

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 27 SEPTEMBER 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

**SUBJECT: EAST GRINSTEAD ROAD / FELCOURT ROAD, LINGFIELD
SPEED LIMIT ASSESSMENT**

DIVISION: LINGFIELD



SUMMARY OF ISSUE:

A speed limit assessment has recently been carried out in East Grinstead Road / Felcourt Road in Lingfield, following the process set out in Surrey's Speed Management Policy. The process identifies the preferred speed limit 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 close to the junction with Drivers Mead and the 40mph terminal north of Blackberry Road is reduced to 40mph. This report seeks approval for the changes to the speed limit in accordance with Surrey's policy.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to:

- (i) Note the result of the speed limit assessment undertaken.
- (ii) Agree that, based upon the evidence, the speed limit in East Grinstead Road / Felcourt Road, Lingfield be changed to meet the current policy.
- (iii) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and subject to no objections being upheld the order be made.
- (iv) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

To enable changes to the speed limit on East Grinstead Road / Felcourt Road in accordance with Surrey's speed limit policy.

1. INTRODUCTION AND BACKGROUND:

1.1 Further to the public question presented to Tandridge Local Committee on 14 December 2013 by Felcourt Against Speeding Traffic, it was agreed that Officers would carry out a speed limit assessment on East Grinstead Road / Felcourt Road. The existing speed limits are shown in Annex 1.

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 0.8 mile section of road under investigation. The following table summarises the number and severity of the collisions over the 3 year period July 2010 to June 2013. These accidents were all on the section of road between Drivers Mead in Lingfield and Jacksbridge. 11 of these collisions involved single vehicle loss of control. A drainage scheme was implemented in May 2012 and improved signing in March 2013. Since the drainage scheme was put in there has only been 1 single vehicle loss of control collision on this stretch of road.

Location	Slight	Serious	Fatal	Total
East Grinstead Rd / Felcourt Rd, Lingfield	16	0	0	16

2.5 In the three years of accident records investigated in none (0%) of the 16 recorded accidents was excessive speed considered a contributory factor.

2.6 East Grinstead Road / Felcourt 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 2 locations on the Ease Grinstead Road / Felcourt 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 Lingfield.

Location of speed survey	Current limit	Requested limit	'Preferred limit'	Measured mean speeds		Proposed limit
				Northbound	Southbound	
Jacksbridge Farm entrance	50mph	40mph	50mph	39mph	38mph	40mph
Woodland entrance south of Oaklands	50mph	40mph	50mph	39mph	40mph	40mph

3. OPTIONS:

3.1 OPTION 1

Reduce the speed limit between the existing 30mph terminal south of Drivers Mead and the existing 40mph terminal north of Blackberry Road from 50mph to 40mph.

3.2 OPTION 2

The speed limit between the existing 30mph terminal south of Drivers Mead and the existing 40mph terminal north of Blackberry Road remain unchanged at 50mph.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who do not object to the proposal.

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 the existing 30mph terminal south of Drivers Mead and the existing 40mph terminal north of Blackberry Road will be in the region of £5,000.

5.3 If Committee decide to approve the recommendation, this will be put on the forward program for implementation in the 2014/2015 financial year. The 2013/14 Integrated Transport Scheme budget is already allocated to other schemes.

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 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:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report/ Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report/ Set out below.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report/ Set out below.
Public Health	No significant implications arising from this report/ Set out below.

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:

East Grinstead Road / Felcourt Road – from the existing 30mph terminal south of Drivers Mead to the existing 40mph terminal north of Blackberry Road the speed limit be reduced to 40mph.

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

10. WHAT HAPPENS NEXT:

10.1 Subject to funding being allocated from the 2014/15 ITS budget, the proposal to make a Speed Limit Order is advertised in the local press. 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 June 2015.

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 July 2013 at two locations on East Grinstead Road / Felcourt Road
- Surrey Police response to consultation
- Surrey County Council Speed Management Policy (October 2009)
- Surrey County Council Speed Limit Policy (November 2010).

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