

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 JUNE 2013

LEAD OFFICER: DUNCAN KNOX, ROAD SAFETY TEAM MANAGER



SUBJECT: SPEED LIMIT REVIEW - A217 REIGATE ROAD, C62 REIGATE ROAD AND C64 POVEY CROSS ROAD, HOOKWOOD

DIVISION: DORKING RURAL

SUMMARY OF ISSUE:

Following a petition presented to the Local Committee in December 2012, it was agreed to assess speeds on the A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road in Hookwood. This report presents the accident history over the last three years and recent speed survey data. It recommends reducing the existing speed limit on part of the A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- (i) Note results of speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limits should be changed to meet the current policy at the following locations:-
 - a) A217 Reigate Road from Hookwood roundabout to 30mph speed limit terminals approximately 100m from A23 Longbridge Roundabout. Reduce from 60mph to 40mph.
 - b) C62 Reigate Road from A217 Hookwood roundabout to C64 Povey Cross Road/Charlwood Road. Reduce from 40mph to 30mph.
 - c) C64 Povey Cross Road from C62 Reigate Road to A23 Longbridge roundabout. Reduce from 40mph to 30mph.
- (iii) Agree that, based upon the current evidence, the speed limits should not be changed at the following location:-
 - a) A217 Reigate Road from Reigate & Banstead borough boundary to Mill Lane.
 - b) A217 Reigate Road from Mill Lane to Hookwood roundabout

- (iv) 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 changes and revoke any existing traffic orders necessary to implement the changes and, subject to no objections being upheld, the Order be made;
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the local Committee and the Local Divisional Member to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

The existing changes in the A217 speed limits through the Hookwood area give motorists an inconsistent and hence confusing message, which increases the potential for conflicts. A consistent, lowered speed limit is likely to result in reduced speeds and hence an improvement in the accident history, to the benefit of road users in the Hookwood area. The recommendations have been made based upon existing policy, in consultation with Surrey Police.

Hookwood residents have submitted a petition calling for a reduction in the speed limits on the A217 between Mill Lane and Hookwood roundabout, C62 Reigate Road and C64 Povey Cross Road in the Hookwood area.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following collisions in the vicinity of A217 Reigate Road, Hookwood junction with Mill Lane, an investigation of all collision injuries on the A217 in the Hookwood area was conducted and inconsistencies in the speed limits between Mill Lane and the A23 Longbridge roundabout were noted.
- 1.2 In the last three years from 1/1/2010 to 28/2/2013 there have been 15 collisions, including 4 serious injuries on the A217 Reigate Road between the District boundary with Reigate and Banstead and the A23 Longbridge roundabout. Of these, 2 involved drivers exiting Mill Lane then undertaking illegal U-turn manoeuvres on the A217. In January 2013 there was a further attempted U-turn manoeuvre, leading to serious injury. As a result, the Safety Engineering Team will be progressing an improvement scheme to be funded from section 106 contributions. This will form the subject of a separate report to the Local Committee later this financial year.
- 1.3 The current speed limit for the 2.5 mile section of the A217 from Dovers Green in Reigate and Banstead to Hookwood roundabout in Mole Valley is 50mph. This section of the A217 is essentially rural in nature. Approaching Hookwood the nature of the A217 changes to urban, although the speed limit remains at 50mph to the Hookwood roundabout, where it changes to 40mph (Annex A). Immediately beyond the roundabout the A217 speed limit changes again to 60mph. Hence A217 south and northbound approach speeds to Hookwood Village can be high.

- 1.4 Following the fatality at Sidlow Bridge on 21st February 2013, the Councillor for Horley West, Salfords and Sidlow requested that the speed limit on the A217 Reigate Road be reduced to 40mph north from Hookwood to Dovers Green, where the speed limit changes to 30mph. Surrey County Council are likely to be progressing the Horley North West sector roundabout on the A217, which will include a 40mph speed limit on the approaches to the roundabout. This is unlikely to be implemented before 2015 at the earliest. Hence a reduction in the A217 speed limit in Hookwood ties in with other proposals. A report is being presented to the meeting of the Reigate & Banstead Local Committee to be held on 17th June 2013.
- 1.5 On December 5th 2012 residents submitted a petition to the Local Committee calling for a reduction in the speed limit on the C62 Reigate Road and Povey Cross Road from 40mph to 30mph. The petition also asked that the speed limit on the A217 between Mill Lane and the Hookwood roundabout be reduced from 50mph to 40mph, as above. The C62 Reigate Road through Hookwood village is primarily a residential road and a bus route. It is 6.2m wide with waiting restrictions on both sides and limited street lighting. There have been 3 slight personal injury collisions in C62 Reigate Road and Povey Cross Road in the past 3 years. At the meeting the divisional member for Dorking Rural confirmed that speed is a serious issue for the Hookwood community and would support officers undertaking further work to improve the road and safety.

2. ANALYSIS:

- 2.1 Surrey’s policy for determining speed limits was updated in November 2010 and 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 19 recorded personal injury collisions in the three year period from 1 January 2010 to 28 February 2013:

Road Length	1/1/2010 – 28/02/2013			TOTALS
	Fatal	Serious	Slight	
A217 R&B b'dary to Mill Lane	0	0	3	3
A217 Mill Lane to H'wood Rab	0	4	6	10
A217 H'wood Rab to L'bridge Rab	0	0	2	2
C62 Reigate Road	0	0	1	1
C64 Povey Cross Road	0	0	3	3

- 2.5 Out of a total of 19 collisions, speed was a contributory factor in 6 of them. The main cluster of collisions is on A217 Reigate Road between Mill Lane and the Hookwood roundabout, where speed was a factor in 4 of the 10 collisions.

2.6 Detailed below is information about the extent and nature of the roads covered by the speed limit assessments (as shown in Annex A)

- A217 Reigate Road (between Reigate & Banstead district boundary and Mill Lane)
This section is currently subject to a 50mph speed limit. The road character has been assessed as rural, although there is a system of street lighting. The preferred speed limit is 50mph.
- A217 Reigate Road between Mill Lane and the A217 Hookwood roundabout.
This section is currently subject to a 50mph speed limit. The road character has been assessed as urban. The preferred speed limit is 50mph.
- A217 Reigate Road between the Hookwood roundabout and the 30mph terminals before the A23 Longbridge roundabout.
This section is currently subject to a 60mph speed limit. The road character has been assessed as rural, although there is a system of street lighting. The preferred speed limit is 60mph.
- C62 Reigate Road between the Hookwood roundabout and Povey Cross Road.
This section is currently subject to a 40mph speed limit. The road character has been assessed as urban, although there is only limited street lighting. The preferred speed limit is 30mph.
- C64 Povey Cross Road from C62 Reigate Road to A23 Longbridge roundabout.
This section is currently subject to a 40mph speed limit. The road character has been assessed as urban. The preferred speed limit is 30mph.

2.7 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’.

2.8 Speed surveys were carried out at the locations shown in Annex B.

2.9 The table below sets out the current speed limits, the limits being requested, the preferred limits under the Speed Limit Policy and the limits recommended by officers to Mole Valley Local Committee for approval.

Road	Current limit (mph)	Requested limit (mph)	'Preferred limit' under policy (mph)	Measured mean speeds (mph)		Report recommended speed (mph)
				Northbound or Westbound	Southbound or Eastbound	
A217 R&B b'dary to Mill Lane	50	40	50	48	49	50
A217 Mill Lane to H'wood Rab	50	40	50	43	46	50
A217 H'wood Rab to L'bridge Rab	60	40	60	39	41	40
C62 Reigate Road	40	30	30	35	33	30
C64 Povey Cross Road	40	30	30	30	33	30

2.10 Members are reminded about the changes to the Speed Limit Policy that now apply. The changes state that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit against officer advice and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision. 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.

2.11 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.

3. OPTIONS:

3.1 OPTION 1

(i) Reduce the speed limits at the following locations:-

- A217 Reigate Road: Hookwood roundabout to A23 Longbridge roundabout. Although under the policy the preferred speed limit for this section of road is assessed as 60mph, the measured mean speeds indicate drivers perceive 40mph to be more appropriate and realistic. Surrey Police support a reduction in the posted speed limit from 60mph to 40mph.
- C62 Reigate Road. Residents have called for a reduction from 40mph to 30mph on this road, which is essentially residential. The measured mean speeds reflect this and are within the threshold for Surrey Police to approve and support a reduction from 40mph to 30mph.
- C64 Povey Cross Road. Residents have called for a reduction from 40mph to 30mph on this road. The measured mean speeds of 30mph and 33mph indicate drivers already perceive the appropriate limit to be 30mph. The measured speeds are only marginally above the proposed limit and are well within the enforcement threshold guidelines of Surrey Police, who approve of and support a reduction in speed limit from 40mph to 30mph

- (ii) Leave unchanged the existing speed limits at the following locations:
 - A217 Reigate Road: Mill Lane to Hookwood roundabout. This section has a known injury collision problem. The preferred speed limit under the policy is 50mph although the Police would support a reduction to 40mph. However, measured mean speeds are too high for the existing 50mph speed limit to be lowered to 40mph under the policy.
 - A217 from the district boundary with Reigate & Banstead Borough Council to the Hookwood roundabout. The measured mean speeds are too high for the existing 50mph speed limit to be lowered to 40mph under the policy.

3.2 OPTION 2

- (i) Reduce the speed limits as Option 1.
- (ii) Seek the support of the Portfolio Holder for Transport and the Environment to proceed with a reduction in the speed limit to 40mph at the following location:
 - A217 Reigate Road: Mill Lane to Hookwood roundabout. This would be supported by the Police.
- (iii) Leave unchanged the existing speed limit at the following location:
 - A217 Reigate Road from the district boundary with Reigate and Banstead Borough Council to the Hookwood roundabout.

3.3 OPTION 3

- (i) Reduce the speed limits as Option 1.
- (ii) Seek the support of the Portfolio Holder for Transport and the Environment to proceed with a reduction in the speed limit to 40mph at the following location:
 - A217 Reigate Road from the District boundary with Reigate and Banstead to Hookwood roundabout. It should be noted that only the section between Mill Lane and the Hookwood roundabout would be supported by the Police.

3.4 OPTION 4

Do nothing

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for reducing the speed limit on four of the five sections of road considered in this report. Based primarily on the recorded mean speeds for that section, Surrey Police object to and would not support the proposal to reduce the speed limit on A217 Reigate Road between the district boundary with Reigate & Banstead Borough Council and Mill Lane, because of the measured mean speeds and lack of any other planned speed reduction measures.

4.2 Consultation has also been carried out with West Sussex County Council who has no objections to the proposed reduced speed limit on Povey Cross Road, which continues into West Sussex.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Around £25,000 from Section 106 developer contributions has been allocated to the proposed speed limit reductions and a contribution towards works to improve the junction with Mill Lane.
- 5.2 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. However it is likely these costs would be more than offset by the savings to society due to a reduction in personal injury conflicts.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area. There are no specific equalities and diversity implications arising from this report.

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. The proposed reduction in the speed limit from 40mph to 30mph in Hookwood village corresponds with the request of the petitioners to Local Committee in December 2012.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Speeding concern of Local Committee. Risk to safety and crime.
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.

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 The existing speed limits on the A217 through Hookwood are inconsistent and there is a continuing accident problem in terms of number and severity of personal injury collisions. Residents have submitted a petition requesting a reduction in the speed limits on the A217 between Mill Road and the Hookwood roundabout, C62 Reigate Road and C64 Povey Cross Road.

9.2 Three of the five road sections that have been assessed meet the criteria for speed limit reduction under the current SCC speed limit policy. It is recommended that Option 1 of this report is implemented, in compliance with the speed limit policy.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, a Speed Limit Order will be advertised in the local press and, following the making of the Order, the contractor instructed to install the necessary signing. The earliest likely date that signing would be implemented is February 2014.

Contact Officer:

Rob Simpson, Road Safety Team, 03456 009009

Consulted:

Surrey Police
SCC South East Area Team
West Sussex County Council

Annexes:

Annex A: Existing Speed Limits
Annex B: Proposed Speed Limits

Sources/background papers:

Petition presented to Mole Valley Local Committee 5 December 2012
SCC Speed Limit Policy
