

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 20 SEPTEMBER 2013****LEAD OFFICER: JOHN HILDER
AREA TEAM MANAGER****SUBJECT: A286 HASLEMERE ROAD BETWEEN BROOK AND
GRAYSWOOD: SPEED LIMIT ASSESSMENT****DIVISION: WAVERLEY WESTERN VILLAGES, HASLEMERE****SUMMARY OF ISSUE:**

A speed limit assessment has recently been undertaken for:

- A286 Haslemere Road Brook to Grayswood (between the junction with D151 Church Lane to the existing National/30mph speed limit terminals just north of the property known as 'The White House').

This road is currently subject to a National speed limit. The road character has been assessed as rural due to an absence of a system of street lighting. It has a preferred limit of 50 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 be reduced to 50 mph.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree:

- (i) That the speed limit on the A286 Haslemere Road between Brook and Grayswood is reduced from 60mph to 50mph.
- (ii) To advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit change and revoke any existing traffic orders necessary to implement the changes, and that subject to no objections being maintained the Order be made.
- (iii) To authorise the Area Team Manager in consultation with the Chairman of the Local Committee and local member to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 Haslemere Road has been assessed as a distributor route within Surrey's highway network.
- 1.2 Haslemere Road provides a link between the towns of Haslemere and Milford.
- 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 and are an average of two sites along the road:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
A286 Haslemere Road	9476	49.0	44.1

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

Location	Collisions	Date	Nature
A286 Haslemere Road	9	23/01/2010	Slight
		01/10/2010	Slight
		21/08/2011	Slight
		12/07/2011	Serious
		24/11/2011	Slight
		20/05/2009	Slight
		21/10/2011	Slight
		27/05/2012	Slight
		26/10/2009	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	2
2010	2
2011	4
2012 (Up to end of November)	1

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

Severity	Number of collisions
Slight	8
Serious	1
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'
A286 Haslemere Road	National (60mph)	40 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'
A286 Haslemere Road	44.1 mph	50 mph

3. OPTIONS:

3.1 There are three options available to the Committee:

- Agree with the recommendation to reduce the speed limit on the A286 Haslemere Road from 60mph to 50mph.
- Retain the existing 60mph speed limit.
- A local committee may decide, exceptionally, to implement a speed lower 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 would not object to the reduction in speed limit to 50 mph.

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:
A286 Haslemere Road between the existing National/30mph speed limit change point south of junction with D151 Church Lane to the existing National/30mph speed limit change point north of the property known as 'The White House', should be reduced to 50mph.

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

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