

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 20 SEPTEMBER 2013****LEAD OFFICER: JOHN HILDER
AREA TEAM MANAGER****SUBJECT: WITLEY AREA: SPEED LIMIT ASSESSMENTS****DIVISION: GODALMING SOUTH, MILFORD AND WITLEY
WAVERLEY EASTERN VILLAGES
WAVERLEY WESTERN VILLAGES****SUMMARY OF ISSUE:**

A speed limit assessment has recently been undertaken for:

- A283 Petworth Road (between the existing 40/30mph speed limit terminals just south of the property known as 'Chichester Hall' to the existing 40/50mph speed limit terminals just north of the property known as 'Witley Court')
- C31 Brook Road, Wormley (its whole length)
- C31 Combe Lane, Wormley (between A283 Petworth Road and a point just south of Coopers Place).
- C32 Station Lane, Milford (its whole length)

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree:

- (i) A283 Peworth Road, Witley between Chichester Hall and Witley Court: to retain the existing 40mph speed limit.
- (ii) C31 Brook Road Wormley, entire length: to reduce the speed limit from 60mph to 40mph.
- (iii) C31 Combe Lane, Wormley, entire length: to reduce the speed limit from 60mph to 40mph.
- (iv) C32 Station Lane, Milford, entire length: to reduce the speed limit from 60mph to 40mph
- (v) Where recommendations are to change the speed limit, to give authority to advertise 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 the changes, and that subject to no objections being maintained the Order be made.

- (vi) That authorisation is given to 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.
- (vii) Where recommendations are that the speed limit should remain, 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 The roads contained with this assessment comprise of a residential road, two local distributor roads, and a primary road within Surrey's highway network.

1.2 Petworth Road provides a direct link between Petworth and Milford. The section of road under assessment was between the existing 30/40 terminals at the southern approach into Witley village and the existing 40/50 terminals near 'Witley Court'.

1.3 Brook Road, is a relatively narrow road with numerous bends and is fronted by a mixture of houses, fields and woodland.

1.4 Combe Lane, is a rural road that has Witley rail station just off it. It is mainly fronted by houses, but with some open land.

1.5 Station Lane, is divided into both rural and urban classification due to part of the road having a system of street lighting. Approximately halfway along the road is a level crossing adjacent to Milford rail station.

1.6 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.

- 1.7 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 these locations 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)
A283 Petworth Road	N/A	42.9	38.9
Brook Road	346	37.0	31.7
Combe Lane	1161	39.5	32.8
Station Lane	1660	44.5	38.8

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

- 2.4

Location	Collisions	Nature	Collisions involving exceeding the speed limit
A283 Petworth Road	9	8 slight 1 serious	0
Brook Road	2	2 slight	0
Combe Lane	5	4 slight 1 serious	0
Station Lane	10	10 slight	1

- 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'
A283 Petworth Road	40mph	30 mph	40 mph
Brook Road	National (60mph)	30 mph	40 mph
Combe Lane	National (60mph)	30 mph	40 mph
Station Lane	National (60mph)	30 mph	30 mph (urban) 50 mph (rural)

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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'
A283 Petworth Road	38.9 mph	40 mph
Brook Road	31.7 mph	40 mph
Combe Lane	32.8 mph	40 mph
Station Lane	38.8 mph	30 mph (urban) 50 mph (rural)

2.7 Note that the A283 Petworth Road and Station Lane have identical mean speeds but the policy suggests three different speed limits. This is because Petworth Road is classified as an urban (by value of street lighting) Strategic Route (a county distributor road), while Station Lane is classified as a Local Distributor (local traffic movement rather than longer distance) with urban (the section with street lighting) and rural (the unlit section).

2.8 The Area Manager recommends that the speed limit in Station Lane is reduced to 40mph throughout.

2.9 The 50mph suggested by the policy for the unlit section is due to the relatively low accident rate – a higher accident rate would trigger a 40mph speed limit under the policy. Residents have provided evidence of accidents at bends some of which will not have been reported to the Police and are therefore not reflected in their statistics. So 40mph is considered appropriate for the rural, unlit section.

2.10 The speed limit on the lit section could be reduced to 30mph. However regulations require that 30 repeater signs, reminding drivers of the speed limit, are not permitted on roads with street lighting. The Area Manager recommends that a speed limit of 40mph is also introduced on the lit section, with 40mph repeater signs at intervals along the entire length of Station Lane.

3. OPTIONS:

3.1 There are two options available to the Committee:-

- Agree with the recommendations. A 30mph limit can be introduced on the lit section of Station Lane instead of the recommended 40mph.
- A local committee may decide, exceptionally, to implement a lower speed limit than recommended 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, including a site visit to all locations. Their comments about the individual schemes can be found within Section 9.

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:

A283 Petworth Road (between the existing 40/30mph speed limit terminals just south of the property known as 'Chichester Hall' to the existing 40/50mph speed limit terminals just north of the property known as 'Witley Court'). It is **recommended to maintain existing 40mph**. Surrey Police agrees to the proposal and would object to a reduction to 30mph.

C31 Brook Road, Wormley (its whole length) – As the recorded speeds are already significantly below the preferred limit of 40mph an introduction of a 40mph limit would have little effect on drivers speeds as well as providing no value for money. A reduction in speed would require additional posts and signs that can change the street scene by providing clutter as well as creating an on-going maintenance cost. Surrey Police does not feel that a reduction in speed limit will change driver behaviour. It is **recommended to maintain the existing National speed limit**.

C31 Combe Lane, Wormley (between A283 Petworth Road and a point just south of Coopers Place) – As the recorded speeds are already significantly below the preferred limit of 40mph an introduction of a 40mph limit would have little effect on drivers speeds as well as providing no value for money. A reduction in speed would require additional posts and signs that can change the street scene by providing clutter as well as creating an on-going maintenance cost. Surrey Police does not feel that a reduction in speed limit will change driver behaviour. It is **recommended to maintain the existing National speed limit**.

C32 Station Lane, Milford (its whole length) – due to the high speeds in the street lit (urban) section compliance with a reduction to 30mph would be unlikely, therefore a 40mph speed limit would be suggested. Taken into consideration the geometry of the road as well as the accident history within the non street lit (rural) section, a consistent speed limit along the whole length of Station Lane is deemed appropriate. Surrey Police supports a

reduction to 40mph, but would object to a 30mph limit. It is **recommended to reduce the speed limit to 40mph.**

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. The likely date that signing would be implemented if the Committee approve the recommendation is October 2013.

Contact Officer:

Adrian Selby, Senior Engineer - 03456 009 009.

Consulted:

Surrey Police

Annexes:

Annex1 – Maps showing extent of assessed speed limit areas

Sources/background papers:

None

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