



**A25 LADYMEAD, GUILDFORD  
CONSOLIDATION OF 40MPH TRAFFIC REGULATION  
ORDER**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (GUILDFORD)**

**7<sup>TH</sup> DECEMBER 2011**

**KEY ISSUE**

To authorise the revocation of existing 40mph Traffic Regulation Orders (TRO's) for A25 Ladymead, and the introduction of a single 40mph TRO.

**SUMMARY**

The existing TRO's for the 40mph limit for Ladymead were made when this road was still the A3. Although it is still possible to work out how they now apply to Ladymead, this is a cumbersome process as the orders refer to features that no longer exist on the ground. A new TRO is required to bring the Orders up to date and to ensure that they can be more easily used in the event of any challenge to enforcement of the speed limit.

Report by

AREA HIGHWAY MANAGER

GUILDFORD B.C. WARD (S)

STOKE

Surrey Atlas Ref.

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COUNTY ELECTORAL DIVISION (S)

GUILDFORD SOUTH WEST

## **SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD) ITEM 12**

### **RECOMMENDATIONS**

The committee is asked to:

- (i) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984 for a 40mph speed limit on the A25 Ladymead, Guildford, which will revoke the two existing 40mph traffic orders for that road. Subject to no objections being upheld, the Order be made.
  
- (ii) 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.

## **SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD) ITEM 12**

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

- 1.1 Until 1975 Ladymead was a Trunk Road, and the responsibility of central government. With the opening of the A3 Guildford-Godalming Bypass, Ladymead was de-trunked and became part of Surrey County Council's road network. At that time it became the A25 and the Orders that applied to the old A3 were "saved" so that they were still valid.
- 1.2 Two TRO's are in place for the signed 40mph speed limit in Ladymead, dating from 1969 and 1982.
- 1.3 The County Council's specialist advisor in the field of traffic orders for speed limits, Road Safety Support, consider that whilst the existing orders still impose a valid speed limit, they may now contain ambiguities which may make any cases for excess speed that end up in court unduly difficult to explain. These ambiguities relate to the change of road number made at de-trunking, and reference to physical features (namely junctions and properties) which no longer exist.
- 1.4 A new TRO using current descriptions but for the same length as the existing 40mph speed limit would remove any ambiguity and would be easier for courts to understand in prosecutions for speeding.

### **2. ANALYSIS**

- 2.1 As above.

### **3. CONSULTATIONS**

- 3.1 Surrey Police support the proposals.

### **4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 4.1 The estimated cost of processing and advertising traffic orders is £1,500 which would be met from the committee's 2011/12 revenue budget of £100,000. No physical works are required, the 40mph speed limit signing would remain as at present.

### **5. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 None.

### **6. CRIME AND DISORDER IMPLICATIONS**

- 6.1 A new traffic order would remove any ambiguity if there were challenges to prosecutions for speeding.

**7. EQUALITY AND DIVERSITY IMPLICATIONS**

7.1 None.

**8. CONCLUSION AND REASONS FOR RECOMMENDATIONS**

8.1 As above.

**9. WHAT HAPPENS NEXT**

9.1 The existing orders would be revoked on the introduction of the new traffic order.

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<b>BACKGROUND PAPERS</b>	N/A

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