, and then introduce the lower limit.

3.3 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.

### **4. CONSULTATIONS:**

4.1 Consultation has been carried out with Surrey Police who have agreed with the recommendations. It should also be noted that based on the recorded speed data that Surrey Police would object to a reduction to 30mph.

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

5.1 This reports recommends no changes, therefore there will be no financial implications.

### **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 By maintaining the existing speed limits, there would be no changes affecting local residents.

**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:

- **A281 Horsham Road** (between the existing 40/30mph speed limit terminals just north of the junction with Clockhouse Lane and the junction with Tanyard Lane also known as Gosden Common), **should remain at 40mph.**
- **A281 Birtley Road** (between the existing 30/40mph speed limit terminals 55m North West of the junction with access road to properties 'Amberley', 'Woodhams' and 'Woodside' to the junction with the access road to 'Birtley House'), **should remain at 40mph.**

**10. WHAT HAPPENS NEXT:**

10.1 If the Committee agrees with the recommendations within this report, no further actions will be necessary.

**Contact Officer:**

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**Consulted:**

Surrey Police

**Annexes:**

Annex 1 – Map showing extent of assessed speed limit area

**Sources/background papers:** None

[www.surreycc.gov.uk/waverley](http://www.surreycc.gov.uk/waverley)

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