



OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)

Speed Limit Order Objections

15 October 2009

KEY ISSUE

To report and seek resolution to the proposed objections received in response to the advertised speed limit changes detailed in the proposed Permanent Traffic Regulation Order: **THE SURREY COUNTY COUNCIL VARIOUS ROADS IN SURREY HEATH (30 MPH AND 40 MPH SPEED LIMITS) ORDER 2009.**

SUMMARY

The results of speed assessments for a number of roads in Surrey Heath were reported to Committee in February 2009. A Permanent Traffic Regulation Order has now been advertised to propose changes to a number of speed limits. A number of objections have been received. Committee must consider these objections formally.

If Committee were to approve the Officer recommendations, the proposed Permanent Traffic Regulation Order would be made in part, and a new Permanent Traffic Regulation Order advertised for The Maultway, Red Road and parts of certain of their side roads, to propose a reduction of speed limit from 60mph to 50mph.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath):

- i. Overrules the objections in relation to **Beldam Bridge Road, Fellow Green** and **Fellow Green Road**, and authorises the making of the Permanent Traffic Regulation Order in relation to these roads, so that the speed limit on these roads is changed from 40mph to 30mph;
- ii. Overrules the objections in relation to **Lucas Green Road, Priest Lane** and **Ford Road**, and authorises the making of the Permanent Traffic Regulation Order in relation to these roads, so that the speed limit on these roads is changed from 60mph to 30mph;
- iii. Upholds the objections in relation to **The Maultway**, and authorises the advertisement of a new Permanent Traffic Regulation Order to propose a reduction of speed limit from 60mph to 50mph, in accordance with SCC policy, and that corresponding changes be advertised for parts of **Yockley Close** and **Redwood Drive**;

- iv. Overrides the objections in relation to **Deepcut Bridge Road**, and authorises the making of the Permanent Traffic Regulation Order in relation to this road, so that the speed limit on this road is changed from 60mph to 40mph;
- v. Overrides the objections in relation to **Old Bisley Road**, and authorises the making of the Permanent Traffic Regulation Order in relation to this road, so that the speed limit on this road is changed from 60mph to 40mph;
- vi. Upholds the objections in relation to **Red Road**, and authorises the advertisement of a new Permanent Traffic Regulation Order to propose a reduction of speed limit from 60mph to 50mph, in accordance with SCC policy, and that the corresponding change be advertised for part of **Lightwater Road**;
- vii. Overrides the objections in relation to **Woodlands Lane**, and authorises the making of the Permanent Traffic Regulation Order in relation to this road, so that the speed limit on this road is changed from 60mph to 40mph;
- viii. That the objectors be informed as the decisions of Committee.

INTRODUCTION AND BACKGROUND

It is widely believed that simply changing the speed limit will change driver behaviour. Unfortunately this is not the case; experience shows that drivers choose their speed on the basis of the character of the road, its alignment, and the prevailing conditions. It is widely observed that if the speed limit does not correspond with the drivers' own assessments, drivers will simply disregard the speed limit. In such cases the speed limit is of little value without continual enforcement.

Therefore SCC's speed limit policy is twofold—it considers the character of the road, and also the observed traffic speed. Before any change in speed limit is recommended, a speed assessment is required to determine the most appropriate speed for a particular road.

Speed assessments were reported to Committee in February 2009 for *inter alia* Beldam Bridge Road, Fellow Green, Lucas Green Road, Priest Lane, Ford Road, The Maultway, Deepcut Bridge Road, Old Bisley Road, Red Road and Woodlands Lane. Committee decided to lower the speed limits on these roads, and so a Permanent Traffic Regulation Order was advertised.

Before the Permanent Traffic Regulation Order can be made, Committee must consider formally any objections. There were six objections altogether, from residents and from Surrey Police. The objections are reproduced in Annex A.

ANALYSIS

The proposed speed limit changes, the objections, the proposed responses to the objections and reasoning behind the responses are detailed in Table 1. The items listed in Table 1 follow the format of the Order not the Notice of the Order.

If Committee were to approve the Officer recommendations, the proposed Permanent Traffic Regulation Order would be made in part, and a new Permanent Traffic Regulation Order advertised for The Maultway, Red Road and parts of certain of their side roads, to propose a reduction of speed limit from 60mph to 50mph.

All parties raising objections to all or part of the proposed Permanent Traffic Regulation Order have been acknowledged and objectors requested to confirm their position before local committee meet on 15 October 2009.

Proposed Speed Limit Order	Implication	Objection (Objector)	Proposed Response
First Schedule - Revocations			
(i) The County Council of Surrey (40 MPH Speed Limit) (No. 3) Order 1973 in its entirety	To restore the entire length of Fellow Green and Fellow Green Road in West End to a restricted road (30mph)	<ul style="list-style-type: none"> Unnecessary (Objector 2) 	Overrule because: These roads are within a 'built-up area' and should therefore be 30mph, the preferred limit according to SCC policy.
(ii) Any previous Orders made or having effect as if made under Sections 82 83 and/or 84 of the Act imposing any speed limit on Fellow Green (C11) or Fellow Green Road in West End	To restore the entire length of Fellow Green and Fellow Green Road in West End to a restricted road (30mph)	<ul style="list-style-type: none"> Unnecessary (Objector 2) 	Overrule because: These roads are within a 'built-up area' and should therefore be 30mph, the preferred limit according to SCC policy.
(iii) That part of The Borough of Surrey Heath (Beldam Bridge Road, Scotts Grove Road and Pennypot Lane, Chobham) (40 MPH Speed Limit) Order 1998 as applies to that part of Beldam Bridge Road (C11) West End as extends from its junction with Fellow Green (C11) to a point 13 metres south east of its junction with King's Road	To restore the entire length of Beldam Bridge Road between Fellow Green and its junction with King's Road to a restricted road (30mph); Removal of the 40mph speed limit applicable to Beldam Bridge Road from its junction with King's Road to a point 13 metres south east of its junction with King's Road	<ul style="list-style-type: none"> Unnecessary (Objector 2) 	Overrule because: This road is within a 'built-up area' and should therefore be 30mph, the preferred limit according to SCC policy.

Second Schedule – 30 mph				
(i)	Beldam Bridge Road (C11) West End – from its junction with King’s Road to a point 13 metres south east of its junction with King’s Road	Lower the speed limit on Beldam Bridge Road to 30mph	<ul style="list-style-type: none"> Not a built up area, limit set too low, unnecessary cost – (Objector 2) 	<p>Overrule because:</p> <p>This extends the 30mph to the nearest practical termination point beyond the centre of the King’s Road junction.</p>
(ii)	Lucas Green Road (D28) West End – from a point 8.4 metres west of the eastern boundary of the property known as “Averil” to its junction with Priest Lane (D28)	Lower the existing speed limit on Lucas Green Road from 60mph to 30mph	<ul style="list-style-type: none"> Not a built up area, limit set too low, unnecessary cost – (Objector 2) 	<p>Overrule because:</p> <p>The mean and 85th percentile of recorded vehicle have been found to be within the range of 30mph, therefore a 30mph limit is the preferred limit according to SCC policy.</p>
(iii)	Priest Lane (D28) – from its junction with Lucas Green Road (D28) to the end of its adopted section adjacent to the property known as “Sunny Acres”	Lower the existing speed limit on Priest Lane from 60mph to 30mph	<ul style="list-style-type: none"> Not a built up area, limit set too low, unnecessary cost (Objector 2) 	<p>Overrule because:</p> <p>The mean and 85th percentile of recorded vehicle have been found to be within the range of 30mph, therefore a 30mph limit is the preferred limit according to SCC policy.</p>
(iv)	Ford Road (D29) Bisley – from its junction with Lucas Green Road (D28) to a point 459 metres in a generally	Lower the existing speed limit on Ford Road from 60mph to 30mph	<ul style="list-style-type: none"> Not a built up area, limit set too low, unnecessary cost (Objector 2) 	<p>Overrule because:</p> <p>The mean and 85th percentile of</p>

<p>south easterly direction from its junction with Lucas Green Road (D28)</p>			<p>recorded vehicle have been found to be within the range of 30mph, therefore a 30mph limit is the preferred limit according to SCC policy.</p>
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<p>Third Schedule – 40mph</p>			
<p>(i) The Maultway (B3015) Camberley – for its entire length</p>	<p>Lower the existing speed limit on The Maultway from 60mph to 40mph</p>	<ul style="list-style-type: none"> • Proposed 40mph is unrealistic and goes against SCC policy and DfT guidelines (Surrey Police) • Unjustified change, imposing speed limits will not reduce speeding traffic, a means to criminalize drivers (Objector 1) • Limit set too low, unnecessary cost (Objector 2) • Proposed limit is unrealistic, does not follow SCC policy, and likely to cause increased pollution (Objector 3) • Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) • Proposed 40mph limit is inconsistent with SCC policy (Objector 5) • 	<p>Uphold objection because:</p> <p>Mean and 85th percentile of recorded vehicle speeds is 50mph; the preferred limit in line with SCC policy is 50mph; the change to 40mph made by SCC's Local Committee (Surrey Heath) is not in line with SCC policy.</p> <p>Therefore proposed limit to revert back to recommended 50mph speed limit: as a consequence of upholding this objection lengths of Yockley Close and Redwood Drive are required to be 50mph because the side road (relevant road) terminal signs are positioned greater than 20 metres from the major road, therefore a short length of these side roads must have the same limit as the major road.</p>

(ii) Yockley Close (D3495) Camberley – from its junction with The Maultway (B3015) to a point 24.5 metres west of the western kerb line of The Maultway (B3015)	Lower this short section of Yockley Close (relevant road)–24.5m between The Maultway and terminal sign—to be the same limit as that of The Maultway (major road.)	<ul style="list-style-type: none"> • Unnecessary (Objector 2) • Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) 	Same as Third Schedule (i) The Maultway column four.
(iii) Redwood Drive (D3495) Camberley – from its junction with The Maultway (B3015) to a point 17.5 metres west of the western kerb line of The Maultway (B3015)	Lower this short section of Redwood Drive (relevant road)–24.5m between The Maultway and terminal sign—to be the same limit as that of The Maultway (major road.)	<ul style="list-style-type: none"> • Unnecessary (Objector 2) • Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) 	Same as Third Schedule (i) The Maultway column four
(iv) Deepcut Bridge Road (B3015) Deepcut – from its junction with Old Bisley Road (D3488) to a point 40 metres north of its junction with Swordsmans Road	Lower the existing speed limit on Deepcut Bridge Road from 60mph to 40mph	<ul style="list-style-type: none"> • Limit set too low, unnecessary cost (Objector 2) • Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) 	Overrule because: 40mph buffer zone being introduced to encourage drivers to reduce their speed in advance of a lower 30mph speed limit
(v) Old Bisley Road (D3488) Frimley – from from its junction with The Maultway (B3015) to a point 32 metres east of the centre line of the entrance to The Ridgewood Centre	Lower the existing speed limit on part of Old Bisley Road from 60mph to 40mph	<ul style="list-style-type: none"> • Unjustified change, imposing speed limits will not reduce speeding traffic, a means to criminalize drivers (Objector 1) • Limit set too low, unnecessary cost (Objector 2) • Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) 	Overrule because: Mean and 85th percentile of recorded vehicle speeds is above 30mph. This road has a system of street lighting, therefore by default should 30mph, however, without the introduction of traffic calming measures 40mph is not out of keeping with the road's constraints. Therefore the

			preferred limit in line with SCC policy is 40mph.
vi) Red Road (B311) Lightwater – from its junction with the Maultway (B3015) to a point 61 metres west of its junction with Guildford Road (A322)	Lower the existing speed limit on Red Road from 60mph to 40mph	<ul style="list-style-type: none"> Proposed 40mph is unrealistic and goes against SCC policy and DfT guidelines (The Surrey Police) Unjustified change, imposing speed limits will not reduce speeding traffic, a means to criminalize drivers (Objector 1) Not a built up area, limit set too low, unnecessary cost (Objector 2) Proposed limit is unrealistic, does not follow SCC policy, and likely to cause increased pollution (Objector 3) Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) Proposed 40mph limit is inconsistent with SCC policy (Objector 5) 	<p>Uphold objection because:</p> <p>Mean and 85th percentile of recorded vehicle speeds is 50mph; recommended speed in line with SCC policy is 50mph; the change to 40mph made by members of Local Committee (Surrey Heath) is not in line with SCC policy.</p> <p>Therefore proposed limit to revert back to recommended 50mph speed limit: as a consequence of upholding this objection length of Lightwater Road is required to be 50mph because the side road (relevant road) terminal signs are positioned greater than 20 metres from the major road, therefore a short length of Lightwater Road must have the same limit as the major road.</p>
(vii) Lightwater Road (C4) Lightwater – from its junction with Red Road (B311) to a point 30 metres south west of the common boundary of numbers 15 and 17	Lower this short section of Lightwater Road (relevant road)–24.5m between Red Road and terminal sign–to be the same limit as that of Red	<ul style="list-style-type: none"> Unnecessary (Objector 2) Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) 	Same as Third Schedule (vi) Red Road column four

Lightwater Road	Road (major road).		
(viii) Woodlands Lane (C4) Windlesham – from the terminal point of the existing 30 mph restriction 100 metres south east of Scutley Lane to a point 470 metres east of that point	Lower the existing speed limit on part of Woodlands Lane from 60mph to 40mph	<ul style="list-style-type: none"> • Unnecessary (Objector 2) • Unrealistic and unjustified change not in line with DfT guidelines (Objector 4) 	<p>Overrule because:</p> <p>40mph buffer zone being introduced to encourage drivers to reduce speed advance of a lower 30mph speed limit</p>

FINANCIAL IMPLICATIONS

Approximate costs of implementing the speed limit changes proposed in the original Permanent Traffic Regulation Order have been provided by SCC's contractor and are detailed in Table 2. These initial costs are subject to further discussions and agreement between SCC and the contractor.

Road	Item	Approximate cost
All roads	Provision of new signs and removal of old road signs	£20,000
Red Road	Provision of new road markings & road studs, and removal of old road markings & old road studs	£68,000
The Maultway	Provision of new road markings & road studs, and removal of old road markings & old road studs	£51,000
Old Bisley Road and Deepcut Bridge Road	Provision of new road markings & road studs, and removal of old road markings & old road studs	£26,000
	Total	£165,000

Table 2 – Approximate costs of proposed speed limit changes

A substantial element of the cost is the need to change the centre line of certain roads to match the proposed new speed limit. Roads with a speed limit of 50mph and above have a centre line with 3m marks and 6m gaps. Roads with a speed limit of 40mph have a centre line with 2m marks and 4m gaps. Road studs are provided at corresponding intervals. In the original Permanent Traffic Regulation Order it was proposed to reduce the speed limit on Red Road, The Maultway, Old Bisley Road and Deepcut Bridge Road from 60mph to 40mph, which necessitates a change to the centre line and spacing of road studs over a distance of over 5 miles.

If Committee were to approve the current Officer recommendations, it would not be necessary to provide new road markings and road studs in The Maultway or Red Road, and therefore the total cost of the speed limit changes would be approximately £46,000 – the cost of changing the centre line and road stud spacing on Red Road and The Maultway would be saved. The current budget for the speed limits implementation is £40,000.

EQUALITIES IMPLICATIONS

None.

CONCLUSION & REASONS FOR RECOMMENDATIONS

The speed assessments that were reported to Committee in February 2009 highlighted appropriate changes in the speed limits in Beldam Bridge Road, Fellow

Green, Lucas Green Road, Priest Lane, Ford Road, The Maultway, Deepcut Bridge Road, Old Bisley Road, Red Road and Woodlands Lane.

Objections were received to the proposed reductions in speed limits in Beldam Bridge Road, Fellow Green, Lucas Green Road, Priest Lane, Ford Road, Deepcut Bridge Road, Old Bisley Road, and Woodlands Lane. However the proposed changes were all in line with SCC policy, and enjoy the support of Surrey Police. Therefore it is recommended to overrule the objections to these changes.

Committee agreed in February 2009 to promote the reduction in the speed limits in Red Road and The Maultway from 60mph to 40mph, contrary to the Officer recommendation, contrary to SCC policy and also contrary to the advice of Surrey Police. The preferred speed limit according to SCC policy for these roads is 50mph, also the preferred speed limit of Surrey Police.

The advertised proposed reductions in speed limits in Red Road and The Maultway attracted the most objections, including Surrey Police and a local Ward Member. Therefore, in line with SCC policy and with the support of Surrey Police, it is recommended the objections to these changes be upheld and promote a reduction of speed limit to 50mph for Red Road and The Maultway.

WHAT HAPPENS NEXT

Subject to approval, the original Permanent Traffic Regulation Order would be made in part, resulting in new speed limits being implemented in Beldam Bridge Road, Fellow Green, Lucas Green Road, Priest Lane, Ford Road, Deepcut Bridge Road, Old Bisley Road, and Woodlands Lane

A new Permanent Traffic Regulation Order would be advertised for Red Road, The Maultway and parts of certain of their side roads, to change these roads from 60mph to 50mph, in accordance with SCC policy. Any objections to this new Permanent Traffic Regulation Order would be reported to Committee for consideration.

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BACKGROUND

PAPERS:

- 'Speed Management Policy' SCC
- 'Determining And Applying Speed Limits' SCC

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