

## Notice of Meeting

# Cabinet Member for Highways Decisions

**Date & time**

Tuesday, 3  
September 2019 at  
4.30 pm

**Place**

Members' Conference  
Room, County Hall,  
Penrhyn Road,  
Kingston upon  
Thames, KT1 2DN

**Contact**

Ben Cullimore  
Room 122, County Hall  
020 8213 2782  
[ben.cullimore@surreycc.gov.uk](mailto:ben.cullimore@surreycc.gov.uk)

**Chief Executive**

Joanna Killian

**If you would like a copy of this agenda or the attached papers in another format, e.g. large print or braille, or another language, please either call 020 8541 9122, write to Democratic Services, Room 122, County Hall, Penrhyn Road, Kingston upon Thames, Surrey KT1 2DN, Minicom 020 8541 8914, fax 020 8541 9009, or email [ben.cullimore@surreycc.gov.uk](mailto:ben.cullimore@surreycc.gov.uk).**

**This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Ben Cullimore on 020 8213 2782.**

**Cabinet Member:**

Mr Matt Furniss (Cabinet Member for Highways)

## **AGENDA**

### **1 DECLARATIONS OF INTEREST**

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- i. Any disclosable pecuniary interests and / or
- ii. Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

#### **NOTES:**

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial

### **2 PROCEDURAL MATTERS**

#### **a Members' Questions**

The deadline for Members' questions is 12pm four working days before the meeting (Wednesday 28 August 2019).

#### **b Public Questions**

The deadline for public questions is seven days before the meeting (Tuesday 27 August 2019).

#### **c Petitions**

The deadline for petitions was 14 days before the meeting and none have been received.

### **3 A25 GODSTONE ROAD, BLETCHINGLEY - SPEED LIMIT REVIEW**

(Pages 5  
- 32)

In line with the requirements of the 'Setting Local Speed Limits' policy agreed by Cabinet, the Cabinet Member is asked to determine whether to endorse the decision of Tandridge Local Committee on 1 March 2019 or proceed with progressing the changes to the speed limits proposed by Highways.

**Joanna Killian**  
**Chief Executive**

Published: Thursday, 22 August 2019

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**SURREY COUNTY COUNCIL****CABINET MEMBER FOR HIGHWAYS****DATE: 3 SEPTEMBER 2019**

**LEAD OFFICER:** ZENA CURRY, SOUTH EAST AREA HIGHWAY  
MANAGER, COMMUNITY PROTECTION, TRANSPORT AND  
ENVIRONMENT

**SUBJECT:** A25 GODSTONE ROAD, BLETCHINGLEY – SPEED LIMIT  
REVIEW

**COMMUNITY VISION OUTCOME: Place**

<b>SUMMARY OF ISSUE:</b>
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In November 2012 a speed limit order was made to decrease the speed limit on the A25 Godstone Road, Chevington Villas and Sunnysbank Villas in Bletchingley from 50mph to 30mph.

Speed surveys carried out in 2016 and 2018 show that existing mean speeds along this section of the A25 Godstone Road, Bletchingley do not comply with Surrey County Council's policy for a 30mph speed limit.

A Local Committee report was presented to the Tandridge Local Committee on 1 March 2019. This report concluded that there are no further supporting engineering measures that could be installed on this major strategic route that would result in mean speeds reducing to meet Surrey County Council's policy for a 30mph speed limit.

Therefore the report recommended that the existing 30mph speed limit in a section of the A25 Godstone Road where the mean speeds do not comply with the Surrey County Council Cabinet-approved speed limit policy be increased to 40mph. It also recommended that a section of the A25 Bletchingley Road, Godstone be reduced from 50mph to 40mph.

The Local Committee disagreed with the officer recommendations and local residents have also expressed their opposition to the proposals. Therefore the Committee agreed an alternative proposal be submitted to the Cabinet Member for Highways for consideration.

In line with the requirements of the 'Setting Local Speed Limits' policy agreed by Cabinet, the Cabinet Member is asked to determine whether to endorse the decision of the Local Committee on 1 March 2019 or proceed with progressing the changes to the speed limits proposed by Highways.

<b>RECOMMENDATIONS:</b>
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The Cabinet Member is being asked to decide on the officer recommendations (i)–(iii) put forward to the Tandridge Local Committee on 1 March 2019, and recommendation (iv).

The wording for recommendation (iv) is slightly amended from the original wording considered by the Tandridge Local Committee on the 1 March 2019, in order to refer correctly to the chairmanship arrangements of the Local Committee for the current municipal year and in order to reflect that this decision is now being taken by the Cabinet Member for Highways.

- (i) Note the results of the speed limit assessments carried out on the A25 between Godstone and the Tandridge boundary.
- (ii) Agree that, based upon the evidence, the speed limit be increased from 30mph to 40mph in the section of the A25, Godstone Road between the existing 30mph speed limit terminal signs in line with the property boundary between 14 Sunnybank Villas and Waterhouse Villa and a point 15m north-east of the north-eastern building line of the property Avalon; in the un-named service road fronting the properties Laburnums, Tall Trees Moorings, Dormers and Longacre; and in the un-named service road fronting the properties Somerstone, Pennyacre, Tonbridge and Waterhouse Villa and nos. 9-14 Sunnybank Villas, in accordance with Surrey's policy 'Setting Local Speed Limits'.

And;

Decrease the speed limit on the following roads from 50mph to 40mph to comply with all expert advice, in accordance with Surrey County Council's 'Setting Local Speed Limits' policy:

A25, Bletchingley Road, Godstone between the existing 30mph speed limit terminal signs at Godstone in line with property boundary between Priority Gates and 14 The Priory and a point 100m south-west of the junction with North Park Lane.

The un-named service road fronting the properties Tulip House and no. 1 Ivy House Cottages

- (iii) 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 change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made.
- (iv) Authorise delegation of authority to the Area Highway Manager in consultation with the Tandridge Local Committee Chairman, and the local divisional Member who is also the Vice-Chairman of the Tandridge Local Committee and the Cabinet Member for Highways to resolve any objections received in connection with the proposal.

<b>REASON FOR RECOMMENDATIONS:</b>
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The current speed limit of 30mph on this section of the A25 Godstone Road, Bletchingley (reduced from the original speed limit of 50mph) does not comply with Surrey County Council's Policy 'Setting Local Speed Limits'.

In the process of assessing the existing speeds on the A25 between the villages of Bletchingley and Godstone, it was found that another section complied with Surrey County Council's Speed Limit Policy for a reduction from 50mph to 40mph. It is therefore recommended that this be included in the required traffic regulation order.

It is acknowledged that the Local Committee disagree with the recommendations presented to them on 1 March 2019 and wish to proceed with an alternative option. These issues have therefore been submitted for decision by the Cabinet Member responsible for Highways.

#### **DETAILS:**

#### **Background**

1. In November 2012 a speed limit order was made to decrease the 50mph speed limit on the A25 Godstone Road as well as Chevington Villas and Sunnybank Villas in Bletchingley from 50mph to 30mph.
2. In July 2014, Surrey County Council's policy for determining speed limits was updated. Speed surveys were carried out in July 2016 and January/February 2018, by Surrey County Council and Surrey Police to assess the effectiveness of the speed limit reduction. The table below sets out the results of these speed surveys.

**Table 1 – Results of speed surveys within existing 30mph speed limit**

	Mean Speeds	
	Northeast bound	Southwest bound
Automatic speed survey (July 2016) carried out by Surrey County Council	41.8mph	39.2mph
Speed Detection Radar (January/February 2018) carried out by Surrey Police	41mph	37mph

3. The above results show that existing mean speeds along this section of the A25 Godstone Road, Bletchingley do not comply with Surrey County Council's policy for a 30mph speed limit. There are no suitable engineering measures that can be installed on this major strategic economic route to encourage greater compliance with the existing 30mph speed limit or result in reducing mean speeds by 6.8mph (i.e. 35mph) to at least meet Surrey County Council's speed limit policy for a signed only 30mph speed limit.

#### **Local Committee decision**

4. A Local Committee report was therefore presented to the Tandridge Local Committee on 21 September 2018, recommending that the speed limit be increased from 30mph to 40mph in accordance with Surrey County Council's Policy 'Setting Local Speed Limits'. There was strong local opposition to this proposal and a request for a further report to review the existing speed limits on the A25 between the Reigate and Banstead borough and Godstone.
5. This report was presented to the Tandridge Local Committee on 1 March 2019 and can be found on Surrey County Council's website at the following location:

<https://mycouncil.surreycc.gov.uk/documents/g5807/Public%20reports%20pack%20Friday%2001-Mar-2019%2010.15%20Tandridge%20Local%20Committee.pdf?T=10>

6. **ANNEX 1** shows the review of the existing speed limits on the A25 between the Reigate and Banstead borough border and Godstone. It also shows the results of speed surveys carried out along this section of the A25 and the recommended speed limits to meet existing Surrey County Council Speed Limit Policy.
7. As a result of the surveys, this report recommended that the existing 30mph on the A25 Godstone Road, Bletchingley shown in section 1 in **ANNEX 2** be increased to 40mph and section 3 in **ANNEX 2** be decreased from 50mph to 40mph.
8. The Local Committee rejected these recommendations and is seeking approval from the Cabinet Member for Highways for the following alternative options:

*AGREED the whole report be rejected and the matter be reconsidered when officers are able to return with a positive new report that recommends (a) a Vehicle Activated Sign and a pedestrian refuge to support the speed limits of 30mph outside Chevington and Sunnybank Villas, (b) extending the 30mph speed limit in Godstone westwards to North Park Lane supported by the introduction of a Vehicle Activated Sign, a pedestrian refuge, better lighting, better signage and better road markings, and (c) a reduction in the speed limit in the middle section to 40 supported by additional Vehicle Activated Signs.*

*If resources are an issue, this can be mentioned in the new report and discussions can be had then as to how to address the shortfall.*

*Once these additional highway measures have been introduced their effects can be analysed after a period of time. If their effect is proved not to have been enough to reduce the speed adequately on that mad mile, average speed cameras could then be looked at to support a single average speed limit of 30mph from Godstone to the western boundary of Tandridge.*

*Tandridge Local Committee are prepared to discuss with the Cabinet Member for Highways at a future formal committee meeting.*

9. Alternative engineering measures to support the speed limits recommended by the Local Committee were assessed within the 1 March 2019 report submitted to the Local Committee. This report concluded that there are no further supporting engineering measures that could be installed on this major



strategic route that would result in mean speeds reducing to meet Surrey County Council's policy for a 30mph speed limit. It should be noted that the implementation of average speed cameras can only proceed with the agreement of Surrey Police. The police do not support a 30 mph speed limit on this stretch of road and as such would not agree to the implementation of average speed cameras on this stretch.

10. It is acknowledged that since the March 2019 Local Committee, the Parish Council have permission for a new entrance on the A25 for access to the cemetery. Surrey County Council as a statutory consultee were consulted on this proposed new entrance. Surrey Highways assessed the application on safety, capacity and policy grounds and determined that the proposal is unlikely to have a material impact on highway safety issues.

#### **CONSULTATION:**

11. Surrey Police were consulted as part of the speed limit assessment process and fully support the officer's proposals. Details of which are in **ANNEX 3**.
12. Consultation has also been carried out with the following as part of the speed limit review. These consultees have objected to the proposals to increase the speed limit to 40mph:
  - Residents fronting the proposals
  - Bletchingley Parish Council
  - Godstone Village Association
  - Divers Cove
  - The Orpheus Centre
  - Tandridge District Councillors
  - County Councillors
13. The results of this consultation, and summary of comments received from district councillors and the Parish Council, are detailed in the report to the Local Committee on 1 March 2019.
14. The Local Committee also received a petition about the speed limits on the A25 between Bletchingley cemetery and Godstone, signed by 513 local residents, that was submitted to the September 2018 Local Committee. The petition and response is attached as **ANNEX 4**.
15. The local committee was invited to respond to a draft of this report at their meeting held on 21 June 2019. Their responses outlining the reasons why they wish to proceed with the alternative course of action, and why they feel there are grounds for an exemption to the agreed policy, is set out in **ANNEX 5**.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

16. Detailed information regarding the recommended speed limit change including personal injury collision data and results of traffic speed surveys can be found in the 1 March 2019 Local Committee Report.

17. Because the existing mean speeds are well above the existing 30mph speed limit, the difference between the 30mph speed limit currently in place and the mean speeds creates an increased risk of a rear end collision or an inappropriate overtaking manoeuvre, due to drivers driving at the 30mph limit.
18. Surrey Police do not support Community Speedwatch to operate on this section of the A25 due to the mass non-compliance with the existing speed limit. However, they would be able to support the proposed 40mph limit by authorising Community Speedwatch to operate in this section.

<b>FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:</b>
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19. The cost of the recommended amendment to the speed limit from 30mph to 40mph is budgeted within the Integrated Transport Schemes programme for 2019/20.

The estimated cost is £16,000 (relocating existing signs, new power supply new traffic regulation order).

The cost implications for future maintenance for the recommended option are minimal, because the new signs and road markings would be replacing existing assets and therefore not adding any significant ongoing maintenance pressure.

20. The cost of carrying out the alternative option, as set out under section 8 of this report, brought forward by the Tandridge Local Committee, if feasible, is estimated to be in excess of £250,000 (including design costs, Vehicle Activated Signs, pedestrian refuges, Traffic Regulation Order, relocation of existing signs to new locations, removal of existing signs and road markings, and installation new street lights). There would be a further additional cost estimated in excess of £100,000 should average speed cameras also be installed. Funding for these measures is not currently identified.
21. The cost of ongoing maintenance and lifecycle replacement for the above measures are likely to be over £100,000 for a 30-year maintenance period. This high cost pressure is mostly for the new street lights and the Vehicle Activated Signs.
22. Should the alternative option not be successful at reducing the existing vehicle speeds, the installation of average speed cameras will cost in the region of £100,000.
23. The cost of ongoing maintenance and lifecycle replacement for the above measures are likely to be over £200,000 for a 30-year maintenance period.

<b>SECTION 151 OFFICER COMMENTARY:</b>
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24. The costs of implementing the proposed speed limit changes are planned for and can be met from within existing budgets.

25. The alternative traffic scheme, with an estimated total cost in excess of £0.35 million, has not been budgeted for. Without alternative funding identified this would create a pressure against the capital programme requiring additional borrowing. In addition the maintenance costs will increase ongoing revenue pressures.

**LEGAL IMPLICATIONS – MONITORING OFFICER:**

26. If the request to change the speed limit is approved, changes to speed limits are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984. The process for making the Order includes advertising/consultation, and a period needs to be allowed for objections and representations to be made. Any objections will be considered in line with the County Council's Constitution. It is possible, if there are unresolved objections, that a public inquiry will need to be held.

**EQUALITIES AND DIVERSITY:**

27. The Highways Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

**OTHER IMPLICATIONS:**

28. The potential implications for the following Council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

<b>Area assessed:</b>	<b>Direct Implications:</b>
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Environmental sustainability	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**CORPORATE PARENTING/LOOKED AFTER CHILDREN IMPLICATIONS:**

29. There are no Corporate Parenting or Looked After Children implications resulting from changes to speed limits on the public highway.

**SAFEGUARDING RESPONSIBILITIES FOR VULNERABLE CHILDREN AND ADULTS IMPLICATIONS:**

30. There are no safeguarding responsibilities for vulnerable children and adults implications resulting from changes to speed limits on the public highway.

**ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS:**

31. There are no environmental sustainability implications resulting from changes to speed limits on the public highway.

**PUBLIC HEALTH IMPLICATIONS:**

32. This section of the A25 is not within an air quality management area, and there are no air quality management areas within the Tandridge District.

**WHAT HAPPENS NEXT:**

33. If the Cabinet Member for Highways agrees with the officer recommendation of this report, the speed limit of a section of the A25 Godstone Road, Bletchingley as shown in section 1 **ANNEX 2** will be increased from 30mph to 40mph. A section of the A25 Bletchingley Road, Godstone as shown in section 3 **ANNEX 2** will also be decreased from 50mph to 40mph.
34. If the Cabinet Member for Highways decides to endorse the alternative option as set out by the Tandridge Local Committee, then proposals within the alternative option will need to be added to the list of schemes awaiting feasibility assessment. Funding will need to be sought or deletion/deferral of planned works carried out in order to fund the works needed for the alternative option.
35. Should the Cabinet Member for Highways decide to keep the existing speed limits as they are now, Surrey Police will not support Community Speedwatch operating within this section of the A25.
36. The Tandridge Local Committee will be informed of the outcome of this report.

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**Contact Officer:**

Zena Curry, South East Area Team Manager, [zena.curry@surreycc.gov.uk](mailto:zena.curry@surreycc.gov.uk)

**Consulted:**

- Residents fronting the proposals
- Bletchingley Parish Council
- Godstone Parish Council
- Godstone Village Association
- Divers Cove
- The Orpheus Centre
- Tandridge District Councillors
- Surrey Police
- Surrey County Councillors

**Annexes:**

Annex 1 – Review of existing speed limits from boundary with Reigate and Banstead Borough to Godstone

Annex 2 – Proposed new speed limits from Bletchingley to Godstone

Annex 3 – Surrey Police comments

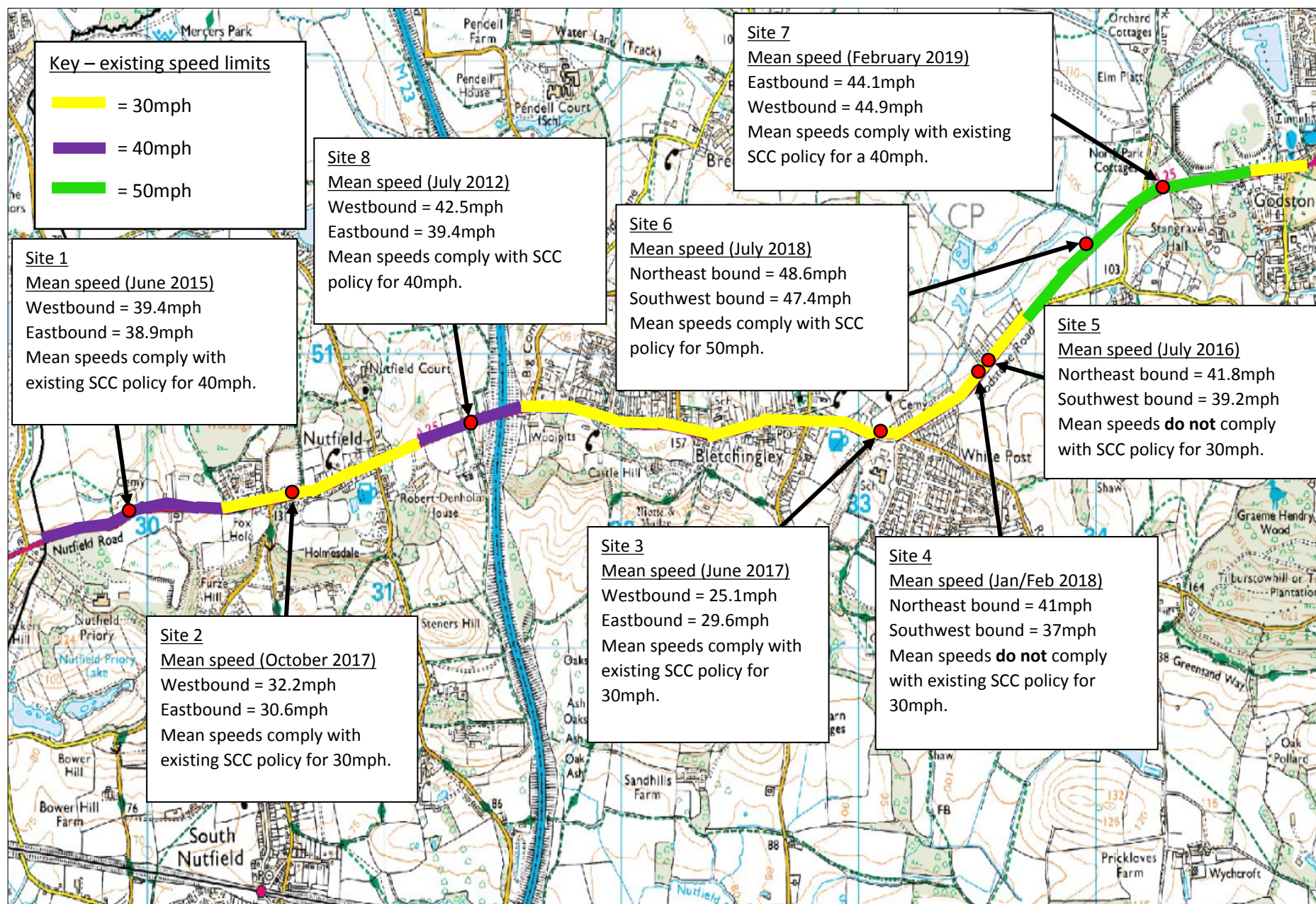
Annex 4 – Petition and response from September 2018

## Annex 5 – Local Committee feedback

### **Sources/background papers:**

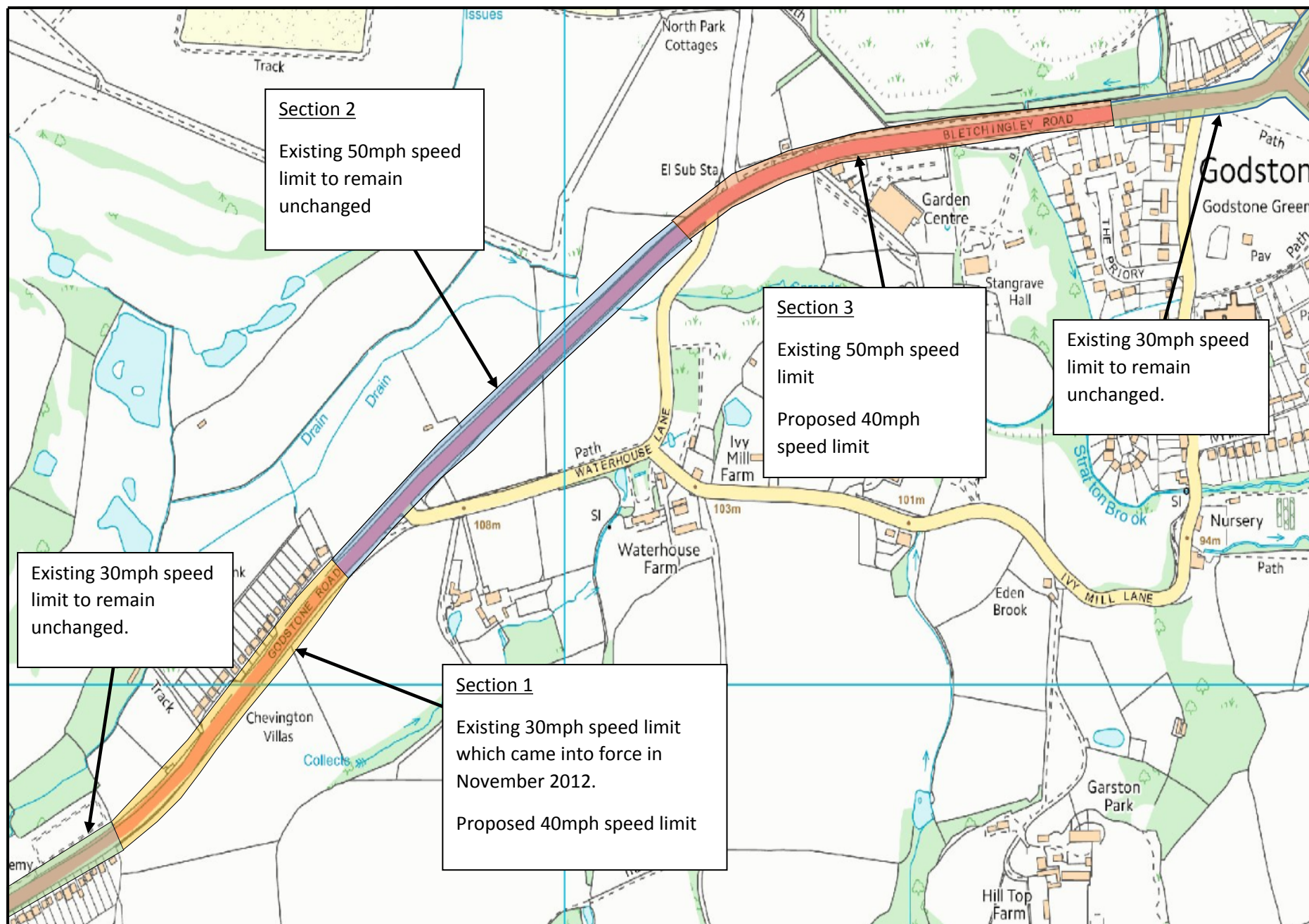
- Tandridge Local Committee Report, 9 December 2011, “A25 Godstone Road, Speed Limit Assessment”.
  - Tandridge Local Committee Report and petition, 21 September 2018, “A25 Godstone Road, Bletchingley, Speed Limit Review”
  - Tandridge Local Committee Report, 1 March 2019, “A25 Godstone Road, Bletchingley, Speed Limit Review”
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I am a Road Safety and Traffic Management officer for Surrey Police and I am authorised to respond on behalf of the Chief Officer, to the council's review of the extended 30mph speed limit on the A25 at Betchingley.

- 1.1 Surrey Police fully support the Surrey County Council speed limit policy document and the DfT document 01/2013 "Setting local speed limits."
- 1.2 I have been given the opportunity to read the report from your own engineer, Ms Gates and I fully agree with and support her findings.
- 1.3 The residents did not ask for a 30mph speed limit. They asked and expected an effective 30mph speed limit and that has not been delivered.
- 1.4 I fully support the council proposal to increase this section of road to a 40mph speed limit.
- 1.5 In so doing, I would like to make the additional observations.

#### Collisions

- 2.1 Speed limits are a road safety tool and are designed, in part, to give drivers information about the type of road and possible hazards they are likely to find.
- 2.2 This section of road has previously been subject to a 60mph and 50 mph limit. When it was reduced to a 30mph limit, this was not based on an attempt to address a collision issue, as this location, despite significant traffic flows, has never had a significant collision problem.
- 2.3 Increasing the speed limit from its current level will still therefore mean, that it is below historic speed limit levels and therefore, there is absolutely no evidence to suggest that the collision rate will increase as a result of an increase in the speed limit.

#### Police position

- 3.1 The current speed limit does not comply with the advice of the National Police Chiefs Council; The Department for Transport document and the Surrey County Council speed limit policy.
- 3.2 This section of speed limit does not look like a 30mph speed limit and does not comply with any definition that I have been able to find. You would not expect a 30mph speed limit to exist on a relatively straight road, where there are no properties on either side for a section of it, and where properties do exist, they are set back on a service road.
- 3.2 The general police position can be outlined by the following quotes from our speed enforcement policy guideline.
- 3.3 *"Speed enforcement is expensive; it is both time and resource intensive....**Enforcing speed limits that are not clear; feel like roads with higher limits than in fact they are and tend to confuse rather than help those drivers that wish to comply, will lose that public support and confidence the police service needs.** (Association of*

- Chief Police officers, point 4.3. *Speed enforcement policy guidelines 2011-2015, Revised*).
- 3.4 “The service has limited capacity and resilience and will assume that if correctly placed, **speed limits will be self-enforcing** and that the roads authority will be responsible for ensuring that it meets those aims” (*Association of Chief Police officers, covering letter dated the 17<sup>th</sup> May 2013, Speed enforcement policy guidelines 2011-2015, Revised*)
- 3.5 **“Mass defiance identifies questionable limits which maybe in inappropriate areas and rather than a need for high enforcement levels and prosecutions, which has the potential to lose public support, the speed limit should be reviewed ”** (*Association of Chief Police officers, covering letter dated the 17<sup>th</sup> May 2013, Speed enforcement policy guidelines 2011-2015, Revised*)
- 3.6 “When a road looks and feels like the speed limit many will comply and where possible, the limit will benefit from routine enforcement. However, **when the limit is unclear or confusing it will not be routinely enforced.**” (*1.1.2, Speed enforcement policy guidelines 2011-2015, revised*)
- 3.7 **The quotes above are fully supported by the DfT document “Setting local speed limits”**
- 3.8 Two studies by the Home office (Huddersfield experiment, Sylvia Chenery, 1998) and the Rose Report 2002, (*“The criminal histories of serious traffic offenders”*) have identified a link between individuals that deliberately fail to comply with Traffic law and mainstream criminality. Essentially, mainstream criminals are unlikely to be compliant with Traffic law. Targeting accidental speeding offenders, where the limit is unclear and has failed to be reviewed in such a way to ensure that drivers are given every opportunity to comply, can seriously impact upon our ability to target serious deliberate offending and consequently impacts upon our ability to impact upon wider criminality.

### **Current situation**

- 4.1 One of numerous speed surveys that police have conducted over the last 5 years was undertaken in January 2018. It shows that there is an average non- compliance level with the current posted speed limit of 93.5%. The speed limit is therefore wholly inappropriate and completely unrealistic.
- 4.2 Daily traffic flows are around 14,000 per day. This non- compliance rate therefore equates to 13,090 vehicles breaking the speed limit every day.
- 4.2 **Such levels of non- compliance are well beyond being a police enforcement issue. The speed limit is fundamentally flawed as identified by the DfT and the Police as well as your own speed limit policy document.**
- 4.3 **I have refused permission for community speed watch to operate on this section** as it would be wholly inappropriate for them to operate in an area, where we already know that there is mass defiance of the speed limit, and where that speed limit does not comply with the guidance of the National Police chief’s council, or that of the Department for Transport. Allowing them to operate in support of an unrealistic speed limit would undermine the credibility of community speed watch and would harm the reputation of Surrey Police.
- 4.4 Police are in the road safety business. We are not in the business of revenue generation and enforcing unrealistic limits would leave us open to such a criticism.

### **Police preferred option**

- 5.1 The council speed limit policy gives you a number of options. I would suggest that leaving the limit as it is, is not an option because of the problems already identified. The current average speeds of around 40mph means that you could change the speed limit to 40mph and this is our preferred option.
- 5.2 A 40mph limit, would mean that the 30mph limit for the main part of Bletchingley would benefit from a “lead-in “ or buffer speed limit.
- 5.3 This will assist in moderating speeds in the main part of the village as drivers will not be entering the 30mph limit directly from a 50mph limit.
- 5.4 Such gradual changes or steps in speed limits assist traffic flows; bring speeds down before vehicles reach a correctly defined 30mph speed limit as well as having pollution reduction benefits.
- 5.5 A 40mph limit would comply with all the available expert advice as well as complying with the guidelines given to councils by the DfT. As such, **I would be able to support the 40mph limit by authorising community speed watch to operate in this section.**
- 5.6 Increasing speed limits within Surrey, to comply with the SCC speed limit policy and national advice, has been undertaken already at a number of locations. None of them has resulted in a significant rise in the average speeds. Indeed, I have evidence that in at least two locations, average speeds have actually reduced.

### **Conclusion**

The current speed limit does not look like a 30mph limit and does not comply with any definition of such a limit that I have been able to find. It is therefore unsurprising that many drivers are not identifying this as a 30mph limit and are failing to comply with the limit in such large numbers.

A 40mph speed limit would act as a desirable lead-in to the 30mph that exists for the main part of the village, where a 30mph limit would be expected by most drivers. Such a lead-in would avoid a 50mph limit leading straight into a 30mph; would therefore assist traffic flows by smoothing out speed differentials; assist in moderating speeds in the centre of the village; assist with vehicle emissions and would be compliant with all the available expert advice.

To support the new speed limit I would be prepared to authorise community speed watch to operate in the new 40mph limit as this new speed limit would be realistic and comply with all the available expert advice. In so doing I would be confident that their education actions could be completely justified.

### **Christopher D Cannon**

BSc (Hons), BSc (Open)

Dip Soc Sci (Open)

Cert HSC (Open), Cert Mngt Care (Open)

Operations command

Road Safety and Traffic Management Team (Strategic Road network, Tandridge, Epsom and Ewell, Reigate and Banstead, Mole Valley and Elmbridge)

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# SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (TANDRIDGE)



DATE: 21 September 2018  
 SUBJECT: A25 Godstone Road, Bletchingley  
 DIVISION: Godstone

### **PETITION DETAILS:**

We the undersigned petition Surrey County Council to Urgently review Godstone Road from Bletchingley cemetery to Knights Way, Godstone to include the following provisions

- The 30mph limit remains where it currently is at the Bletchingley village gateway coming from Godstone;
- The Solar Vehicle Activated Sign opposite the cemetery be relocated to the Bletchingley village gateway (coming from Godstone);
- The Community Speedwatch be allocated a site between the cemetery and Chevington Villas;
- The 30mph limit at the Godstone gateway end be relocated to the staggered junction with Waterhouse Lane and North Park Lane;
- The middle section between Bletchingley and Godstone be reduced from 50mph to 40 mph;
- Additional highway measures be undertaken to support the changes including street lighting, pedestrian refuges, road chevrons, repeater signs and better road marking in particular the entrance to Knights Way.

### **RESPONSE:**

Godstone Road in Bletchingley runs between High Street, Bletchingley at the junction with Outwood Lane and Church Lane and Bletchingley Road in Godstone at the junction with North Park Lane. Bletchingley Road continues east from North Park Lane to joins Needles Bank, which forms part of the Godstone one-way system. These roads are part of the A25, which forms part of Surrey's principal road network.

It should be noted that the report titled "A25 Godstone Road, Bletchingley Speed Limit Review" specifically relates to the section of the A25 south west of the existing 30mph signs in line with the property boundary between 14 Sunnybank Villas and Waterhouse Villa.

Six items of correspondence have been received, including a submission from the local Tandridge District Councillor. All of these are in support of some of the issues raised in this petition.

- **The petitioner requests that the 30mph speed limit remains where it currently is at the Bletchingley village gateway coming from Godstone.** A review of the speed limit on the A25 Godstone Road in Bletchingley forms the subject of a separate report presented to this Tandridge Local Committee. It is acknowledged that this issue has been subject to previous reports and a petition.
- **The petitioner requests that the solar Vehicle Activated Sign opposite the cemetery be relocated to the Bletchingley village gateway (coming from Godstone).** The solar Vehicle Activated Sign (VAS) is located on the pavement of the eastbound carriageway of Godstone Road opposite the bus stop outside the cemetery. This is an appropriate location as it provides a visual reminder to drivers travelling at speeds greater than 30mph to slow down in advance of the Rabies Heath Road junction. The VAS also provides a warning for drivers to slow down in advance of the fixed speed camera located opposite the car park of The Bletchingley Arms. There are already 30mph speed limit signs at the village gateway and the VAS is a reminder for drivers once they have already travelled past the fixed speed signs. For these reasons there are no plans to relocate this VAS to the gateway sign, as is suggested.
- **The petitioner requests that the Community Speedwatch be allocated a site between the cemetery and Chevington Villas.** Community Speedwatch is a nationwide initiative that is managed by the Police. Officers are not able comment on the location of Community Speedwatch sites.
- **The petitioner requests that the 30mph limit at the Godstone gateway end be relocated to the staggered junction with Waterhouse Lane and North Park Lane.** This is a new and additional request to the review of the speed limit on the A25 Godstone Road in Bletchingley, which is the subject of a separate report to this meeting of the Committee. Changing a speed limit requires a Traffic Regulation Order, to enable the Police to enforce any changed speed limit. This is subject to a statutory consultation process.

Surrey County Council has a policy “Setting Local Speed Limits” that sets out how speed limits are set on local roads. It is proposed that, in line with this policy, a speed survey is carried out on the A25 Godstone Road between North Park Lane and the Godstone gateway to measure existing traffic speeds. The results of the survey will establish whether the road complies with Surrey’s policy for a signed only speed limit reduction to 30mph. It should be noted that the limited budget set aside for speed surveys has already been allocated for this financial year 2018/19. It is proposed that this road be added to a list of surveys to be carried in the 2019/20 financial year, subject to funding.

The results of the speed surveys will be reported to the Local Committee Chairman, who is also the divisional member, and the Vice-Chairman. If measured mean speeds comply with Surrey’s Policy “Setting Local Speed Limits” for a speed limit reduction to 30mph on Godstone Road, then a



decision can be taken as to whether this speed limit reduction is added to the Integrated Transport Scheme list of schemes for consideration for future Local Committee funding.

- **The petitioner requests that the middle section between Bletchingley and Godstone be reduced from 50mph to 40mph.** This is a new and additional request to the review of the speed limit on the A25 Godstone Road in Bletchingley, which is the subject of a separate report to this meeting of the Committee. Officers are aware that residents of both Bletchingley and Godstone had requested that the 50mph section of the A25 between the two villages be reduced to 40mph.

A speed survey was carried out in July 2018 on the 50mph section of Bletchingley Road. The results of the speed survey show average mean vehicle speeds as follows:

North west bound 48.6 mph  
South east bound 47.4 mph

The results of this speed survey show good compliance with the existing 50mph speed limit, and would not comply with Surrey County Council's speed limit policy for a signed only speed limit reduction to 40mph.

- **The petitioner requests that additional highway measures be undertaken to support the changes including street lighting, pedestrian refuges, road chevrons, repeater signs and better road markings in particular the entrance to Knights Way.** These are new and additional requests to the review of the speed limit on the A25 Godstone Road in Bletchingley, which is the subject of a separate report to this meeting of the Committee. There are no proposals to change the speed limit on the 50mph section of Godstone Road as the measured speeds do not comply with Surrey's Policy for a signed only speed limit reduction to 40mph.

The first step will be to carry out a speed survey in line with our Policy to establish whether the measured mean speeds comply with Surrey's Policy for a signed only speed limit reduction. The proposal for a speed limit reduction on Bletchingley Road, Godstone could be added to the Integrated Transport Schemes (ITS) list of schemes for possible future funding if the measured mean speeds comply with Surrey's policy for a signed only speed limit reduction.

If the measured mean speeds do not comply with a signs alone speed limit reduction then consideration could be given, subject to funding, to the provision of additional highway measures. Surveys would be carried out a period of time after the installation of those measures to assess whether the measures were effective in reducing the mean speeds in order to comply with the policy for a reduction in the speed limit.

The Tandridge Forward Programme of schemes for design and construction is made up from schemes on the ITS List and this programme is presented to the Tandridge Local Committee each year for decision. The County Councillors are responsible for deciding which schemes to prioritise and where to allocate resources. County Councillors will take into account representations from the public, the advice from the engineers which includes assessment of collisions, and the availability of funding.

It should be noted that the cost some of the requests eg provision of street lighting is likely to exceed the total annual budget for such schemes in the Tandridge area.

The South East Area Highway Team receives large numbers of requests for road safety measures on the public highway network, and has very limited funding for such measures. Therefore this request would need to be prioritised against other requests for the limited funding available.

#### **RECOMMENDATION**

The Local Committee is asked to:

- (i) Agree that a speed survey in A25 Bletchingley Road, Godstone is carried out to assess whether or not vehicle speeds comply with Surrey County Council's speed limit policy for a signed only speed limit reduction to 30mph.

**Contact Officer: Philippa Gates, Traffic Engineer, South East Area Team, 03456 009 009.**

Minutes from Tandridge Local Committee on Friday 21 June 2019. Minutes will remain in draft until the next formal Local Committee meeting in Friday 20 September. Members of the Local Committee have had the opportunity to comment on the draft minutes.

**18/19 A25 GODSTONE ROAD, BLETCHINGLEY - SPEED LIMIT REVIEW CONSULTATION WITH LOCAL COMMITTEE (SERVICE MONITORING AND ISSUE OF LOCAL CONCERN) [Item 8]**

**Declarations of Interest:** None

**Officer attending:** Zena Curry, Area Highways Manager and Duncan Knox, Road Safety and Active Travel Manager

**Petitions, Public Questions, Statements:** The Chairman invited public questions/statements after the members' discussion.

The Chairman welcomed Mr Matt Furniss, SCC Cabinet Member for Highways to the Tandridge Local Committee, and explained that at previous meetings where this item has been for decision, the Committee had disagreed with the Officers recommendation and therefore in accordance with Surrey County Councils approved 'Setting Local Speed Limits' (2014) policy, the issue must now be referred to the Cabinet Member with responsibility for road safety.

The Chairman confirmed he had received a letter from Godstone Parish Council on 18 June, which has been circulated to Members and the Cabinet Member.

The Chairman invited the county councillor for the Godstone division to speak first, and then invited Mr Furniss to speak. The Cabinet Member for Highways advised he had asked Highway officers to prepare an open ended draft report for future decision by the Cabinet Member, and this draft paper was included in the agenda for this committee meeting. He had reviewed the committee's discussion from the previous meeting in March, and was aware of the strength of feeling on this contentious issue. He invited the committee to comment on why they felt this proposal should be a special case which rejects the Officer and Police recommendation that it should be 40mph.

**Members Discussion- Key Points:**

1. The Divisional Member stated that the speed limit should stay at 30mph to guarantee the safety of residents when exiting their properties, crossing the road, accessing the cemetery and travelling to school. It is what the whole of the village of Bletchingley want and the residents need the stability of knowing the speed limit will remain the same. Mrs Rose Thorn offered her member highway funding, and is willing to match fund with the Parish Council if any further measures, such as further signage, could be installed to enhance the 30mph speed limit.
2. Members suggested it was too soon to move Step 8 of the speed limit policy where the matter is referred to the Cabinet Member for decision, given that the additional

supporting measures agreed in 2011 have not been fully implemented. Previous reports have proposed different supporting measures. This included an enhanced gateway, which was agreed in 2011, but never implemented. This is not the current gateway which was installed by the Parish Council. It remained on the committee's to do list for several years until in 2013 it was argued that the width was too narrow so it was not installed. At this point another measure was recommended, which was a central crossing island.

3. Another proposal was to move the Vehicle Activated Sign, which has now been absent from its location outside the cemetery for a number of months and this has not made any difference to the average speeds on this road. Given it has not made any difference to the average speeds, why not move it to a new location within the 400m section of the speed limit review where it might make more of a difference.
4. Members expressed concern that officers are stating that the speeds are too high for a speed limit change to be effective through signs alone. However this is because no additional supporting engineering measures have been installed, apart from the 'dragons teeth' road markings which have since faded.
5. The assumption made in the officer's report at previous meetings is that changing the speed limit will not change drivers' behaviour, but locally residents disagree and feel that average speeds will increase as drivers start to go faster. Members noted that the county council's own speed limit policy guards against this risk, as set out in step 3 of the policy. The evidence from when the speed limit was reduced from 50mph to 30mph in 2011, shows that speeds reduced dramatically.
6. Changing the speed limit to 40 mph is not in line with the policy as there would be five different speed limits in a one mile section between Godstone and Bletchingley. Step one of the policy guards against this and states the stretch of road should be over 600m, the A25 review is on a section of road that is 400m, the part in Godstone is also 400m. Members questioned how these frequent changes in speed limit could be monitored and enforced.
7. Planning permission has recently been granted to extend the cemetery to allow access from the A25, the additional traffic this will generate means that's increasing the speed limit would not be a sensible option.
8. Members and local residents are not suggesting the road be narrowed but simple engineering measures such as enhanced gateways, rumble strips and central islands crossing points need to be considered to reduce speeds. These are already in place along other parts of the A25.

9. When Knights Way development was built the developer offered to pay for a central island, however this was refused. There is CIL funding available and it would be appropriate for an application to be made for CIL for this scheme. The question of funding should a separate issue and if engineering measures could be installed to remain at 30mph, then this should be considered.
10. Members were concerned at the amount of time and money being spent on this issues when there are sites which are of greater concern with regards to road safety. Accident data shows there was only one accident when the speed limit was at a 50mph and there has only been once since it was reduced to 30mph. It was suggested that the Local Committee should be spending its time and money focusing on bringing about improvements to known accident black spots.
11. A member raised concern that the side roads of Sunnybank and Chevington Villas are included within the 40mph speed review, as these are residential roads and completely unsuitable for a 40mph speed limit.
12. Members noted that there are future developments planned for the area that may impact on the current use of the road - SES water have plans to develop their site on North Park Lane with access onto the A25 and planning permission may be sought for 150 homes there. The limit there should be 30mph, not 40mph as proposed by officers. Godstone Parish Council also wish to develop a car park on the A25 and these factors must be taken into consideration.

#### **Petitions, Public Questions, Statements:**

Gill Black, District Councillor for Nutfield and Bletchingley, addressed the committee stating that a petition presented to the Committee in September 2018 had been signed by over 500 residents, and also had the support of both Godstone and Bletchingley Parish Council and local groups and their views should be listened to. The Vehicle Activate Sign (VAS) close to the cemetery had not been reinstated after being removed for repair several months ago. This has made no difference to the speeds on the road at this point, therefore the VAS should be located in the section of road being reviewed. Residents feel this speed limit review needs to take consideration of the whole section of the road between the two villages of Godstone and Bletchingley as it has an impact on both rather than in isolation.

Janine Marks, resident in Sunnybank Villas, Bletchingley stated that both Sunnybank and Chevington Villas are part of the village, the gateway was moved by the Parish Council, at their expense, to incorporate the properties. Mrs Marks felt the speeds have reduced since the speed limit was reduced to 30mph, and with the A25 getting busier and cars more powerful the increase to 40mph would mean that drivers drive over 40mph, and an increase to the limit would see speeds return to the levels they were at before the limit was reduced. Permission has recently been granted for an extension to the cemetery with an access road on to the A25, therefore it makes no sense to increase the speed limit. It would make turning into and out of the entrance extremely dangerous.

Eddie Woods, resident at Knights Way, Godstone. Mr Woods wished to speak on behalf of residents at the Godstone end as should be taken into consideration in the review.

Residents there are also concerned for speeding traffic and road safety. Waterhouse Lane on to the A25 is a difficult junction to exit because of the bend. This junction is well used by members of Divers Cove, which has seen a huge increase in membership in recent times – 130-140 people swim there on weekends - and also by agricultural vehicles and HGVs using the junction. There are two bus stops, but there is no pedestrian refuge for people to cross and the pavement runs out on the north side. Lighting needs to be improved for the safety of pedestrians crossing to the bus stop. Ramblers and horse riders sometimes use it too. Residents living in Knight's Way have difficulty exiting the development due to the high speeds on the A25 approaching Godstone, and there have been a number of near misses that residents have experienced. The 30mph speed limit should be extended as far as North Park Lane to give the traffic a chance to slow down on approach to Godstone. The parish council is looking to put in a car park, and so it's important that the speeds are reduced. The Cabinet Member needs to listen to the high number of local residents, including the parish council and Orpheus Centre.

Patrick Unwin – resident of Sunnybank Villas – concurred with the points made by residents and members, about the difficulties of exiting onto the A25 due to the high speeds and dangerous sightlines.

District Councillor Elias wished for it to be recorded that he disagreed that the policy was being correctly followed with regards to this speed limit review as the supporting measures have not been implemented.

The Cabinet Member thanked the members of the Committee and public for their comments. Having visited the site ahead of the meeting he was clear the current limit is not working, and would take the points made away and would ensure the committee is kept informed ahead of the final report in September.

The Chairman confirmed that the decision will now be taken by the Cabinet Member for Highways at a decision meeting in Tuesday 3 September at 4.30pm at County Hall Kingston. It would be a meeting in public and anyone is welcome to attend.

The Chairman thanked all members of the public for their comments and contributions on the item. Expressing his personal thanks to Highway Officers, Community Partnership Officers and to the Vice Chairman for their work on this item.

## **Resolution**

### **The Local Committee (Tandridge):**

- i) NOTED that a decision on the speed limit on the A25 at Bletchingley will be taken by the Cabinet Member for Highways at a meeting on 3 September 2019.
- ii) NOTED that at the meeting on 3 September 2019, the Cabinet Member for Highways will be asked to determine whether to progress the speed limit increase, endorse the decision of the local committee on 1 March 2019, (at paragraph 1.5 of this report) or alternatively keep the existing speed limits as they currently are, with a refresh of the road markings.
- iii) RESPONDED to the draft report to the Cabinet Member Document 1, outlining the information they wish the Cabinet Member to take into account when taking a decision on this matter.

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