

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (Reigate & Banstead)****SURREY**

DATE: 1 November 2021
LEAD OFFICER: DUNCAN KNOX, ROAD SAFETY AND SUSTAINABLE SCHOOL TRAVEL TEAM MANAGER

SUBJECT: Speed Limit changes on Holly Lane (Banstead), Park Lane, Clayhall Lane and Whitehall Lane (Reigate)

AREA(S) AFFECTED: Banstead, Woodmansterne and Chipstead
 Reigate
 Earlswood and Reigate South

SUMMARY OF ISSUE:

Following an investigation into a pattern of road collisions on Holly Lane (Banstead), it was noted that the existing 60mph national speed limit for this road was inappropriate and an anomaly in comparison to the speed limit on adjoining roads. Using the assessment process described in Surrey County Council's "Setting Local Speed Limits" policy, it is proposed that the existing 60mph national speed limit is reduced to 40mph. This would be possible without the need for supporting engineering measures as the existing mean average speeds are close to 40 mph.

As part of a separate rural speed limits review project, it was noted that the existing 60mph national speed limits on Park Lane, Clayhall Lane and Whitehall Lane (Reigate) were also inappropriate and an anomaly in comparison to the speed limits on adjoining and nearby roads. It is proposed that the existing 60mph national speed limit is reduced to 30mph on Park Lane, and Clayhall Lane, and 20mph on Whitehall Lane in accordance with Surrey County Council's "Setting Local Speed Limits" policy. This would be possible without the need for supporting engineering measures as the existing mean average speeds are close to the proposed new speed limits.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to agree that, based on the evidence:

- i) That the speed limit be reduced from 60mph to 40mph on Holly Lane (Banstead), between the existing 30mph speed limit adjacent to the junction with Holly Lane West, and the existing 30 mph speed limit adjacent to the entrance to the Holly Lane car park for Banstead Woods.
- ii) That the speed limit be reduced from 60mph to 30mph on Park Lane (Reigate), between the existing 30 mph speed limit approximately 60m to the north of the junction with Wesley Close at the northern end, and the junction with Park Lane East at the southern end.
- iii) That the speed limit be reduced from 60mph to 30 mph on Clayhall Lane between the existing 30 mph on Park Lane East at the northern end and the junction with Slipshatch Road at the southern end.

- iv) That the existing speed limit be reduced from 60mph to 20mph on Whitehall Lane between the junction with Sandcross Lane at the northern end and the junction with Slipshatch Road at the southern end.
- v) 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, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- vi) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the relevant local divisional member to resolve any objections received in connection with the proposal.
- vii) Note that if the reductions in speed limit have not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

REASONS FOR RECOMMENDATIONS:

Reducing the speed limit on these roads will help to manage vehicle speeds to a level more appropriate to the use of road and will reduce the risk and severity of collisions. Lower speeds can also reduce air and noise pollution, and make it easier and more pleasant to walk, cycle and ride horses.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The county council's road safety engineering team host a road safety working group meeting every six months for each of the 11 Districts or Boroughs in Surrey. The meeting includes police road safety colleagues and county council area highways engineers. The road safety team present analysis of collision hotspots where it is thought the pattern of collisions could be addressed by engineering improvements and/or police enforcement.
- 1.2 At a recent meeting of the Reigate & Banstead road safety working group, it was highlighted that there had been a history of injury collisions on the 60mph speed limit stretch of Holly Lane. It was also noted that the existing 60mph national speed limit for this stretch of road was inappropriate and an anomaly compared to the adjoining and nearby roads. Therefore, an assessment has been undertaken with a view to reducing the 60mph speed limit.
- 1.3 The road safety team are also undertaking a rural speed limit review project. This builds on the fact that to the east of the A24, and south of the A25, there are very few roads remaining in Surrey that still have a 60mph national speed limit. In contrast, the majority of the rural roads to the west of the A24 still have a 60mph national speed limit. Although the main focus of the project is to review the 60mph national speed limit roads to the west of the A24, it has been noted that there are three rural roads to the south west of the built up area of Reigate that still have a 60 mph national speed limit. These are Park Lane, Clayhall Lane and Whitehall Lane. This speed limit is considered inappropriate, and an anomaly compared to the adjoining and nearby roads. Therefore, an assessment has been undertaken with a view to reducing the 60mph speed limit on these roads.

2. ANALYSIS:

Surrey County Council's Speed Limit Policy

- 2.1 Surrey County Council has a [Speed Limit Policy](#) with the aim of setting speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. As well as reducing the risk of collisions, lower speeds also reduce the severity of collisions. Lower speeds can also help reduce air and noise pollution, and make places easier and more attractive for walking, cycling and horse riding.
- 2.2 The policy sets thresholds for existing mean vehicle speeds below which a speed limit can be reduced using signs alone, without the need for additional supporting engineering measures. The thresholds for lowering the existing 60 mph national speed limit to lower limits are summarised thus:
- Reduction to 40 mph: mean average speeds must be 46 mph or less
 - Reduction to 30 mph: mean average speeds must be 35 mph or less
 - Reduction to 20 mph: mean average speeds must be 24 mph or less
- 2.3 Table 1 below shows the results of speed assessments undertaken on each of the roads in question with reference to the maps in Annex 1. It can be seen that the proposals to reduce the speed limit on each of the roads meets the county council's policy threshold.

Table 1: Speed survey results

Speed survey location	Existing speed limit	Proposed speed limit	Existing mean average speeds	Meets policy threshold?
1) Holly Lane	60 mph	40 mph	42 mph NW/B 40 mph SE/B	Yes
2) Holly Lane	60 mph	40 mph	40 mph NW/B 37 mph SE/B	Yes
3) Park Lane	60 mph	30 mph	26 mph NB 25 mph SB	Yes
4) Clayhall Lane	60 mph	30 mph	32 mph E/B 30 mph W/B	Yes
5) Whitehall Lane	60 mph	20 mph	23 mph N/B 22 mph S/B	Yes

Road Collision Data

- 2.4 Any time there is a personal injury collision reported to the police, the details are recorded and shared with the county council. The data is added to computer mapping to aid analysis. Summary information is available to view on www.crashmap.co.uk. The following summarises the number of collisions on each road in the last 5 years (to the end of 2020).
- Holly Lane (existing 60 mph): Eight collisions with two resulting in serious injury and six resulting in slight injury.
 - Park Lane (existing 60 mph): Three collisions resulting in slight injury.
 - Clayhall Lane (existing 60 mph): Two collisions resulting in slight injury.
 - Whitehall Lane: No collisions.

Summary

- 2.5 It can be seen that the 60mph section of Holly Lane has suffered a history of collisions, including some resulting in serious injury. It can be seen from the data in table 1 that the existing speed limit of 60 mph is inappropriate and obsolete in comparison to the speeds that most vehicles are travelling, and that 40 mph would be more appropriate and in accordance with the county council's policy.
- 2.6 Similarly a lower speed limit of 30 mph on Park Lane and Clayhall Lane and a lower 20 mph speed limit on Whitehall Lane will make it safer, easier and more pleasant to walk, cycle and ride horses. This will be especially important on Whitehall Lane which does not have a footway, and where at the northern end Southpark Sports and Social Club is located. It is also on the approach to Sandcross School.
- 2.7 It can also be seen from the maps in Annex 1 that the existing national speed limit of 60 mph on all of these roads is an anomaly compared to the other adjoining and nearby roads.

3. OPTIONS:

3.1 Option 1: Reduce the speed limits as described above

This is the recommended option as it will reduce the risk and severity of collisions and will help to make walking, cycling, and riding horses safer, easier, and more pleasant on these roads.

3.2 Option 2: Retain the existing speed limits

This is not recommended because the opportunity to improve road safety and improve conditions for walking, cycling and horse riding would not proceed.

4. CONSULTATIONS:

- 4.1 Surrey Police have been consulted on the proposals. The proposals adhere to the county council's speed limit policy and consequently the police have confirmed that they support the proposed speed limits described above.

5. FINANCIAL 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 these works will be in the region of £15,000. This includes the cost of removing the existing terminal signs and replacement with new speed limit terminal signs, provision of speed limit repeater signs and the costs of advertising the legal orders. These costs will be met from the central budget for road safety improvements and funding secured from Surrey police to for the rural speed limit project in the south of the county.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Successful management of vehicle speeds can help to reduce driving offences and anti-social driving.
Equality and Diversity	Successful management of vehicle speeds can make it easier for people with mobility impairment to walk or cycle.
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	Successful management of vehicle speeds can help to reduce carbon emissions and air pollution from internal combustion engines. It can also help to reduce emissions through encouraging more people to walk or cycle instead of using a motor vehicle.
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	Successful management of vehicle speeds can help reduce air pollution and support more walking and cycling which is healthier.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 Following an investigation into a pattern of road collisions on Holly Lane (Banstead), it was noted that the existing 60mph national speed limit for this road was inappropriate and an anomaly in comparison to the speed limit on adjoining roads. Using the assessment process described within Surrey County Council's "Setting Local Speed Limits" policy, it is proposed that the existing 60mph national speed limit is reduced to 40mph.
- 7.2 As part of a separate rural speed limits review project it was noted that the existing 60mph national speed limits on Park Lane, Clayhall Lane and Whitehall Lane (Reigate) were also inappropriate and an anomaly in comparison to the speed limits on adjoining and nearby roads. It is proposed that the existing 60mph national speed limit is reduced to 30mph on Park Lane, 30mph on Clayhall Lane and 20mph on Whitehall Lane in accordance with Surrey County Council's "Setting Local Speed Limits" policy.
- 7.3 Reducing the speed limit on these roads will help to manage vehicle speeds to a level more appropriate to the use of road and will reduce the risk and severity of collisions. Lower speeds can also reduce air and noise pollution, and make it easier and more pleasant to walk, cycle and ride horses.

8. WHAT HAPPENS NEXT:

- 8.1 Should the Local Committee decide to proceed with Option 1, the proposal to make a Speed Limit Order for the reduction in speed limit will be advertised in the local press. If there are no objections to the Order to reduce the speed limit, the Order will be made, and the contractor will be instructed to install the necessary signing. The aim would be to complete the work this financial year.
- 8.2 If any objections are received, the Chair, Vice Chair and relevant Divisional Members will be consulted to resolve any objections before proceeding.
- 8.3 Speed surveys will be undertaken following implementation to check upon the success of the new speed limits.

Contact Officer:

Duncan Knox
Road Safety and Sustainable School Travel Team Manager

Consulted:

Surrey Police

Annexes:

Annex 1 – Speed limit survey site locations and existing speed limits

Background papers:

Surrey County Council's Policy ["Setting Local Speed Limits"](#)

Appendix 1

Figure 1: Existing speed limits on and around Holly Lane, Banstead

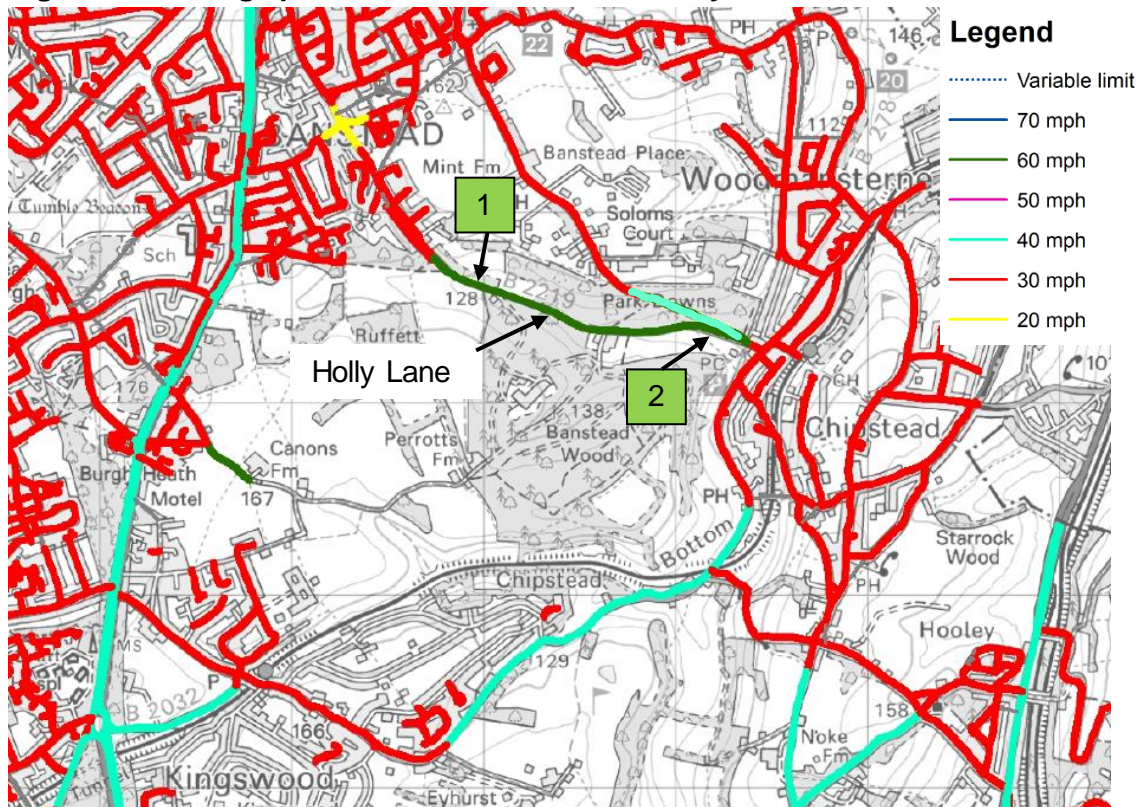
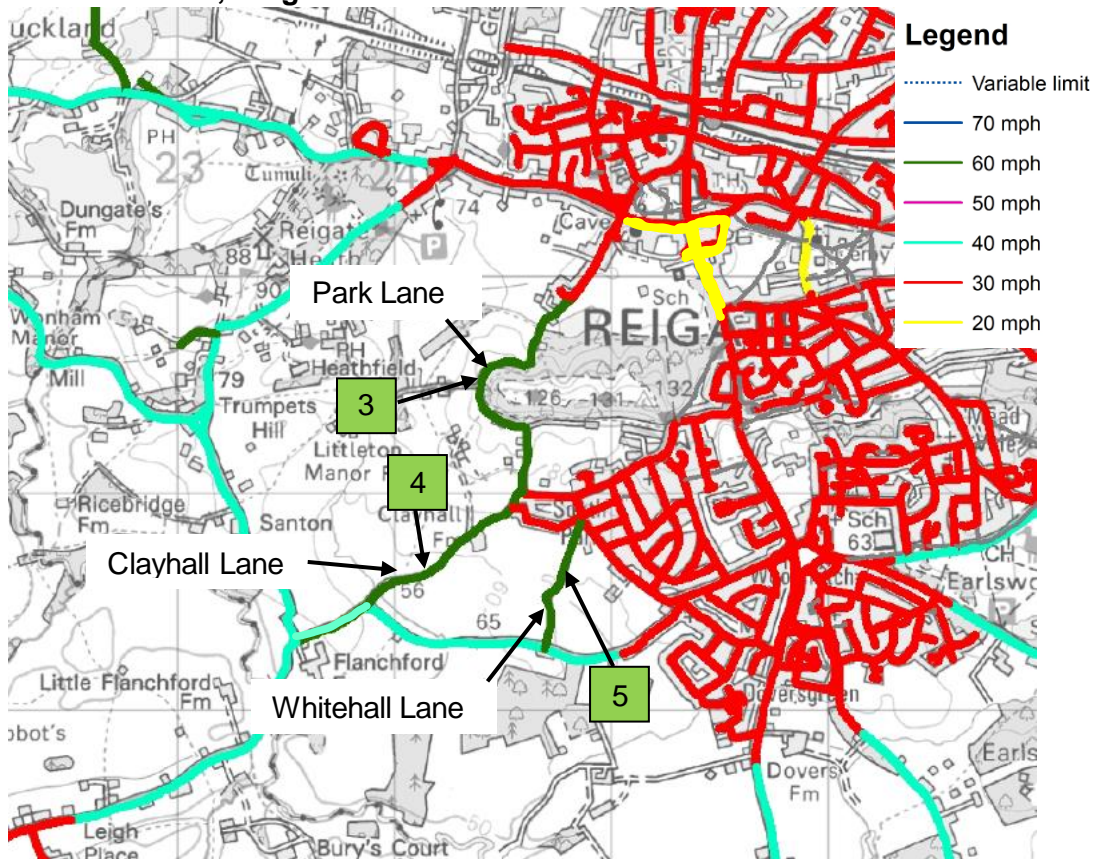


Figure 2: Existing speed limits on and around Park Lane, Clayhall Lane and Whitehall Lane, Reigate



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