



**OFFICER REPORT TO LOCAL COMMITTEE
(WAVERLEY)**

**EXPERIMENTAL SPEED LIMIT:
B2133 LOXWOOD ROAD,
ALFOLD TO COUNTY BOUNDARY**

17 DECEMBER 2010

KEY ISSUE

To approve the introduction of an experimental 40mph speed limit on a section of the B2133 Loxwood Road at the county boundary which is currently subject to the national speed limit of 60mph.

SUMMARY

West Sussex County Council is expected to introduce an experimental 40mph speed limit on the B2133 Loxwood Road from the county boundary southwards through Alfold Bars (currently 60mph). If Surrey County Council takes no action, a relatively short section of the road from the county boundary north towards the existing 30mph limit through Alfold village would remain with the current 60mph limit. An experimental 40mph limit is proposed here to mirror the experimental 40mph limit in West Sussex.

OFFICER RECOMMENDATION

The Local Committee (Waverley) is asked to agree to the introduction of an experimental 40mph speed limit for a period of 6 months on the B2133 Loxwood Road between the boundary with West Sussex and the existing 30mph speed limit at Alfold village.

1. BACKGROUND

1.1 West Sussex County Council (WSCC) officers have been in discussion with Surrey County Council (SCC) officers for some time concerning reducing the existing 60mph speed limit on the B2133 Loxwood Road from Alfold village within Surrey south through Alfold Bars within West Sussex and beyond.

1.2 Officers from both authorities undertook speed limit assessments for their respective sections in accordance with their respective speed limit policy criteria. Both assessments concluded a 50mph speed limit would be appropriate.

1.3 On 28 September 2010 the WSCC North Chichester County Local Committee (CLC) considered a report that recommended the following:

- 'That the Committee requests the Cabinet Member for Highways and Transport to approve the introduction of an experimental 40mph Traffic Order for a period of 6 months during which time speed data will be collected and assessed against the agreed success criteria.'
- 'Should the experiment not meet the criteria, the local community and the Committee will need to identify funding to enable an acceptable scheme to be developed and introduced to ensure that average speeds below 42mph can be achieved.'

1.4 The Committee made the following decision:

'...Speed assessment surveys on this road have concluded that it qualifies for a reduction from 60mph to 50mph. As a result of local and Member concern that a 50pmh speed limit is inappropriate for the route, officers have undertaken further investigations to determine how a lower speed limit might be introduced. The Road Traffic Act permits the introduction of an experimental order for a 40mph limit. This would need to be monitored over a 6 month period to ascertain effectiveness in reducing traffic speeds. The North Chichester County Local Committee have therefore requested that the Cabinet Member for Highways and Transport approve the introduction of an experimental 40mph Traffic Order for a period of 6 months during which time speed data will be collected and assessed against the agreed success criteria. Should the experiment not meet the agreed criteria, the local community and the Committee will need to identify funding to enable an acceptable scheme to be developed and introduced to ensure that average speeds below 42mph can be achieved.'

1.5 On 5 October 201, the WSCC Cabinet Member for Highways and Transport wrote to the Chairman of the North Chichester CLC and confirmed his approval of the experimental 40mph Traffic Order for a period of 6 months.

2. DISCUSSION

- 2.1 If WSCC introduces an experimental 40mph speed limit in isolation, a 375m section of the B2133 within Surrey from the county boundary to the exiting 30mph speed limit at Alfold village would remain and be signed as having a speed limit of 60mph. The minimum recommended length for a signed speed limit is 600m.
- 2.2 If the Surrey section remains signed at 60mph, there is every chance that the speed of northbound traffic approaching Alfold village will increase, since drivers leaving the experimental 40 limit as they enter Surrey are likely to accelerate. Conversely, the likelihood of the success of the experimental 40 limit within West Sussex would be reduced in the southbound direction.
- 2.3 SCC officers consider that only a 50mph permanent speed limit can be justified/introduced under SCC's speed limit policy.
- 2.4 SCC officers will monitor speeds during the life of the experimental limit to measure its success.

3. CONSULTATIONS

- 3.1 Surrey Police have been consulted on extending the experimental 40 limit from the county boundary towards Alfold. While they would only support a *permanent* 50mph limit, they would not object to an experimental 40mph within Surrey on the grounds of consistency with the experimental limit being progressed by WSCC.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of advertising the experimental limit within Surrey, estimated at £1,500, would fall to the capital budget held by this Committee. West Sussex County Council would be asked to meet the costs of introducing the signing for the new limit, as well as reinstating the existing speed limit signing once the experiment concludes six months later.

5. EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no specific equalities or diversity implications for this report.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no specific crime and disorder implications for this report.

7. CONCLUSION AND RECOMMENDATIONS

7.1 As above.

8. REASONS FOR RECOMMENDATIONS

8.1 As above.

9. WHAT HAPPENS NEXT

9.1 WSCC officers have indicated that they wish to introduce the experimental 40mph limit in February or March 2011.

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BACKGROUND PAPERS:	None