

Little Spinney
The Fairway
Godalming
Surrey
GU7 1PB

24th November 2006

Mr S Lee
Head of Transportation
South-West Area Office
Cross Lanes
Guildford
Surrey
GU1 1FA

Ref. Notice in the Surrey Advertiser November 2006, Ref. BF/MISC/GLD/AK:

"40mph speed limit B3000"

Dear Sir,

I am writing to register my objection to the above Order. My reason for objecting is that the proposed speed limit is both unjustified and unrealistic for the stretches of road identified. I also think that the proposed limit appears to contravene the advice given by central Government on the setting of speed limits.

A) Regarding the Council's statement of reasons for proposing the Order :

1) **"A number of new requests have been received...."** This is not a reason in itself to reduce the speed limit. In a democracy it cannot be assumed that the wish of a small minority is reflected in the general population. There are 120,000 people in Waverley – does the number of requests represent a significant proportion of this population? Has the council collected the views of the many thousands of users of this road who do not live in the local area?

2) **"Contribution to road safety"** This is not a valid reason, there are many other steps that should be taken before considering a reduction in the maximum speed limit. Has the council analysed the real causes of accidents on this road or has it simply assumed that lower speeds equals a reduction in accidents?

3) **"Slower vehicle less likelihood of serious/fatal injury"**. This is not a valid reason. The council needs to make itself much better informed regarding road safety studies that are available in the public domain. Sadly the council's statement (although often repeated in government documents) simply is not true.

B) Regarding Government advice on the setting of speed limits:

1) Character of Road: Has the council classified the road as upper tier or lower tier for the purposes of speed limit assessment? Does the road meet the criteria for this classification as set out in appendix D to the circular ?

Appendix D indicates that 50mph would be an appropriate limit for this road. "Should be considered for lower quality A and B roads which may have a relatively high number of bends, junctions or accesses.

2) **Speed surveys:** Please can the council provide the evidence it has to demonstrate the current speeds on this road. Is the measured mean speed at or below the proposed speed limit ?

The existing de-restricted limit has been in force for a considerable time and I suggest that the character of the road has not changed significantly since the existing limit was imposed. I also doubt whether actual speeds will have changed much either.

3) **What the road looks like:** Apart from the railway bridge, most road users would think that this road looks like a de-restricted road, therefore a posted lower limit is likely to be ignored by most drivers. Do Surrey Police support this application ?

4) **Cost benefit analysis:** Can the council provide the cost-benefit analysis. Imposing a low limit will discourage users from using this road, displacing traffic onto the narrower country lanes through Hurtmore and Eashing. Overall road safety in the area may actually be worsened.

5) **Isolated Hazards:** If the accident record shows a problem with isolated hazards, such a one of the road junctions, then this should be dealt with individually, perhaps by using vehicle-actuated signs set off by vehicles going over a set speed.

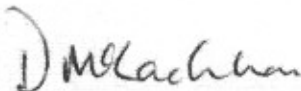
The information contained in the proposal does not demonstrate that the Council has properly complied with Government advice. Unless the Council can provide evidence that it has fully considered and complied with Government advice in deciding upon this proposed Order, I will not be prepared to withdraw my objection to it.

Speed limits must be set at levels which actually relate to the hazards that drivers are likely to encounter. A speed limit can be a very useful way of informing a driver of these levels of hazards, but inappropriately low limits are in effect calling "wolf", causing most drivers to ignore all limits, even when the character of the road does finally call for the lower speed limit. Thus the policy of scrapping de-restricted limits between towns and villages and making them 40 or even 30mph does not have the positive effect that SCC may imagine, especially as most drivers can remember that these roads have been de-restricted ever since speed limits were introduced.

I have spent many hours standing near this road whilst training/watching football at the Farncombe ground. My experience is that the only nuisance drivers are the very small number of young men, often on motorbikes. These drivers will take no notice of signs with 40 painted on them, the best way of increasing genuine road safety is to have regular Police patrols.

I would be grateful if you will acknowledge receipt of this objection and advise me of the means by which it will be formally considered by your Members.

Yours faithfully,



Mr D McLachlan

Tel: 08456 009 009
Fax: 01483 517528
Contact: Bahram Assadi

90105285

Mr D McLachlan
'Little Spinney
The Fairway
Godalming
Surrey
GU7 1PB

**Local Transportation
Service
Guildford**

South West Area Office
Grosvenor House
London Square
Cross Lanes
Guildford
GU1 1FA

Our ref: BA/7/15/07

31 January 2007

Dear Mr McLachlan

Review of speed limit on a section of B3000 New Pond Road, Compton

Thank you for your letter dated 24 November 2006, objecting to the proposal to reduce the speed limit on that section of New Pond Road. Please find below my response and comments to the points that were raised.

When requests are received, from member of the public, councillors, parish councillors, Residents Associations and other interested parties, initial investigations with consideration of Council policy including accident data are carried out. Where found appropriate it would then be placed on the Minor Improvement Request List. It will then be taken to the Members Working Group and if approved it will then be reported to the committee for funding approval. I am sure you can appreciate that it is not practical to consult every single resident in an area when we carry out a scheme. However, we put notices in the papers for the public to view as you have done in this instance.

As well as reviewing speed limits on various roads, other considerations are given to improving the road safety and reducing the speed limits.

As part of the investigation personal injury accidents are studied and the data is available for the public to view. We also carry out speed surveys.

New Pond Road, for the purpose of speed limit assessment, is classified as tier 2 and that includes district distributors, local distributor and access roads. Using the formula, in the Determining and Applying Speed Limits document policy, to calculate the collision rate per 100 million vehicle kilometres the result was found to be more than 66 personal injury accidents. i.e;

$$\frac{\text{Number of collisions} \times 100,000,000}{\text{Number of days in period} \times \text{annual average daily traffic} \times \text{length of route}}$$

$$\frac{20 \times 100,000,000}{1095 \times 7879 \times 2.8} = 82.8$$

Also, the mean speeds limits at various locations on New Pond Road were 45.68, 46.6, 42.14, 41.71, 40.62 and 38.17. Taking the above results into account in line with the new County Council Speed Management policy the preferred maximum speed limit was 40 mph. Please find enclosed the results for the speed and volume surveys that were carried out at three various locations on New Pond Road as requested.

You might be interested to know that the Surrey Police is supporting our recommendation to reduce the speed limit to 40mph.

Speed surveys were carried out at three locations on that section of New Pond Road in question. One near Binscombe Lane, one near Furze Lane and the third location was on the east side of Stakescorner Road. The process of determining the appropriate speed limit on the same section of New Pond Road, in line with the new County Council Speed Management Strategy was also carried out.

If I do not hear from you by 21 February 2007 I will make an assumption that you have withdrawn your objection. If you would still object to the imposition of a 40mph speed limit on certain length of New Pond Road, this will need to be taken to the Guildford Local Committee for resolution.

I would like to advise you that if the objection is to be upheld, the new proposed speed limits on New Pond Road would not be implemented. If the objection is overruled then the new proposed speed limits on the above road will be progressed.

Yours sincerely

BA

Bahram Assadi
Technician Traffic Engineer

Γ

20 FEB 2007

GU

--- ~~FEBA~~ SH

Little Spinney
The Fairway
Godalming
Surrey
GU7 1PB

18th February 2007

Mr S Lee
Head of Transportation
South-West Area Office
Cross Lanes
Guildford
Surrey
GU1 1FA

Ref. Notice in the Surrey Advertiser Novembber 2006, Ref. BF/MISC/GLD/AK :

"40mph speed limit B3000"

Thank you for the response letter from you colleague dated 31st January 2007 ref BA/7/15/07.

Unfortunately the letter only covered a small proportion of the points I raised. For ease of reference I list the points below:

A) Regarding the Council's statement of reasons for proposing the Order:

- 1) **Number of new requests received:** The response letter says that it is not possible to consult ever single resident. The point I raised is that it is undemocratic for a small number of 'requestors' to instigate a change that will affect thousands of people. Only a small proportion of people read the Surrey Advertiser – why doesn't the council put up large signs next to affected roads indicating that a speed limit change is being proposed?
- 2) "Contribute to road safety....." This issue was not responded to.
- 3) "Slower vehicle less likelihood of serious/ fatal injury." This issue was not responded to.

B) Regarding Government advice on the setting of speed limits:

4) Character of Road:

The government circular states that what the road looks like is a key factor. The speed data gathered shows that most road users see this as a 60 mph **maximum** road, with most driving at around 50 mph.

The response letter states this road is classified as 'tier 2'. Appendix D to Circular Roads 1/2006 : indicates that 50 mph would be an appropriate limit for this road.

- 5) **Speed survey:** Thank you for the additional data. My comments on this: The survey was carried out at a very dark time of year; the sun didn't rise until 7 a.m and set at 4 p.m. This would have had the effect of reducing speeds. The rush hour data should be ignored, it is clear to see that congestion builds up between 16:00 and 18:00. Despite these problems with the data, it still shows that the majority of road users would find 40 mph an unreasonably slow speed. The 40mph proposal would indicate that in excess of 10,000 journeys per day are made

above the 'safe' limit of 40 mph. If driving above 40 mph really was unsafe then one would expect a huge number of daily accidents on this road – this is clearly not the case. It is very interesting to note that the 85 %ile speeds are 47, 49, 48, 49, 54 and 53 mph. This would indicate a speed limit of 50 mph. Even the 'mean' values show all but one value above 40 mph. SCC are presumably aware that the further a posted limit speed limit departs from the 85th percentile, the less effect it is likely to have.

6) **Do the benefits exceed the disbenefits?** This issue was not responded to.

7) **Information on numbers and types of accidents?** This issue was not responded to.

If SCC were serious about road safety then one would expect to see an analysis of the real causes of accidents on this road. Most recent surveys show that the main causes of accidents are not speed, rather it is poor driving in general, mainly lack of care and attention at junctions. The Transport Research Laboratory report 323 found that excessive speed was a definite factor in 4.5 % of accidents and a 'possible' factor in 15 % of accidents.

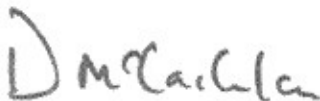
8) **Comments on the flawed nature of SCC policy on speed.** This issue was not responded to.

I think that road safety is an important issue, the Council must not allow it's unfortunate concentration on speed to distract it from the real work that needs to be done. What drivers do need is good road engineering – i.e. the resurfacing of primary roads with the new porous asphalt that reduces spray and road noise, good real-time road-side information on hazards ahead (such as stationery traffic, fog or icy roads) and finally good training – e.g. more of those drivers convicted of poor driving should be offered the opportunity to re-take a driving test. The money being allocated to this proposal would be better spent on additional Police patrols of the road.

Conclusion

For the above reasons I cannot withdraw my objection. Please note that I would only withdraw an objection in writing, it cannot be withdrawn by SCC setting an arbitrary date when it decides to ignore my objection

Yours faithfully,



Mr D McLachlan

Tel: 08456 009 009
Fax: 01483 517528
Contact: Bahram Assadi



Mr D McLachlan
'Little Spinney
The Fairway
Godalming
Surrey
GU7 1PB

**Local Transportation
Service
Guildford**

South West Area Office
Grosvenor House
London Square
Cross Lanes
Guildford
GU1 1FA

Our ref: BA/7/15/07

2 March 2007

Dear Mr McLachlan

B3000 New Pond Road, Compton- Objection to the proposed speed limit

Thank you for your letter dated 18 February 2007, withholding your objection to the proposed speed limit on the above location. Your comments were noted.

As you wish to object to the imposition of a 40mph speed limit on New Pond Road, this will therefore be taken to the Guildford Local Committee for resolution.

I would like to reiterate that if the objection is to be upheld, the new proposed speed limits on New Pond Road would not be implemented. If the objection is overruled then the new proposed speed limits on the above road will be progressed.

Yours sincerely

Bahram Assadi
Technician Traffic Engineer

