

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 9 DECEMBER 2020**



**LEAD OFFICER: DUNCAN KNOX, ROAD SAFETY & ACTIVE TRAVEL TEAM MANAGER**

**SUBJECT: SPEED LIMIT ASSESSMENTS:  
A29 OCKLEY ROAD/BEARE GREEN ROAD/STANE STREET,  
OCKLEY  
A243 KINGSTON ROAD, LEATHERHEAD  
A217 REIGATE ROAD, HOOKWOOD**

**DIVISIONS: DORKING RURAL, ASHTEAD, LEATHERHEAD AND  
FETCHAM EAST**

**SUMMARY OF ISSUE:**

The A29 Ockley Road/Beare Green Road/Stane Street, Ockley, and the A243 Kingston Road, Leatherhead have suffered a history of road collisions including several resulting in serious injury and some resulting in death. It is proposed that the existing speed limits on these roads (consisting of either 60mph or 50mph) are reduced to 40mph. This will help to reduce traffic speeds which will reduce the risk and severity of collisions and will improve the consistency in the speed limits on these routes.

The A217 Reigate Road to the north of Hookwood has a 50mph limit between the existing 40 mph speed limit on the northbound approach to the Westvale Park roundabout and the existing 40mph speed limit in Hookwood. It is proposed that the existing speed limit of 50mph is reduced to 40mph in order to reduce the risk and severity of collisions and to improve the consistency in the speed limits on this route. This would be undertaken as part of the A217 Department for Transport Safer Roads Fund project to improve the safety along the whole A217 route between Reigate and Horley.

**RECOMMENDATIONS:**

**The Local Committee (Mole Valley) is asked to:**

- (i) Note the results of the speed limit assessments undertaken;
- (ii) Agree that, based upon the evidence, **the speed limit be reduced to 40mph (from 60 mph or 50mph) in the section of the A29 Ockley Road/Beare Green Road and Stane Street, Ockley**, for the length which extends from a point 60 metres south-west of the junction with the Beare Green Roundabout south-westwards to a point 260 metres north-east of the junction with Coles Lane.
- (iii) Agree that, based upon the evidence, **the speed limit be reduced to 40mph (from 60mph) in the section of the A243 Kingston Road Leatherhead** for the length which extends from a point 200 metres north of its junction with the

Junction 9 Roundabout to a point 80 metres south of its junction with Epsom Gap.

- (iv) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit changes described above, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- (v) Note that a speed limit order has already been advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to **implement a change in speed limit from 50 mph to 40 mph on the A217 Reigate Road** for the length of road which is currently 50 mph between the Westvale Park roundabout and the junction with Horse Hill, and to revoke any existing traffic orders necessary to implement the change. Note that part of the speed limit change proposal on the A217 described above falls within Reigate and Banstead. The Reigate & Banstead local committee have previously authorised the advertisement of this order.
- (vi) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposals described above.

#### **REASONS FOR RECOMMENDATIONS:**

A reduced speed limit would help to reduce traffic speeds and therefore reduce risk and severity of collisions on the A29 Ockley Road/Beare Green Road and Stane Street, Ockley and the A243 Kingston Road, Leatherhead where there has been a history of collisions including death and serious injury.

A reduced speed limit on the A217 Reigate Road, Hookwood would also reduce the risk and severity of collisions and would improve the consistency in the speed limits on this road.

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

- 1.1 The county council's Road Safety & Active Travel Team host a Mole Valley Road Safety Working Group meeting every six months. Police and Local Area Highways colleagues attend the meeting. Analysis of collision hotspots and routes are presented to the group in order to develop highway improvements or enforcement programmes with the police that will target the sites that need the most attention to reduce patterns of collisions in the future. There is a central budget of £200,000 available for investment at the very worst collision hotspots where the greatest opportunity exists to reduce the risk of collisions.
- 1.2 Every time there is a collision that results in personal injury the police record the information in a national standard format. This information is shared with the county council and plotted on GIS computer mapping to aid analysis. Inspection of collision mapping has highlighted that the A29 Ockley Road/Beare Green Road and Stane Street, Ockley and the A243 Kingston Road, Leatherhead have suffered a history of collisions including several that have resulted in serious injury, and some that have resulted in death. Summary information on road traffic collisions is available on [www.crashmap.co.uk](http://www.crashmap.co.uk).

- 1.3 In 2017 the county council made a successful bid to the Department for Transport Safer Roads Fund for a range of safety improvements on the A217 between Reigate and Horley. Measures have been proposed that will improve the safety along the whole route irrespective of the locations of collisions as part of a new “Safe Systems” approach to improving road safety. One element of the scheme is for a reduction of the existing 50 mph speed limit to 40 mph between the Westvale Park roundabout (in Reigate and Banstead) extending near to the junction with Horse Hill (in Mole Valley). This proposal would promote consistency of speed limit for the whole of this length of road between Hookwood and Westvale Park roundabouts, and would encourage slower speeds along a stretch that has a number of accesses to private dwellings, as well as junctions with Crutchfield Lane and the Britannia Crest waste recycling depot.
- 1.4 Speed surveys have been commissioned to investigate the level of speeding on these roads. The data showing the nature and extent of the collisions on these roads, along with the data on the level of traffic speeds is summarised in section 2 below.

## **2. ANALYSIS:**

- 2.1 The aim of Surrey County Council’s policy “Setting Local Speed Limits” is to set speed limits that are successful in managing vehicle speeds and are appropriate to the main use of the road. Reducing speeds successfully is likely to reduce the likelihood and severity of collisions. The policy sets out a process whereby the existing speeds and collisions are analysed to inform the decision on changing the speed limit.

### **Summary of Personal Injury Collisions**

- 2.2 Analysis of collision data recorded by the police has highlighted that there has been a history of 15 collisions on the 3 km stretch of the A29 Ockley Road/Beare Green Road and Stane Street, Ockley (for the length which extends from a point 60 metres south-west of the junction with the Beare Green Roundabout south-westwards to a point 260 metres north-east of the junction with Coles Lane) in the five year period to the end of September 2020. These included 1 collision resulting in death, 8 collisions resulting in serious injury and 6 collisions resulting in slight injury.
- 2.3 There has been a history of 12 collisions on the 1 km stretch of the A243 Kingston Road, Leatherhead (for the length which extends from a point 200 metres north of its junction with the Junction 9 Roundabout to a point 80 metres south of its junction with Epsom Gap) in the five year period to the end of September 2020. These included 3 collisions resulting in serious injury and 9 collisions resulting in slight injury.
- 2.4 There has been a history of 4 collisions on the 1.3 km 50 mph speed limit stretch of the A217 Reigate Road, Hookwood (for the length of road which is currently 50 mph between the Westvale Park roundabout and the junction with Horse Hill in the five year period to the end of September 2020). These included 2 collisions resulting in serious injury and 2 collisions resulting in slight injury. This stretch has a number of accesses to private dwellings, as well as junctions with Crutchfield Lane and the Britannia Crest waste recycling depot.

## ITEM 7

- 2.5 Summary data on personal injury collisions recorded by the police is available to view on [www.crashmap.co.uk](http://www.crashmap.co.uk). Although not all the collisions recorded will have involved excess speeds, the pattern, nature and severity of the collisions recorded suggests that excess speed is likely to be an important factor in the number and severity of collisions taking place on these roads. Excess speed will make the risk and consequences of collisions worse irrespective of other casual factors.

### Summary of Speed Survey Data

- 2.6 Surrey County Council's policy "Setting Local Speed Limits" sets out a process whereby the existing speeds are measured for comparison with the proposed new lower speed limit. If the existing speeds are close to the new proposed lower speed limit, then the new speed limit can be introduced without the need for supporting engineering measures. For a rural single carriageway where the proposal is for a reduction from a 60mph or 50mph speed limit to a 40mph speed limit, if the existing mean average speeds are 46 mph or lower, then the new lower speed limit can be introduced without the need for any supporting engineering measures.
- 2.7 One-week speed surveys have been undertaken on one or more locations on each of the three roads. The location and results of the speed surveys are shown within Annex 1 and within Table 1 below.
- 2.8 The data within Table 1 shows that the existing mean average speeds are below 46 mph on all the roads apart from the A217 Reigate Road. The county council policy is that a lower 40 mph speed limit can be introduced using signs alone on the A29 and A243, but that additional supporting engineering measures will be required for the A217 Reigate Road. Therefore, it is proposed that two electronic vehicle activated signs (one in each direction) are implemented on this stretch in support of the new lower speed limit. These signs will illuminate to remind drivers of the 40 mph speed limit if they are travelling too fast. These cost of these will be met from the funding provided by the Department for Transport for the A217 Safer Roads Fund scheme.

**Table 1: Summary of Speed Surveys with reference to Annex 1**

Location	Survey site	Existing speed limit	Direction	Mean average speed (mph)	40 mph limit allowed (<46 mph)?
A29 Ockley Road/ Beare Green Road/ Stane Street	1	50	East	41.5	Yes
			West	40.2	Yes
	2	60	East	39.9	Yes
			West	40.6	Yes
	3	60	East	45.0	Yes
			West	45.8	Yes
A243 Leatherhead Road	1	60	North	41.5	Yes
			South	41.3	Yes
A217 Reigate Road	1	50	North	45.8	Yes
			south	46.2	Supporting measures required

### **3. OPTIONS:**

- 3.1 OPTION 1: The recommended option is to reduce the speed limit on the three stretches of road in question to 40 mph (from 60 mph or 50 mph). This will assist in encouraging lower speeds which will reduce the risk and severity of collisions. It will also promote consistency of speed limit on these routes. The proposals include investment in two vehicle activated signs for the A217 to support the lower speed limit where surveys have found that the existing speeds are too great for a change in speed limit to be successful using signs alone.
- 3.2 OPTION 2: Retain the existing speed limits of 60 mph or 50 mph. This not recommended as these roads have suffered a history of collisions where it is thought likely that excess speed is likely to have been an important factor in several of the incidents. Retaining the 50 mph speed limit on the A217 would mean that this speed limit would be inconsistent with the 40 mph speed limit in Hookwood, and the 40 mph speed limit at the Westvale Park roundabout.

### **4. CONSULTATIONS:**

- 4.1 Consultation has been carried out with Surrey Police, who support the proposed speed limit reductions as set out in Option 1 in order to reduce the risk and severity of collisions and to promote consistency of speed limits on these routes.

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

- 5.1 It is expected that the costs of changing the speed limit on each road will be approximately £10,000. This includes statutory legal advertisement costs together with the costs of design and implementation of signing. The A217 scheme will include additional costs of approximately £6,000 for the two supporting vehicle activated signs.
- 5.2 For the A29 and A243 schemes the cost will be met from the county council's central road safety scheme capital budget. For the A217 scheme the costs will be met from the funding provided by the Department for Transport for the A217 Safer Roads Fund scheme
- 5.3 The Department for Transport publish the value of the prevention of collisions for use in cost benefit analysis annually:

<u>Collision severity</u>	<u>Cost per collision £ (2019)</u>
Fatal	2,260,633
Serious	261,498
Slight	26,840
Average for all severities	105,156
Damage only	2,425

- 5.4 If the proposals successfully contribute to successful reductions in vehicle speeds which then result in a reduction in collisions, it can be seen that it will be likely to represent very good value for money, based on the fact that the cost of the proposals are small in comparison to the value of preventing collisions, especially collisions resulting in fatal and serious injuries.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The speed limit policy was subject to equalities and diversity assessment. Lower vehicle speeds can assist those with mobility impairments to cross the road.

**7. LOCALISM:**

- 7.1 The speed of traffic is one of the most frequently mentioned concerns of Surrey residents. As well as reducing the risk and severity of collisions, lower speeds can support more walking and cycling, reduce noise, and can make places more pleasant to live.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	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	Set out below.

- 8.1 Crime and Disorder implications  
Appropriate speed limits can reduce the likelihood of speeding offences and antisocial driving.
- 8.2 Sustainability (including Climate Change and Carbon Emissions)  
Lower vehicle speeds will reduce fossil fuel consumption and air pollution.
- 8.3 Public Health implications  
Reducing vehicle speeds will reduce the risk and severity of road traffic casualties. It will also reduce exhaust emissions and therefore contribute to improved air quality.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Inspection of collision mapping has highlighted that the stretches of the A29 and the A243 described within this report have suffered a serious history of collisions. The number, nature and severity of these collisions have led highways and police road safety specialists to conclude that a reduction in speed limit to 40 mph (from 60 mph or 50 mph) would assist in managing speeds and would therefore reduce the risk and severity of collisions on these roads. Investigation has shown that the existing speeds would comply with the county council's speed limit policy for a reduction to 40 mph.
- 9.2 A lower 40 mph speed limit (from 50 mph) is also proposed on the A217 south of the Westvale Park roundabout to link up the existing 40 mph speed limit just to the north of Horse Hill with the existing 40 mph speed limit on the approach

to the Westvale Park roundabout. This proposal forms one part of the Department for Transport Safer Roads Fund scheme.

- 9.3 On this stretch the existing speeds show that additional supporting measures will be required for a successful reduction in speed limit. Therefore, it is proposed that two vehicle activated signs are installed to support the new speed limit. This proposal would promote greater consistency in the setting of the speed limits on this route. Part of the stretch of road extends into the Reigate & Banstead Local Committee area and this committee have approved the proposed speed limit reduction within their area.
- 9.4 It is recommended that the Option 1 (to reduce the 50 mph and 60 mph speed limits 40 mph as set out in paragraph 3.1) is implemented. This would reduce the risk of and severity of collisions and would promote consistency of speed limits on these routes. The proposals comply with the county council's "Setting Local Speed Limits" policy and have the support of Surrey Police.

#### **10. WHAT HAPPENS NEXT:**

- 10.1 Design work will be completed, and the legal speed limit order for the A243 and A29 will be advertised in the local press. Subject to any objections being considered by the Chair, Vice Chair and Divisional Member, the new speed limits will be implemented during the current financial year.
- 10.2 The legal speed limit order for the A217 has already been advertised with the end date for submitting objections being the 17 December. Therefore, subject to any objections being considered by the Chair, Vice Chair and Divisional Member, it is proposed that the new speed limit and supporting vehicle activated signs are implemented during the current financial year.
- 10.3 After the new speed limits have been implemented, the speed surveys will be repeated to evaluate the success of the schemes. Further measures will be considered to encourage greater compliance with the speed limit if necessary.

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#### **Contact Officer:**

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#### **Consulted:**

Surrey Police

#### **Annexes:**

Annex 1 – Location plans showing the extent of the speed limit proposals and speed survey locations

#### **Sources/background papers:**

Surrey County Council's Policy Setting Local Speed Limits (July 2014)

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**ANNEX 1: A29 Ockley Road / Beare Green Road / Stane Street,  
Ockley, Speed Limit Reduction Location Plan**

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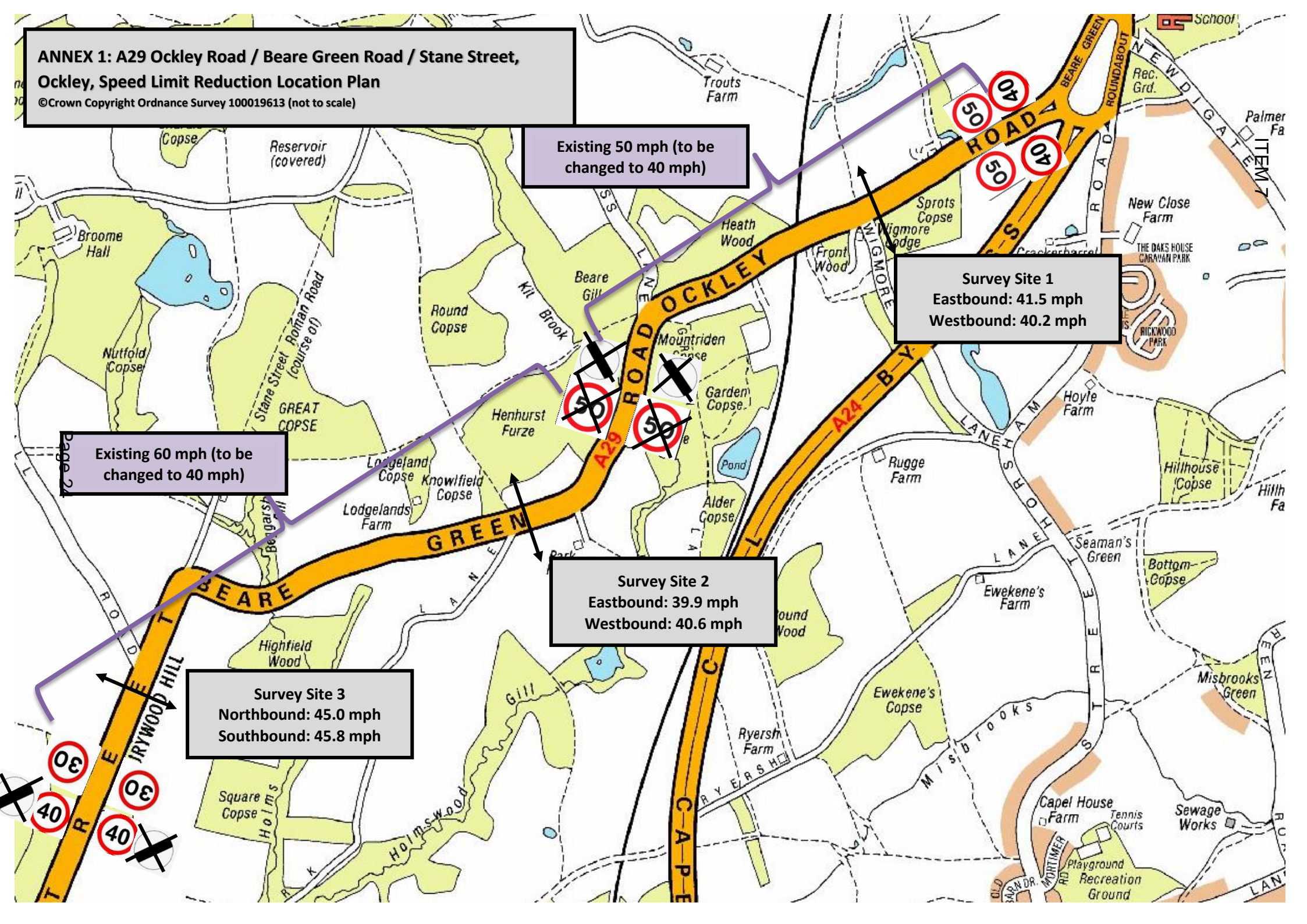
Existing 50 mph (to be  
changed to 40 mph)

Existing 60 mph (to be  
changed to 40 mph)

**Survey Site 1**  
Eastbound: 41.5 mph  
Westbound: 40.2 mph

**Survey Site 2**  
Eastbound: 39.9 mph  
Westbound: 40.6 mph

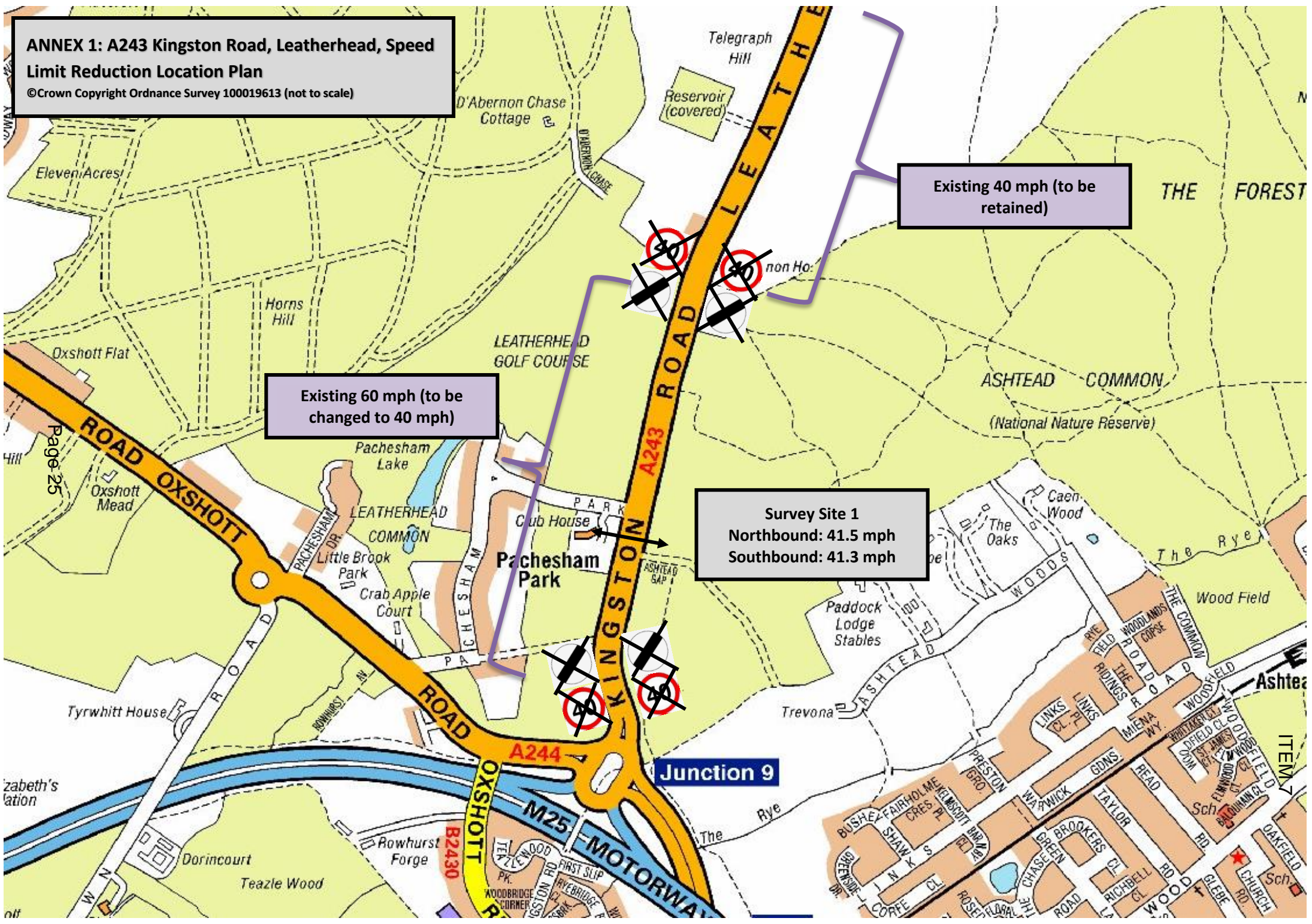
**Survey Site 3**  
Northbound: 45.0 mph  
Southbound: 45.8 mph





**ANNEX 1: A243 Kingston Road, Leatherhead, Speed Limit Reduction Location Plan**

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Existing 40 mph (to be retained)

Existing 60 mph (to be changed to 40 mph)

Survey Site 1  
Northbound: 41.5 mph  
Southbound: 41.3 mph

Junction 9



**ANNEX 1: A217 REIGATE ROAD, SPEED LIMIT REDUCTION LOCATION PLAN**  
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