

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 20 JANUARY 2022

LEAD OFFICER: CHRIS AGENT, ROAD SAFETY ENGINEER, ROAD SAFETY AND SUSTAINABLE SCHOOL TRAVEL TEAM

SUBJECT: SPEED LIMIT CHANGES ON A24 HORSHAM ROAD, CAPEL

DIVISION/S: CAPEL

SUMMARY OF ISSUE

Following an investigation into a pattern of road collisions on A24 Horsham Road, Capel, it was noted that the existing 50mph 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 50mph speed limit is reduced to 40mph on the length of road as shown in Annex 1. Although the existing mean average speeds are close enough to 40mph to comply with Surrey County Council's "Setting Local Speed Limits" policy without the need for additional supporting engineering measures, it was noted that the existing surface condition on the bend to the north of the property of 'Rosemead' was in poor condition and has subsequently been resurfaced. A small number of existing warning signs were observed to be damaged and/or non-reflective which will be replaced as part of the proposed scheme.

RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree that, based on the evidence:

- i) That the speed limit be reduced from 50mph to 40mph on A24 Horsham Road, Capel between the existing 50mph speed limit north of the Clarks Green roundabout. New 40mph terminal signs will be installed to north of the West Sussex country boundary.
- ii) 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;
- iii) Authorise delegation of authority to the Highway Engagement & Commissioning 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.
- iv) 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 Mole Valley road safety working group, it was highlighted that there had been a history of injury collisions on the 50mph speed limit stretch of A24 Horsham Road, Capel. It was also noted that the existing 50mph 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 50mph speed limit to 40mph.

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 50mph 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 2. It can be seen that the proposals to reduce the speed limit on each of the roads meets the county council's policy threshold. The 85th percentile speed (as seen in Annex 2) is the speed above which the fastest 15 per cent of vehicles were travelling.

Table 1: Speed survey results

Speed survey location	Existing speed limit	Proposed speed limit	Existing mean average speeds	Meets policy threshold?
1) A24 Horsham Road, Capel	50mph	40mph	43 mph NB 46 mph SB	Yes

2) A24 Horsham Road, Capel	50mph	40mph	41 mph NB 41 mph SB	Yes
3) A24 Horsham Road, Capel	50mph	40mph	39 mph NB 44 mph SB	Yes
4) A24 Horsham Road, Capel	50mph	40mph	44 mph NB 43 mph SB	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) – see Annex 3.

- Local residents highlighted a number of damage only collisions (that are not reported to the police) to local members and highway officers.
- At the time of initial investigations in November 2020 over a 5 year period (throughout the existing 50mph section on A24 Horsham Road, Capel), there were: Eleven recorded collisions with two resulting in serious injury and nine resulting in slight injury.
- Although not within the stated 5 year period of analysis, it is relevant to note that a fatal injury was recorded in April 2015 within the existing 50mph speed limit on A24 Horsham Road.

Summary

2.5 It can be seen that the 50mph section of A24 Horsham Road has suffered a history of collisions, which resulted in slight, serious and fatal injury. It can be seen from the data in table 1 that the existing speed limit of 50mph is inappropriate and obsolete in comparison to the speeds that most vehicles are travelling, and that 40mph would be more appropriate and in accordance with the county council's policy.

2.7 It can also be seen from the maps in Annex 2 that the speed limit 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 limit 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 limit

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 have no objection to 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 the Road Safety Working Group via the Road Safety Engineering Team.

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 A24 Horsham Road, Capel it was noted that the existing 50mph 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 50mph speed limit is reduced to 40mph.
- 7.3 Reducing the speed limit on this road 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 (Mole Valley) 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.
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Contact Officer

Chris Agent
Road Safety Engineer
Road Safety and Sustainable School Travel Team

Consulted

Surrey Police
Local Members
Local Highway Officers (Mole Valley)

Annexes

Annex 1 - TRO plan of A24 Capel
Annex 2 - A24 Horsham Road Capel Speed Limit Reduction Location Plan
Annex 3 - A24 Capel collision plot

Background Papers

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

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