

Agenda

We welcome you to
Mole Valley Local Committee
Your Councillors, Your Community
and the Issues that Matter to You

A link to view the live and recorded webcast of the meeting will be available on the [Mole Valley Local Committee](#) page on the council's website.

Discussion

Highways Budget 2022/23

Rural Speed Limit Review



Venue

Location: Council Chamber,
Pippbrook, Reigate Road, Dorking,
Surrey, RH4 1SJ

Date: Wednesday, 9 March 2022

Time: 2.00 pm

You can get involved in the following ways

Ask a question

If there is something you wish to know about how your council works or what it is doing in your area, you can ask the local committee a question about it.

Write a question

You can also put your question to the local committee in writing. The Partnership Committee Officer must receive it a minimum of 4 working days in advance of the meeting.

Before submitting your question we would encourage you to use the report it function on the [SCC website](#) to get a quicker response to your issue whenever possible.

We will, where possible, endeavour to provide a written response to your question in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the Partnership Committee Officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership Committee Officer is here to help.

Email: rowena.zelley@surreycc.gov.uk

Tel: 07816 077116 (text or phone)

Website: <https://www.surreycc.gov.uk/people-and-community/your-local-area>

This is a meeting in public.

Please contact **Rowena Zelley, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language.
 - If you would like to attend and you have any additional needs, e.g. access or hearing loop
 - If you would like to talk about something in today's meeting or have a local initiative or concern.
-

Surrey County Council Appointed Members

Tim Hall, Leatherhead and Fetcham East (Chairman)
Stephen Cooksey, Dorking and the Holmwoods (Vice-Chairman)
Helyn Clack, Dorking Rural
Clare Curran, Bookham and Fetcham West
Chris Townsend, Ashted
Hazel Watson, Dorking Hills

Borough Council Appointed Members

Cllr Lynne Brooks, Fetcham East
Cllr Raj Haque, Fetcham West
Cllr David Hawksworth CBE, Ashted Common
Cllr Mary Huggins, Capel, Leigh and Newdigate
Cllr Paul Kennedy, Fetcham West
Cllr Caroline Salmon, Beare Green

Chief Executive
Joanna Killian

Cllr Roger Adams, Bookham North
Cllr Tim Ashton, Leatherhead South
Cllr David Harper, Ashted Park
Cllr Rosemary Hobbs, Holmwoods
Cllr Alan Reilly, Ashted Village
Cllr Nick Wright, Dorking South
Cllr Charles Yarwood, Charlwood

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If you have any queries regarding this, please contact the representative of the Community Partnerships Team at the meeting.

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from District members under Standing Order 39.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

To approve the Minutes of the previous meeting as a correct record.

3 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

4 PETITIONS

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition.

5 PUBLIC WRITTEN QUESTIONS

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

6 MEMBER WRITTEN QUESTIONS

To receive any written questions from Members under Standing Order 47.

7 HIGHWAYS BUDGET 2022/23

(Pages 9 - 16)

This report seeks approval of a programme of highway works for Mole Valley funded from the Local Committee's delegated capital and revenue budgets.

8 RURAL SPEED LIMIT REVIEW

(Pages 17 - 32)

Most rural roads in the south and southwest of Surrey are still subject to the national speed limit of 60mph. The 60mph speed limit is inappropriate for these rural roads. The Drive SMART Road Safety Partnership have agreed to provide £100,000 funding which will be supplemented by additional funding for road safety from Surrey County Council to review and implement lower speed limits on rural roads in the south of Surrey in a proactive, strategic, area wide basis. This report presents proposals for a reduction in speed limits across a wide area of the south of rural Surrey and seeks agreement from the committee to proceed. If the lower speed limits result in successful reductions in speeds, this will reduce the number and severity of road collisions, support active travel, improve air quality, and could also help address concerns over excessive vehicle noise.

9 DECISION TRACKER

(Pages 33 - 36)

This item provides an update on previous decisions and actions agreed by the Committee. The Committee is asked to agree that the items marked as complete are removed from the tracker.

10 FORWARD PLAN [FOR INFORMATION]

(Pages 37 - 38)

The Local Committee (Mole Valley) will note the contents of the forward plan.

11 DATE OF NEXT MEETING

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 20 January 2022
 at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

- * Tim Hall (Chairman)
- * Stephen Cooksey (Vice-Chairman)
- * Helyn Clack
- * Clare Curran
- * Chris Townsend
- * Hazel Watson

Borough / District Members:

- * Cllr Lynne Brooks
- * Cllr Raj Haque
- * Cllr David Hawksworth CBE
- * Cllr Mary Huggins
- * Cllr Paul Kennedy
- * Cllr Caroline Salmon

* In attendance

31/21 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

There were no apologies for absence, and no substitutions.

32/21 MINUTES OF PREVIOUS MEETING [Item 2]

Declarations of Interest: None

Officers attending: Rowena Zellej, Partnership Committee Officer.

Petitions, Public Questions, Statements: None.

Key points from discussion:

Regarding the Green Lane path Cllr Hall confirmed to Cllr Townsend that the Rights of Way team have consulted their professional Institute and will ensure that the records are correct.

Cllr Kennedy asked whether the answer to his question not previously available could be added to the minutes. This will be attached.

The minutes of the meeting held on 10 November 2021 were approved as a correct record.

33/21 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

34/21 PUBLIC WRITTEN QUESTIONS [Item 4]

Declarations of Interest: None

Officer attending: Zena Curry, Highways Engagement and Commissioning Manager, SCC

Petitions, Public Questions, Statements: Seven written public questions were received before the deadline. The full wording of the questions and officer responses were included within the supplementary agenda pack.

Key points from discussion:

Question one. John Moyer did not attend the meeting. Julia Dickinson attended and asked about making cycling schemes on the High Street one way.

The Highways Engagement and Commissioning Manager confirmed that the needs of the various users of the High Street have to be balanced. At the moment it is one way so cyclists have to dismount and walk as a pedestrian to come down the High Street to the feature at the bottom. There have been some concerns from pedestrians about the interaction between pedestrians and cyclists. It has been looked at but it is not possible to make it work with the constraints of the width of the High Street that is available once it has been used for tables and chairs. The Highways Engagement and Commissioning Manager confirmed that this can be looked at again as part of the Mole Valley Local Cycling and Walking Infrastructure Plan (LCWIP) but it is unlikely due to the constraints.

Question three. Cllr Hall confirmed that Waterway Road possible future cycling and pedestrian improvements is still on the Integrated Transport List of Schemes (ITS) and is being promoted by himself and Fetcham Residents Association. Officers will be passing on the suggestions to the LCWIP project team.

Question five. District Councillor Elizabeth Daly asked how much signs would cost as already have speed data. The Highways Engagement and Commissioning Manager confirmed that changing a speed limit from 20 to 30 has to meet policy and outlined the process. Subject to the approval of the local county councillor this could be added to the Integrated Transport List of Schemes (ITS) for potential future development and funding.

Question six. District Councillor Elizabeth Daly asked isn't flooding of properties such as those in Proctor Gardens and the sewage discharge running into rivers also a concern that Surrey County Council should be prioritising. Cllr Curran added that she didn't believe the properties in Proctor Gardens had been flooded by the surface water on the road though this can affect the driveways.

It was confirmed by District Councillor Elizabeth Daly and Cllr Curran that flooding was reported to Surrey County Council and work has been done on drainage gulleys. The Highways Engagement and Commissioning Manager confirmed that no amount of highway drainage works will stop the surface water that forms in times of heavy rain. Colleagues in the Strategic Flooding Team are aware of the surface water risk and should the priorities change

they will do more work and work is currently being planned on one of the soakaways.

Question seven. Monica Weller attended and asked how much it would cost Surrey County Council to start getting the active travel message across. The Highways Engagement and Commissioning Manager said the Active Travel Behavioural Change Officer is working on ways to engage with communities on the way we travel and part of transformation of transportation across Surrey changing the hierarchy so that pedestrians and cyclists have a higher priority in certain types of roads. District Councillor Paul Kennedy asked if the draft proposals of the Mole Valley Local Cycling and Walking Infrastructure Plan (LCWIP) would come to the Local Committee. The Highways Engagement and Commissioning Manager confirmed that the Mole Valley Local Cycling and Walking Infrastructure Plan (LCWIP) isn't funded from the delegated budget of the Mole Valley Local Committee so the decision would not come to this committee. There is broad base of engagement including members, resident groups, individuals by market research led or through a system called commonplace where information can be put. If District Councillor Paul Kennedy has information the Highways Engagement and Commissioning Manager is happy to pass it on.

35/21 MEMBER WRITTEN QUESTIONS [Item 5]

Declarations of Interest: None

Officer attending: Zena Curry, Highways Engagement and Commissioning Manager, SCC

Petitions, Public Questions, Statements: Twelve written member questions were received before the deadline. The full wording of the questions and officer responses were included within the supplementary agenda pack.

Key points from discussion:

Question one. District Councillor Caroline Salmon asked if there was any opportunity to involve councillors. The Highways Engagement and Commissioning Manager advised that a Stage 3 post construction RSA is an independent audit to ensure that what has been built meets criteria and is safe. The Highways Engagement and Commissioning Manager is happy to take comments from residents and councillors but it is the police and road safety team who will carry out the audit. The Highways Engagement and Commissioning Manager confirmed that the police have said all lines in a suitable place but can pass on comments. District Councillor Caroline Salmon will send through her comments.

Question two. District Councillor Caroline Salmon asked if there was going to be any repair and maintenance in the subway. The Highways Engagement and Commissioning Manager advised the structures are regularly inspected and any structural maintenance are then scheduled and carried out. Many subways are visually enhanced by volunteers. County Councillors can choose to spend their delegated budget on subways. Offensive graffiti would be painted over but there is no schedule for enhancement or aesthetics. District Councillor Caroline Salmon will send through a detailed question regarding what can be done to make footpaths better in rural areas for the Highways Engagement and Commissioning Manager to obtain a response.

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Question three, four, five and six. Cllr Hazel Watson confirmed she had no supplementary questions.

Question seven. Cllr Tim Hall confirmed he had no supplementary question.

Question eight. District Councillor Paul Kennedy confirmed he had no supplementary question and stated he wanted to advertise that Natural England are currently reviewing the extent of the Surrey Hills Area of Outstanding Natural Beauty (AONB) which closes at the end of January.

Question nine. District Councillor Paul Kennedy will formulate a detailed question and send to Cllr Hall and the Highways Engagement and Commissioning Manager to obtain a response.

Question ten. District Councillor Raj Haque will send his query to Cllr Curran as Thames Water need to be involved.

Question eleven. Cllr Hall advised he is working with Fetcham Residents Association, Mole Valley District Council and Lower Mole Project volunteers to look at the splash and there is a site meeting on 8 February. Cllr Hall has committed some funding to support this.

Question twelve. District Councillor Lynne Brooks will send her questions to the Partnership Committee Officer to obtain a response.

Written response to question from Cllr Kennedy Nov. 2021

The response to Cllr Kennedy's question from the November 2021 committee is attached as an annex to these minutes.

36/21 PETITIONS [Item 6]

No petitions were received.

37/21 HIGH STREET & CHURCH STREET, LEATHERHEAD - EXTENSION OF PEDESTRIAN ZONE HOURS & PERMITTING USE BY CYCLISTS (EXECUTIVE FUNCTION FOR DECISION) [Item 7]

Declarations of Interest: None

Officer attending: Zena Curry, Highways Engagement and Commissioning Manager, SCC

Petitions, Public Questions, Statements: None

Key points from discussion:

The local Divisional Member (Cllr Hall) was pleased to say that Leatherhead Residents' Association voted three to one in favour at their meeting on 1 November 2021 which was very positive. Cllr Hall felt it was a very sensible move forward and there will be more things to do in the future.

Members were supportive of the recommendations and asked about signage, the interaction between pedestrians and residents and enforcement of the Traffic Regulation Order.

The Highways Engagement and Commissioning Manager confirmed the following;

- The road is one way so we will look at improving signage being mindful that it is a conservation area so we wish to limit signs.
- We will look at lowering the speed limit again but this will be a separate and additional Traffic Regulation Order.
- The experimental Traffic Regulation Order had showed that including cyclists in the pedestrian zone had not led to any accidents.
- Nothing has changed regarding previous enforcement of the Traffic Regulation Order.

Resolved:

The Local Committee (Mole Valley) :

- i) Noted the results of the consultation set out in section 2, Annex 2 and Annex 3.
- ii) Agreed that, based upon the results of the consultation, changes be made to the pedestrian zone as follows;
 - a) That the hours of operation of the pedestrian zone be extended from Monday to Saturday 10am to 4:30pm to Monday to Sunday 10am to 4:30pm and that the parking restrictions within the pedestrian zone be extended, from 8am to 6pm Monday to Saturday to 8am to 6pm Monday to Sunday
 - b) permit cyclists to cycle within the pedestrian zone as long as the cyclist follows the existing one-way system in Church Street and High Street, Leatherhead.
 - iii) Authorised the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed changes to the pedestrian zone, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
 - iv) Authorised delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal.
 - v) Agreed that funding from the “Stage 3 Road Safety Audits/Accessibility Improvements/Small safety and improvement schemes/signs and road markings” allocation within the Integrated Transport Schemes budget be used for the Traffic Regulation Order.

Reasons for recommendations:

To enable permanent changes to be made to the operation of the pedestrian zone within Church Street/High Street, Leatherhead.

38/21 PROVISION & FORMALISING OF BUS STOP CLEARWAYS IN WESTCOTT, LEATHERHEAD AND FETCHAM (EXECUTIVE FUNCTION FOR DECISION) [Item 8]

Declarations of Interest: None

Officer attending: Alison Houghton, Senior Transport Officer, SCC

Petitions, Public Questions, Statements: None

Key points from discussion:

The Senior Transport Officer said a new bus shelter has gone in in Fetcham and Cllr Hall confirmed he had had a gleeful text from the Residents' Association yesterday saying it was going up.

Members were supportive of the recommendations.

District Councillor Paul Kennedy asked why similar provision was not being made for the new Falcon Buses 408 bus stops along the A246 through the Bookhams where parked cars make the bus stops unusable. The Senior Transport Officer advised part is Surrey is a big county so they have prioritised clearways where there are more passengers and issues have been identified by passengers and bus operators. If there are issues that any of the members know that their residents are having they can be addressed as and when possible. If lining and curbing are required there will be a funding issue.

Cllr Townsend said he was concerned about enforcement and whether Mole Valley Parking Team had a full complement of officers. Cllr Cooksey said that he guaranteed that this was being dealt with very urgently and hope to have the team up to full strength very shortly.

District Councillor Caroline Salmon asked what will happen about local residents of affected frontages. The Senior Transport Officer confirmed that their concerns will be addressed but ultimately it is a fine line between parking and supporting the bus network. Any concerns from residents will be looked at with the local divisional member. District Councillor Caroline Salmon asked if it was possible to have signage which isn't 24 hours where there is not a Sunday service. The Senior Transport Officer confirmed that they can look at this on a case by case basis.

Resolved:

The Local Committee (Mole Valley) agreed that:

(i) in Dorking Hills division bus stop clearways are formalised at the following stops: a) at both Westcott House bus stops and b) at both Parsonage Lane bus stops, on Guildford Road, Westcott with bus stop clearways to operate 24 hours a day, seven days a week

(ii) in Leatherhead and Fetcham East division bus stop clearways are formalised at the following stops: a) at both All Saints Church bus stops, b) at Park Rise bus stop (Stop N) on Kingston Road, Leatherhead, c) at North Street bus stop (Stop S) on North Street, Leatherhead, d) at Orchard Close bus stop, Cobham Road, Fetcham (towards Leatherhead) with bus stop clearways to operate 24 hours a day, seven days a week

(iii) in Leatherhead and Fetcham East division, bus stop clearways are introduced at the Bridge Street, Leatherhead bus stops (Stop P and Stop Q) with bus stop clearways of 23 metres in length, to operate 24 hours a day, seven days a week, and that affected frontages are informed of the

proposals and given time to feedback before any implementation

(iv) in Bookham and Fetcham West division a bus stop clearway is formalised at Orchard Close bus stop, Cobham Road, Fetcham (towards Bookham) with the bus stop clearway to operate 24 hours a day, seven days a week

(v) any objections from affected frontages will be addressed by delegated authority by the Strategic Transport Group Manager, in consultation with the relevant Surrey County Councillor and the Chair of the Mole Valley Local Committee.

Reasons for recommendations:

It is recommended that Mole Valley Local Committee agree to the formalising or installation of bus stop clearways operating for twenty-four hours a day, seven days a week. This is to ensure that buses servicing these bus stops can provide passengers with step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers as well as aiding journey time reliability.

These measures aim to support the use of public transport and to make the public transport offer more attractive by making it more accessible and reliable.

39/21 SPEED LIMIT CHANGES ON A24 HORSHAM ROAD, CAPEL (EXECUTIVE FUNCTION FOR DECISION) [Item 9]

Declarations of Interest: None

Officer attending: Zena Curry, Highways Engagement and Commissioning Manager, SCC

Petitions, Public Questions, Statements: None

Key points from discussion:

The local Divisional Member (Cllr Clack) said she supported the recommendations. Local parish council, local councillors and herself had been campaigning for this for quite some time. They received a positive response from Surrey County Council in 2020 and really delighted to see this going in and supported by everybody. The Road Safety Engineer wanted to put on record his thanks to Cllr Clack for her hard work in passing on details of damage only collisions. Really positive to get a communication going with herself and local residents and he would encourage members to continue doing the same in their areas.

Resolved:

The Local Committee (Mole Valley) agreed that, based on the evidence:

- i) That the speed limit be reduced from 50mph to 40mph on A24 Horsham Road, Capel between the existing 50mph speed limit north of the Clarks Green roundabout. New 40mph terminal signs will be installed to north of the West Sussex country boundary.
- ii) Authorised 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 changes, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;

iii) Authorised delegation of authority to the Highway Engagement & Commissioning Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the relevant local divisional member to resolve any objections received in connection with the proposal.

iv) Noted that if the reductions in speed limit have not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

Reasons for recommendations:

Reducing the speed limit on these roads will help to manage vehicle speeds to a level more appropriate to the use of road and will reduce the risk and severity of collisions. Lower speeds can also reduce air and noise pollution, and make it easier and more pleasant to walk, cycle and ride horses.

40/21 DECISIONS TRACKER (FOR INFORMATION) [Item 10]

The Local Committee noted the decision tracker and agreed items marked as closed and complete could be removed.

41/21 FORWARD PLAN [FOR INFORMATION] [Item 11]

The Local Committee noted the forward plan of items expected to be received at future meetings.

Cllr Townsend asked about the future of local and joint committees. The chairman (Cllr Hall) confirmed there is a date for the next meeting of the Mole Valley Local Committee on 9 March 2022 and there are no formal proposals for the future at the moment.

District Councillor Caroline Salmon voiced her support of the local committee.

42/21 DATE OF NEXT MEETING [Item 12]

Wednesday 09 March 2022.

Meeting ended at: 3.15 pm

Chairman

LOCAL COMMITTEE (MOLE VALLEY)**DATE: 9 MARCH 2022****LEAD OFFICER: ZENA CURRY, HIGHWAY ENGAGEMENT & COMMISSIONING MANAGER****SUBJECT: DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23****DIVISION: ALL****SUMMARY OF ISSUE:**

This report seeks approval of a programme of highway works for Mole Valley funded from the Local Committee's delegated capital and revenue budgets.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to:**General

- (i) Note that, the Local Committee's devolved highways budget for capital works in 2022/23 is £537,034 as agreed by Cabinet on 22nd February 2022.
- (ii) Agree that, the devolved capital budget for highway works be used to progress both capital improvement schemes and member capital allocation as detailed in section 1.
- (iii) Authorise that the Highway Engagement & Commissioning Manager in consultation with county members be able to reallocate budget to reserve schemes should there be a need to change the programme.
- (iv) Authorise that the Highways Engagement and Commissioning Manager in consultation with county members, be able to allocate any additional funding for schemes, in accordance with any guidance issued surrounding that funding.

Capital Improvement Schemes

- (v) Agree that, the capital improvement schemes allocation for Mole Valley be used to progress the Major Integrated Transport Schemes programme set out in Annex 1.
- (vi) Authorise that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1, if required.
- (vii) Agree that Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Major Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed

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that a scheme will not be progressed, this will be reported back to the appropriate county member.

Member Capital Allocation

- (viii) Note that, £50,000 is allocated to each divisional member. Up to £15,000 of this could be allocated to minor ITS, or all £50,000 could be used on capital maintenance (recommended option). The schemes are to be proposed by county members in consultation with the Stakeholder Engagement Officer.

Revenue Maintenance

- (ix) Note that the members, will continue to receive a Member Local Highways Fund (revenue) allocation of £7,500 per county member to address highway issues in their division; and
- (x) Agree that each county member could pool £6,000 of their Member Local Highways Fund allocation to commission a revenue maintenance gang. Members to inform the Highways Engagement & Commissioning Manager if they wish to use their Member Local Highways Fund in this way.
- (xi) Agree that revenue works are to be managed by the Highway Maintenance team on behalf of and in consultation with county members.

REASONS FOR RECOMMENDATIONS:

To agree, a programme of highways works in Mole Valley for 2022/23, funded from budgets available to enable schemes and works to progress.

1. INTRODUCTION AND BACKGROUND:

- 1.1 It is proposed that, the Mole Valley Local Committee receives a devolved capital budget for major ITS, of £237,034 for their top major ITS priorities. Each county member will also have £50,000 of county member Capital Allocation, that could have up to £15,000 used for minor ITS, or all £50,000 on capital maintenance (recommended option).
- 1.2 It is also proposed, as per the current approach, that £6,000 of the £7,500 revenue funding per county member could be pooled across members for a cost-effective revenue maintenance gang.
- 1.3 The proposed major ITS Forward Programme for 2022/23 has been prioritised using the county council's CASEE scoring process (as guidance for members) and is in Annex 1 of this report.
- 1.4 **Capital:** The Mole Valley Local Committee's budget for capital works for 2022/23 is £537,034 with £237,034 for major ITS improvement schemes and £300,000 for county member Capital Allocation.

- 1.5 The Stakeholder Engagement Officer will assist county members to ensure the best use of the county member Capital Allocation and enable commissioning to the Highway Maintenance team.
- 1.6 **Revenue:** County members will continue to receive an allocation of £7,500 per county member to address maintenance issues in their division.
- 1.7 Table 1 summarises the various funding streams together with the budgets, for 2022/23. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Funding Stream	Level of Funding 2022/23	Relevant sections of report	Relevant recommendations
Major Integrated Transport Schemes (ITS) – Annex 1 .	£237,034	Paras. 2.1 – 2.5 Annex 1	(i), (ii), (iii), (iv), (v), (vi) and (vii)
County Member Capital Allocation	£300,000	Paras. 2.6-2.7	(i), (ii) and (viii)
Revenue Member Local Highways Fund	£45,000	Para. 2.8	(ix), (x) and (xi)
Total	£582,034		

Table 1 – Summary of Mole Valley Funding Levels 2022/23

- 1.8 It is proposed, that delegated authority be given to the Highway Engagement & Commissioning Manager to enable the highways programme to be delivered in a flexible and timely manner.
- 1.9 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.
- 1.10 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The maintenance team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.11 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.
- 1.12 The Road Safety Team have two additional countywide budgets to address the highest priority backlog of Road Safety Outside Schools and Road Safety schemes. Suitable schemes from the current ITS list will be put forward for consideration for this central funding. If a scheme on the Major ITS Forward

Programme is prioritised for this Road Safety funding, then it is proposed, to progress schemes on the reserve Major ITS list shown in Annex 1.

- 1.13 Contributions collected from developers through S106 agreements or Community Infrastructure Contributions (CIL) can be used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.
- 1.14 This report sets out the proposed programme of highway works for Mole Valley.

2. ANALYSIS:

Major Integrated Transport Schemes (ITS)

- 2.1 The Major Integrated Transport Schemes (ITS) budget aims to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan.
- 2.2 The Major Integrated Transport Schemes (ITS) budget is £237,034 and is to be used to progress capital improvement schemes. The proposed Major ITS Forward Programme to be delivered from this budget is shown in Annex 1.
- 2.3 It is proposed to change the Major Integrated Transport Schemes (ITS) Forward Programme from what was previously agreed at the Local Committee meeting held on 24th February 2021. **Annex 1** sets out the proposed ITS forward programme for 2022/23.
- 2.4 It is proposed that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1.
- 2.5 It is proposed that the Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

County Member Capital Allocation

- 2.6 The capital maintenance budget is used to carry out capital maintenance works that would not prioritise highly under the Countywide prioritisation process for capital maintenance, but the condition of which are of local concern.
- 2.7 It is proposed that each county member be allocated £50,000 to spend in their divisions, which should be sufficient to progress either one larger or two small capital maintenance schemes. However, up to £15,000 of the £50,000 available to each divisional member could also be used to fund a minor ITS scheme such as the installation of dropped kerbs. It is proposed that the schemes to be progressed will be identified by the county members in consultation with the Stakeholder Engagement Officer and commissioned to the appropriate team.

Members Local Highway Fund (Revenue)

- 2.8 Members will continue to receive an allocation of £7,500 per county member to address highway issues in their divisions. It is proposed that the Member Local Highways Fund be managed by the Highway Maintenance team on county members' behalf.

3. OPTIONS:

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Mole Valley, as set out in this report.

4. CONSULTATIONS:

- 4.1 The proposed Major Integrated Transport Schemes (ITS) Forward Programme has been previously consulted on as part of the approval of the Forward Programme at the Mole Valley Local Committee on 24th February 2021.
- 4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The highways budget for Mole Valley for capital works in 2022/23 is £537,034.
- 5.2 The highways budget for Mole Valley is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed, so as to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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

Public Health	No significant implications arising from this report
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8.1 Crime and Disorder implications

A well-managed highway network can contribute to a reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The report sets out the proposed programme of highway works for Mole Valley for 2022/23, to be funded from the capital and revenue budgets. It is recommended that the Local Committee agree the programme as set out in section 2 and Annex 1 of this report.

10. WHAT HAPPENS NEXT:

- 10.1 Officers will progress schemes and deliver works for 2022/23.
- 10.2 It is proposed that the Principal Traffic & Commissioning Engineer, will support county members to promote 1 Major ITS scheme for a formal technical assessment, funded by central feasibility to assist with future years Major ITS scheme submission decisions. County members will also be supported with engagement with the local community to assist in these decisions.

Contact Officer:

Anne-Marie Hannam, Principal Traffic & Commissioning Engineer, Highway Engagement & Commissioning Team, 0300 200 1003.

Annexes:

Annex 1: Major Integrated Transport Schemes Forward Programme 2022/23

Sources/background papers:

Report to Mole Valley Local Committee 24 February 2021 "Highways Forward Programme 2021/22 to 2023/24".

Medium term financial plan 2021-2024

Cabinet Meeting 22nd February 2022 – Item 12

ANNEX 1

MOLE VALLEY INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2021/22 - 2023/24

Scheme/Title	2022/23		Budget Allocation	Comments
	D	CN		
A24 Deepdene Avenue, Dorking - street lighting.	•	•	£30,000	Installation of street lights on A24 Deepdene Avenue, to complete street lighting.
A25 Reigate Road, Brockham - informal pedestrian crossing near Brockham Lane junction.	•	•	£45,000	Feasibility study/design of informal pedestrian crossing, following reduction of speed limit in 2021/22.
Eastwick Park Avenue, Bookham	•	•	£25,000	Construction of pedestrian improvements outside entrance to Eastwick Junior School.
Stonny Croft, Ashted - 20mph speed limit and speed reduction measures outside The Greville Primary School	•	•	£60,000	Design and construction of speed reduction measures.
Taleworth Road, Ashted - 20mph speed limit and speed reduction measures outside West Ashted Primary School	•	•	£67,000	Design and construction of speed reduction measures.
Stage 3 Road Safety Audits/Accessibility Improvements/Small safety and improvement schemes/signs and road markings.	•	•	£10,034	Schemes to be identified during the year.
			£237,034	

NOTE:

The programme for 2022/23 is indicative and subject to confirmation. Costs may change following design.

KEY:

D = Design



C = Construction

Reserved schemes for future potential prioritisation from Road Safety central budgets.

Scheme/Title	Budget Estimate
Lower Rd/Little Bookham Street, Bookham - formal pedestrian crossing.	£100,000
Church Road, Bookham - traffic calming measures.	£200,000

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 9 MARCH

LEAD OFFICER: DUNCAN KNOX ROAD SAFETY AND SUSTAINABLE SCHOOL TRAVEL TEAM MANAGER

SUBJECT: RURAL SPEED LIMIT REVIEW

**DIVISION: DORKING HILLS
DORKING SOUTH AND THE HOLMWOODS
DORKING RURAL**

SUMMARY OF ISSUE:

Most rural roads in the south and southwest of Surrey are still subject to the national speed limit of 60mph. The 60mph speed limit is inappropriate for these rural roads. The Drive SMART Road Safety Partnership have agreed to provide £100,000 funding which will be supplemented by additional funding for road safety from Surrey County Council to review and implement lower speed limits on rural roads in the south of Surrey in a proactive, strategic, area wide basis. This report presents proposals for a reduction in speed limits across a wide area of the south of rural Surrey and seeks agreement from the committee to proceed. If the lower speed limits result in successful reductions in speeds, this will reduce the number and severity of road collisions, support active travel, improve air quality, and could also help address concerns over excessive vehicle noise.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree that:

- (i) The speed limits be reduced on the roads as shown in Appendix B that are in the Mole Valley Local Committee area. (Other roads within the Guildford and Waverley areas are also shown for information and are being presented to the Local/Joint Committees for those areas for approval separately).
- (ii) 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 changes, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made.
- (iii) Note that after 1 April the Highways Engagement and Commissioning Manager will be responsible for resolving any objections received in connection with the proposal in consultation with the relevant Divisional Member.
- (iv) Note that if the reductions in speed limit have not been successful, then further supporting highway measures or a higher speed limit may be necessary.

REASONS FOR RECOMMENDATIONS:

Reducing the speed limit on these roads will help to manage vehicle speeds to a level more appropriate to the use of road and will reduce the risk and severity of collisions. Lower speeds can also reduce air and noise pollution, and make it safer, easier and more pleasant to walk, cycle and ride horses.

1 INTRODUCTION AND BACKGROUND:

- 1.1 The national default speed limit on single carriageway rural roads (without street lighting) is 60mph, but local authorities have the power to change the speed limit if they so wish. The 60mph default speed limit is inappropriate for most minor rural roads because driving at this speed on such narrow and winding country lanes would be reckless (and probably impossible in many cases).
- 1.2 On minor narrow winding country lanes, past advice has been that the 60mph speed limit is not a target and drivers should choose the speed at which they should drive in accordance with the nature and characteristics of the road rather than treating the 60mph speed limit as a target. However, in more recent times within the road safety industry, there has been a greater emphasis on managing speeds on rural roads as part of the “Safe Systems” best practice approach to reducing road casualties. This approach asserts that the organisations responsible for improving road safety should work together towards making the “system” as safe as possible to mitigate the mistakes of road users. A key part of this is to manage vehicle speeds to reduce the risk of collisions (which will also reduce their severity). From 6 July 2022, all newly launched cars will legally have to be fitted with a speed limiter to assist drivers to stick to the speed limit, so it will be even more important to set speed limits that will improve road safety and be appropriate to the nature and use of the road.
- 1.3 It has been noted by officers from inspection of speed limit mapping, that over time the default national 60 mph speed limit on nearly all the rural roads in the southeast of Surrey (to the east of the A24 and south of the A25) have been reduced from 60mph, to a lower level. Although some rural speed limits have also been reduced to the west of the A24, this has happened to a far lesser extent, typically one scheme at a time in response to isolated incidents, location specific concerns and/or lobbying by different local communities and members. It is more expensive in the long run to implement the speed limits incrementally in this way, and results in an inconsistent network of speed limits across rural areas.
- 1.4 Therefore, Surrey police have agreed to provide £100,000 funding from the Drive SMART Road Safety Partnership to review and implement lower speed limits on rural roads in the south of Surrey in a proactive, strategic, area wide basis. This budget will be supplemented by additional investment in road safety recently announced by the county council. It is acknowledged that the speed limit reductions on their own are unlikely to reduce speeds by very much in any one location. However, a small difference at lots of locations across a wide area will add up to a bigger difference overall.
- 1.5 It is anticipated that the proposals presented here will be the first phase of a continuing longer-term project to review the remaining 60mph national speed limits across the rest of the southwest of Surrey.

2 ANALYSIS:

- 2.1 Surrey County Council has a [Speed Limit Policy](#) with the aim of setting speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. The policy sets thresholds for existing mean vehicle speeds below which a speed limit can be reduced using signs alone, without the need for additional supporting engineering measures. The thresholds for lowering the existing 60 mph national speed limit to lower limits are summarised thus:
- Reduction to 40mph: existing mean average speeds must be 46mph or less
 - Reduction to 30mph: existing mean average speeds must be 35mph or less
 - Reduction to 20mph: existing mean average speeds must be 24mph or less
- 2.2 Within this first phase of the project the speed limits on the roads bounded by the line of the A25 in the north, the A24 in the east, a rough line between Shere and Cranleigh in the west and the county boundary in the south have been reviewed. A series of maps are presented within Appendix A showing the existing speed limits, and the locations and results of numerous one week speed surveys undertaken across this road network using pneumatic tubes.
- 2.3 The data from the speed surveys along with a map of the proposed new speed limits is presented within Appendix B. The new speed limits (within the area bounded by the pink line on the map) have been determined with reference to the existing mean speeds shown within Appendix A and with reference to the requirements of the county council's speed limit policy described above, along with inspection of the road network through site visits and desk study of GIS mapping and Google Street View. Care has been taken to select the locations of the boundaries between different speed limits to coincide with changes in "look and feel" of the road due to changes in adjacent land use and/or width of the carriageway for example.
- 2.4 It can be seen from the proposals within Appendix B that several roads will be reduced to a 20mph speed limit. Most of these are stretches of road that are single track lanes with passing places, or village centres with bends and features that would make driving much faster than 20mph dangerous and inappropriate. Other roads have been set at 30mph or 40mph where the width allows for two vehicles to pass and where the existing speeds are more in keeping and appropriate for a 30mph or 40mph limit. One part of the B2128 Horsham Road to the southeast of Cranleigh will be reduced to a 50mph speed limit where the road is a long straight with good visibility and where the existing speeds are in keeping with a lower 50 mph limit. The A25 Shere Bypass will be reduced to a 50mph speed limit too.
- 2.5 Detailed design of the new speed limit proposals is ongoing, and the precise locations of the new speed limit terminal signing will be decided as part of this. The detailed design will then be subject to public consultation through the advertising of a speed limit order describing the new speed limits in the usual way.
- 2.6 The new speed limits will require additional signing to be installed along some stretches of the rural roads in question. However, care is being taken to design speed limit boundary signing on the approach to villages to be sensitive to the aesthetics of the Surrey Hills Area of Outstanding Natural Beauty and to use wooden posts if appropriate. Wherever possible repeater signs will be co-

located with other existing signs on existing posts to minimise additional “street clutter” too.

3 OPTIONS:

3.1 Option 1: Reduce the speed limits as shown within Appendix B

This is the recommended option as it will reduce the risk and severity of collisions and will help to make walking, cycling, and riding horses safer, easier, and more pleasant on these roads.

3.2 Option 2: Retain the existing speed limits on some or all roads

This is not recommended because the opportunity to improve road safety and improve conditions for walking, cycling and horse riding would not be realised.

4 CONSULTATIONS:

- 4.1 A copy of the proposals were sent to Surrey Police for comment, and their full response is contained within Appendix C. In summary they offer “no objection”, though they raise some points for consideration. These include the explanation that “there should be no expectation that deployment of Police resources would be considered to bolster any length of revised limit that does not appear to be working as a result of the reduction”. They also express reservations that some of the proposed 20 mph speed limit roads will not “look and feel” like a 20mph speed limit road, and so additional countermeasures and adequate mitigation should be considered and budgeted for from the outset. They also highlight the need to monitor the success of the new speed limits after implementation.
- 4.2 Officers will indeed be commissioning additional countermeasures in the form of enhanced village gateways (which will be budgeted for), and will indeed commission repeat speed surveys after implementation to gauge the effect of the new lower speed limits. As per the county council’s speed limit policy, there will be no expectation of additional enforcement by the police to make the new lower speed limits work. This is because the new lower speed limits have been set at a level close to existing speeds so that experience shows there will be generally good compliance without the need for additional enforcement.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 It is expected that the cost of the scheme will exceed £100,000, though the precise cost will not be known until ongoing detailed design is completed and detailed bill of quantities produced. This includes the cost of removing existing terminal signs and replacement with new speed limit terminal signs, enhanced gateways and provision of speed limit repeater signs and the costs of advertising the legal orders. These costs will be met from £100,000 provided by Surrey Police through the Drive SMART Road Safety Partnership. Further costs will be met from additional central funding provided by the county council for road safety.

- 5.2 The Department for Transport publish the value of the prevention of collisions for use in cost benefit analysis annually:

Collision severity	Cost per collision £ (2020)
Fatal	2,120,669
Serious	246,109
Slight	24,960
Average for all severities	101,415
Damage only	2,303

- 5.3 If the proposals successfully contribute to successful reductions in vehicle speeds, research shows that this is highly likely to result in a reduction in collisions. This is likely to represent very good value for money because the cost of the proposals is small in comparison to the value of preventing collisions, especially collisions resulting in fatal and serious injuries.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Successful management of vehicle speeds can make it easier for people with mobility impairment to walk, cycle or ride horses. It can also make using roads safer for vulnerable age groups such as children and older people.

7 LOCALISM:

- 7.1 The speed of traffic and collisions are frequently mentioned concerns of Surrey residents. Moderated speeds and driver behaviour will have a positive impact on local communities because as well as reducing the risk and severity of collisions it will support more walking and cycling, reduce noise and air pollution, thus making places more pleasant to live.

8 OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Successful management of vehicle speeds can help to reduce driving offences and anti-social driving.
Sustainability (including Climate Change and Carbon Emissions)	Successful management of vehicle speeds can help to reduce carbon emissions and air pollution from internal combustion engines. It can also help to reduce emissions through encouraging more people to walk or cycle instead of using a motor vehicle.
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	Successful management of vehicle speeds can help reduce air pollution and support more walking and cycling which is healthier.

9 CONCLUSION AND RECOMMENDATIONS:

- 10.1 The 60mph default speed limit is inappropriate for most minor rural roads because driving at this speed on such narrow and winding country lanes would be reckless (and probably impossible in many cases). This report presents the outcomes of the first phase of a review of the speed limits on the network of 60 mph speed limit rural roads across the south of Surrey.
- 10.2 It is recommended to proceed with Option 1 to reduce the speed limits as shown in the map in Appendix B. This is recommended because if lower speed limits are successful in encouraging speeds that are more appropriate to the use and nature of the road, this will reduce the risk and severity of collisions and will help to make walking, cycling, and riding horses safer, easier, and more pleasant.

10 WHAT HAPPENS NEXT:

- 10.3 Design work will be completed, and the legal speed limit orders will be advertised in the local press and the county council's consultation portal "Surrey Says". Subject to any objections being considered by the Highways Engagement and Commissioning Manager in consultation with the Divisional Member, the new speed limits will be implemented within the first half of the next financial year.
- 10.4 After the new speed limits have been implemented, the speed surveys will be repeated to evaluate the success of the schemes. Further measures will be considered to encourage greater compliance with the speed limit if necessary

Contact Officer:

Duncan Knox
Road Safety & Sustainable School Transport Team Manager
duncan.knox@surreycc.gov.uk

Consulted:

Surrey Police
Relevant Parish Councils were informed in advance of the project

Annexes:

Appendix A: Mapping of the existing speed limits and results of speed limit surveys
Appendix B: Map of proposed speed limits







Sources/background papers:

Surrey County Councils "Setting Local Speed Limits" Policy

APPENDIX A

Speed Survey Maps

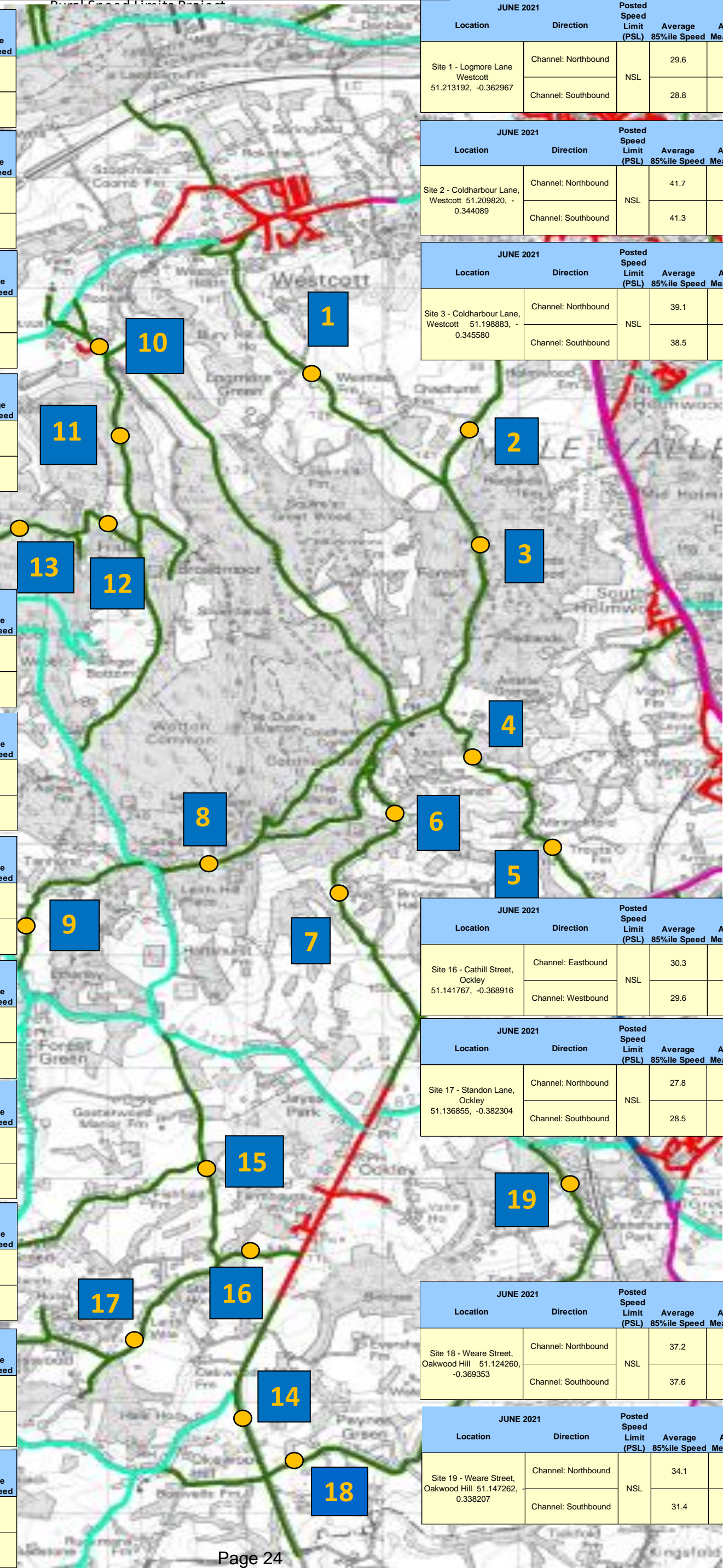
The following pages show the locations and results of speed surveys conducted to inform upon the viability of new lower speed limits. The colour of each road indicates the existing speed limit with reference to the legend below:

Legend	
	20 mph speed limit
	30 mph speed limit
	40 mph speed limit
	50 mph speed limit
	60 mph speed limit
	70 mph speed limit

Each speed survey was conducted for a period of one week using pneumatic tubes. For each numbered survey location there is a results box that shows the mean average speed and the 85th percentile speed in each direction of travel. The 85th percentile speed is the speed above which the fastest 15 per cent of vehicles were travelling.

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JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 4 - Anstie Lane, Coldharbour 51.180889, -0.346180	Channel: Northbound	NSL	29.2	21.3
	Channel: Southbound		31.1	25.9
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 5 - Henhurst Cross Rd, Coldharbour 51.172458, -0.337255	Channel: Northbound	NSL	32.5	25.1
	Channel: Southbound		35.7	27.2
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 6 - Broomehall Rd, Coldharbour 51.170450, -0.360922	Channel: Northbound	NSL	37.4	26.2
	Channel: Southbound		38.8	29.4
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 7 - Broomehall Rd, Coldharbour 51.175366, -0.355962	Channel: Northbound	NSL	30.3	23.3
	Channel: Southbound		30.5	24.3
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 8 - Abinger Rd, Leith Hill 51.173360, -0.374945	Channel: Eastbound	NSL	35.2	25.6
	Channel: Westbound		37.7	29.9
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 9 - Tanhurst Lane, Leith Hill 51.166789, -0.393850	Channel: Northbound	NSL	21.1	16.3
	Channel: Southbound		23.6	17.8
JUNE 2021		Speed Limit	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 10 - Sheephouse Lane, Wotton 51.216565, -0.387043	Channel: Northbound	NSL	32.0	26.1
	Channel: Southbound		32.1	25.7
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 11 - Sheephouse Lane, Wotton 51.209695, -0.383154	Channel: Northbound	NSL	29.6	24.0
	Channel: Southbound		29.7	24.3
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 12 - Noons Corner Rd, Wotton 51.201037, -0.384447	Channel: Northbound	NSL	28.1	21.8
	Channel: Southbound		28.9	22.3
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 13 - Friday Street, Wotton 51.19989, -0.395576	Channel: Northbound	NSL	30.4	25.6
	Channel: Southbound		32.6	25.7
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 14 - A29 Bognor Rd, Oakwood Hill 51.129487, 0.372943	Channel: Northbound	NSL	54.8	47.5
	Channel: Southbound		60.6	52.3
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 15 - Mole Street, Forest Green 51.154867, -0.377041	Channel: Northbound	NSL	36.9	27.6
	Channel: Southbound		37.4	29.1



JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 1 - Logmore Lane Westcott 51.213192, -0.362967	Channel: Northbound	NSL	29.6	23.0
	Channel: Southbound		28.8	22.0
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 2 - Coldharbour Lane, Westcott 51.209820, -0.344089	Channel: Northbound	NSL	41.7	33.0
	Channel: Southbound		41.3	33.3
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 3 - Coldharbour Lane, Westcott 51.198883, -0.345580	Channel: Northbound	NSL	39.1	31.5
	Channel: Southbound		38.5	28.8
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 16 - Cathill Street, Ockley 51.141767, -0.368916	Channel: Eastbound	NSL	30.3	25.5
	Channel: Westbound		29.6	24.2
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 17 - Standon Lane, Ockley 51.136855, -0.382304	Channel: Northbound	NSL	27.8	21.9
	Channel: Southbound		28.5	22.6
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 18 - Weare Street, Oakwood Hill 51.124260, -0.369353	Channel: Northbound	NSL	37.2	28.6
	Channel: Southbound		37.6	28.3
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 19 - Weare Street, Oakwood Hill 51.147262, 0.338207	Channel: Northbound	NSL	34.1	25.9
	Channel: Southbound		31.4	24.7

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JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 1 - Upper Street, Shere 'Shere' sign north of 'The Manor House' 51.22187, -0.47098	Channel: Northbound	NSL	36.6	31.1
	Channel: Southbound		35.2	29.7

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 2 - Gomshall Lane, Shere (bus flag opposite medical centre) 51.22050, -0.45984	Channel: Eastbound	NSL	33.6	27.2
	Channel: Westbound		30.6	23.7

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 3 - Sandy Lane, Shere (double bend sign adjacent to 'Tor Hatch') 51.21334, -0.46462	Channel: Northbound	NSL	30.6	25.6
	Channel: Southbound		33.5	27.1

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 4 - Hound House Rd, Shere (telegraph pole outside 'Tanglewood') 51.21076, -0.46479	Channel: Northbound	NSL	39.6	33.0
	Channel: Southbound		39.2	32.5

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 5 - Hound House Rd, Shere (Telegraph pole south of 'Cotterells Farm') 51.20104, -0.46359	Channel: Northbound	NSL	39.9	33.7
	Channel: Southbound		40.9	34.1

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 6 - Hound House Rd, Shere (single track road with passing places' sign south of 'Dewdney') 51.18397, -0.46275	Channel: Northbound	NSL	35.0	28.9
	Channel: Southbound		35.9	29.7

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 7 - Burrows Cross, Shere (bend warning sign opposite 'White Oaks') 51.20715, -0.45016	Channel: Northbound	NSL	33.7	27.9
	Channel: Southbound		33.1	27.5

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 8 - Burrows Lane, Shere (bus flag post outside 'Copse Cottage') 51.21284, -0.45327	Channel: Northbound	NSL	33.0	26.9
	Channel: Southbound		33.4	27.1

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 9 - Hook Lane, Shere (telegraph pole outside 'Burrows Lea') 51.20986, -0.45455	Channel: Northbound	NSL	31.8	26.2
	Channel: Southbound		30.9	25.6

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 43 - Water Ln, Abinger Hammer (att to telegraph pole) 51.20184, -0.41899	Channel: Northbound	NSL	21.8	17.3
	Channel: Southbound		21.3	17.0

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 35 - Ewhurst Rd, Peaslake (telegraph pole south of 'Gasson Farm') 51.18351, -0.44267	Channel: Northbound	NSL	31.0	25.8
	Channel: Southbound		34.7	28.0

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 36 - Lawbrook Ln, Peaslake (telegraph pole outside 'Lawbrook Cottage') 51.20368, -0.45320	Channel: Northbound	NSL	30.3	24.1
	Channel: Southbound		30.0	23.7

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 37 - Lawbrook Ln, Peaslake (telegraph pole outside northern entrance to 'Lane End Farm') 51.19843, -0.45323	Channel: Northbound	NSL	33.3	26.8
	Channel: Southbound		33.2	26.5

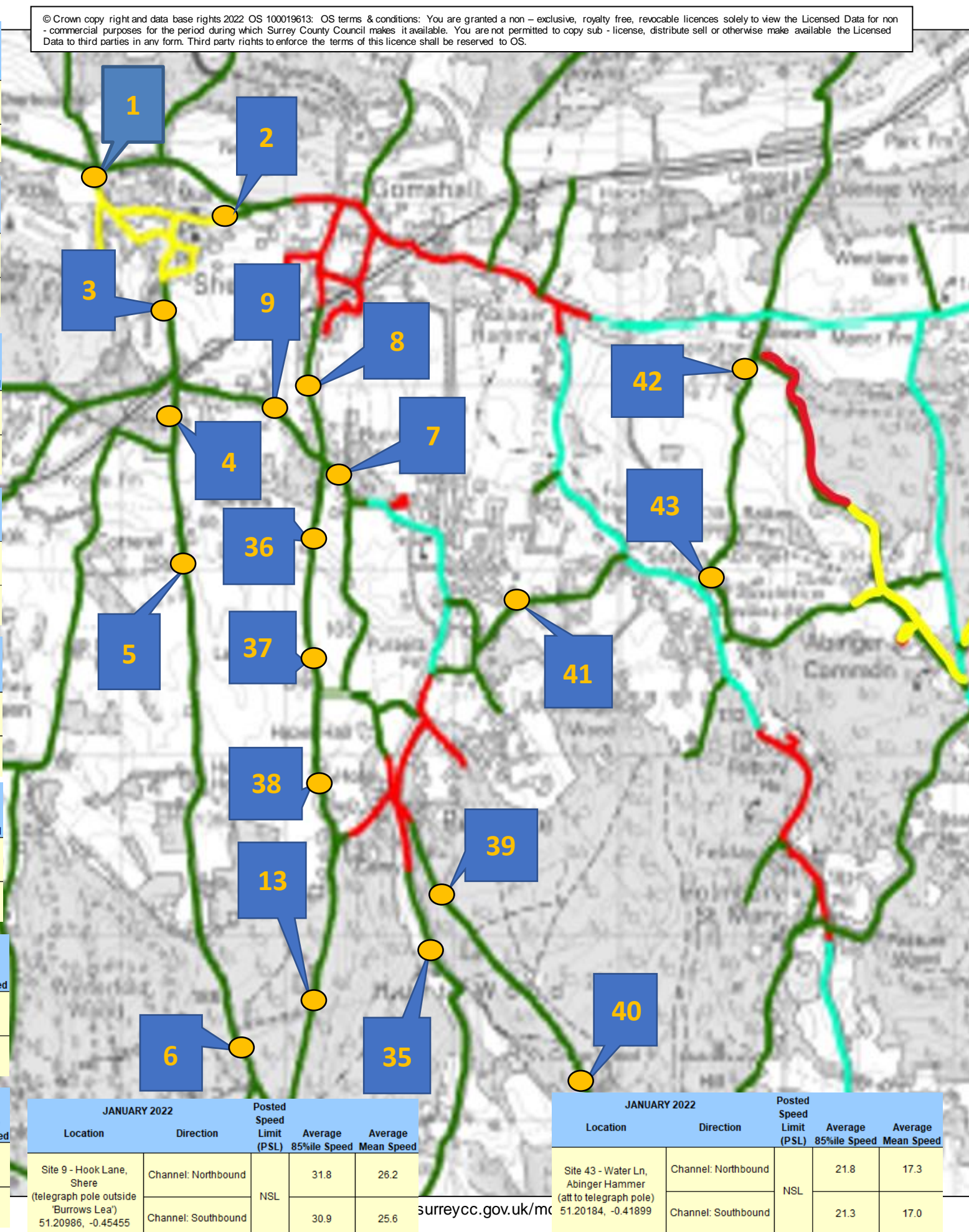
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 38 - Lawbrook Ln, Peaslake (telegraph pole outside 'Quakers Orchard') 51.19276, -0.45318	Channel: Northbound	NSL	28.3	21.5
	Channel: Southbound		29.4	23.5

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 39 - Radnor Rd, Peaslake (telegraph pole south of 'Spurfold') 51.18863, -0.44417	Channel: Northbound	NSL	29.3	22.9
	Channel: Southbound		29.3	22.9

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 40 - Radnor Rd, Peaslake (telegraph pole south of 'Hurtwood Car Park 1') 51.17633, -0.43018	Channel: Northbound	NSL	29.4	24.4
	Channel: Southbound		28.2	21.4

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 41 - Hoe Ln, Sutton Abinger (telegraph pole northeast of 'Hoe Valley Cottage') 51.20106, -0.43558	Channel: Eastbound	NSL	30.3	25.1
	Channel: Westbound		30.5	24.9

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 42 - Raikes Ln, Abinger Hammer (telegraph pole north of junction with The Dene) 51.21200, -0.41554	Channel: Northbound	NSL	31.0	24.3
	Channel: Southbound		30.5	23.8

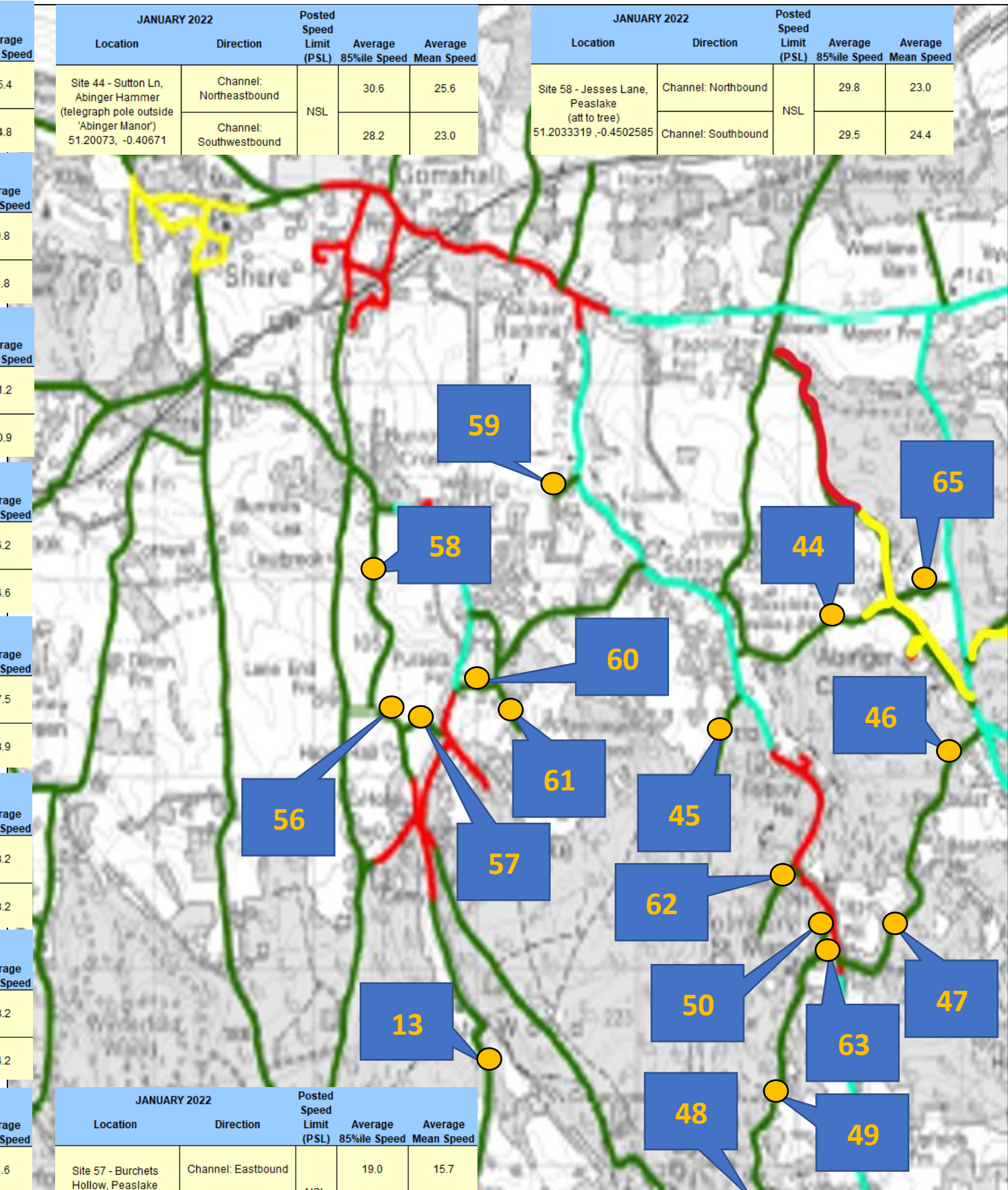


JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 13 - Peaslake Rd, Ewhurst (school sign north of Duke of Kent School) 51.17565, -0.44162	Channel: Northbound	NSL	30.8	25.4
	Channel: Southbound		30.1	24.8
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 45 - Radnor Ln, Abinger Hammer (telegraph pole south of Woodhouse Lane) 51.19610, -0.41867	Channel: Northbound	NSL	26.8	19.8
	Channel: Southbound		28.5	21.8
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 46 - Pasture Wood Rd, Abinger Common (double bend warning sign) 51.18667, -0.40377	Channel: Northbound	NSL	38.2	31.2
	Channel: Southbound		37.2	30.9
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 47 - Pasture Wood Rd, Abinger Common (telegraph pole southwest of 'Parkhurst Lodge') 51.19452, -0.39852	Channel: Northbound	NSL	32.9	26.2
	Channel: Southbound		30.5	24.6
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 48 - Holmbury Hill Rd, Holmbury St Mary (telegraph pole east of 'Mullard Space Science Lab') 51.17343, -0.41743	Channel: Northbound	NSL	21.9	17.5
	Channel: Southbound		25.5	18.9
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 49 - Holmbury Hill Rd, Hombury St Mary (telegraph pole north of 'Pipers Lea') 51.17841, -0.41543	Channel: Northbound	NSL	29.2	23.2
	Channel: Southbound		29.2	23.2
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 50 - Holmbury Hill Rd, Holmbury St Mary (telegraph pole opposite The Kings Head PH) 51.18558, -0.41119	Channel: Northbound	NSL	17.6	13.2
	Channel: Southbound		19.3	14.2
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 56 - Pond Lane, Peaslake (att to tree) 51.1964197,-0.4482937	Channel: Northbound	NSL	28.0	21.6
	Channel: Southbound		29.3	24.0

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 44 - Sutton Ln, Abinger Hammer (telegraph pole outside 'Abinger Manor') 51.20073, -0.40671	Channel: Northeastbound	NSL	30.6	25.6
	Channel: Southwestbound		28.2	23.0
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 57 - Burchets Hollow, Peaslake (att to tree) 51.1964021,-0.4462311	Channel: Eastbound	NSL	19.0	15.7
	Channel: Westbound		insufficient readings to calculate	14.0

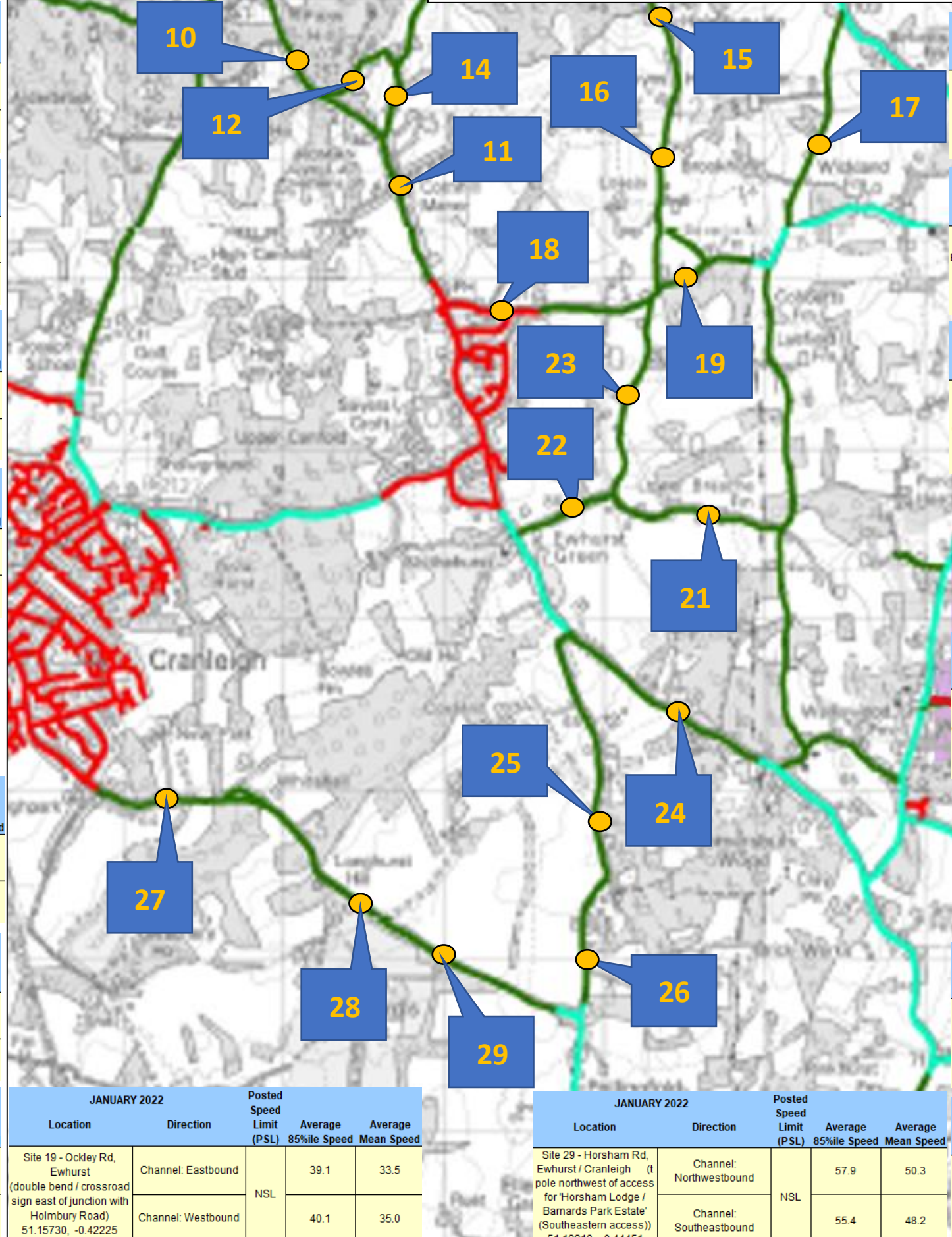
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 58 - Jesses Lane, Peaslake (att to tree) 51.2033319,-0.4502585	Channel: Northbound	NSL	29.8	23.0
	Channel: Southbound		29.5	24.4

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 59, Rad Lane, Peaslake (att to tree) 51.2068164, -0.4336255	Channel: Northbound	NSL	19.3	15.2
	Channel: Southbound		19.4	15.3
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 43 - Water Ln, Abinger Hammer (att to telegraph pole) 51.20184, -0.41899	Channel: Northbound	NSL	21.8	17.3
	Channel: Southbound		21.3	17.0
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 60 - Hoe Lane, Sutton Abinger (att to tree) 51.1979483, -0.441224	Channel: Eastbound	NSL	29.5	24.3
	Channel: Westbound		29.9	25.1
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 61 - Franksfield, Peaslake (att to tree) 51.19608, -0.43758	Channel: Northbound	NSL	19.2	15.0
	Channel: Southbound		19.3	15.3
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 62 - Felday Glade, Holmbury St Mary (post 40m S of Horsham Rd) 51.18918 -0.41368	Channel: Northbound	NSL	18.0	13.8
	Channel: Southbound		19.0	14.4
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 63 - Pitland St, Holmbury St Mary (att to hedgerow) 51.185082,-0.410890	Channel: Eastbound	NSL	22.5	17.2
	Channel: Westbound		23.8	18.2
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 65 - Donkey Ln, Abinger Common (att to tree) 51.201515, -0.403769	Channel: Eastbound	NSL	24.3	19.9
	Channel: Westbound		25.0	20.8



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JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 10 - Pitch Hill, Ewhurst (telegraph pole in The Watermill PH car park) 51.17027, -0.45609	Channel: Northbound	NSL	38.2	31.8
	Channel: Southbound		37.7	30.8
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 11 - Shere Rd, Ewhurst telegraph pole adjacent to junction with Coneyhurst Lane 51.16333, -0.44676	Channel: Northbound	NSL	31.5	26.3
	Channel: Southbound		31.0	26.6
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 12 - Moon Hall Rd, Ewhurst (telegraph pole outside 'Moon Hall') 51.16832, -0.45062	Channel: Northbound	NSL	19.3	14.9
	Channel: Southbound		19.5	15.2
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 14 - Peaslake Rd, Ewhurst (telegraph pole south of 'Robins Wood') 51.16739, -0.44675	Channel: Northbound	NSL	34.4	27.9
	Channel: Southbound		35.2	29.2
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 15 - Holmbury Rd, Ewhurst (telegraph pole north of Mullard Space Science Lab) 51.17105, -0.42244	Channel: Northbound	NSL	28.4	21.7
	Channel: Southbound		26.4	19.2
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 16 - Holmbury Rd, Ewhurst (telegraph pole north of Lukyns Farm) 51.16491, -0.42279	Channel: Northbound	NSL	35.6	29.0
	Channel: Southbound		35.0	28.8
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 17 - Cotton Row, Ewhurst (telegraph pole outside 'Old Kiln House') 51.16481, -0.40916	Channel: Northbound	NSL	44.0	36.6
	Channel: Southbound		43.4	36.0
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 18 - Ockley Rd, Ewhurst (telegraph pole outside 'Velden') 51.15607, -0.43652	Channel: Eastbound	30	36.3	31.8
	Channel: Westbound		35.3	30.4



JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 21 - Lower Breach Rd, Ewhurst (telegraph pole adjacent to outbuilding opposite 'Lower Breache House') 51.14485, -0.41841	Channel: Eastbound	NSL	28.3	21.1
	Channel: Westbound		28.6	21.5
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 22 - Plough Lane, Ewhurst (telegraph pole opposite 'Mead Vale / The Meadows') 51.14547, -0.43191	Channel: Eastbound	NSL	33.8	27.2
	Channel: Westbound		35.6	28.1
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 23 - North Breache Rd, Ewhurst (telegraph pole south of 'Yard Farm') 51.15092, -0.42687	Channel: Northbound	NSL	34.2	27.6
	Channel: Southbound		35.0	28.3
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 24 - Horsham Lane, Ewhurst (telegraph pole outside 'Longfield Kennels & Cattery') 51.13539, -0.42501	Channel: Northwestbound	NSL	46.7	40.4
	Channel: Southeastbound		46.0	39.3
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 25 - Somersbury Lane, Ewhurst (telegraph pole outside 'Brook Cottage / Oak Cottage') 51.13280, -0.42993	Channel: Northbound	NSL	43.0	36.2
	Channel: Southbound		43.1	36.5
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 26 - Somersbury Lane, Ewhurst (telegraph pole outside 'Nagswood Yard') 51.12256, -0.43148	Channel: Northbound	NSL	45.4	38.9
	Channel: Southbound		45.2	38.5
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 27 - Horsham Rd, Ewhurst / Cranleigh (telegraph pole east of junction with New Park) 51.13070, -0.46540	Channel: Eastbound	NSL	51.6	45.4
	Channel: Westbound		49.5	43.4
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 28 - Horsham Rd, Ewhurst / Cranleigh (telegraph pole opposite 'Barnards Park Estate') 51.12539, -0.45213	Channel: Northwestbound	NSL	52.5	45.2
	Channel: Southeastbound		54.5	47.1

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JANUARY 2022		Posted Speed Limit (PSL)	Average	
Location	Direction		85%ile Speed	Mean Speed
Site 64 - Coophurst Rd, Ewhurst (att to tree) 51.15971, -0.42164	Channel: Northwestbound	NSL	30.6	25.4
	Channel: Southeastbound		33.5	27.2

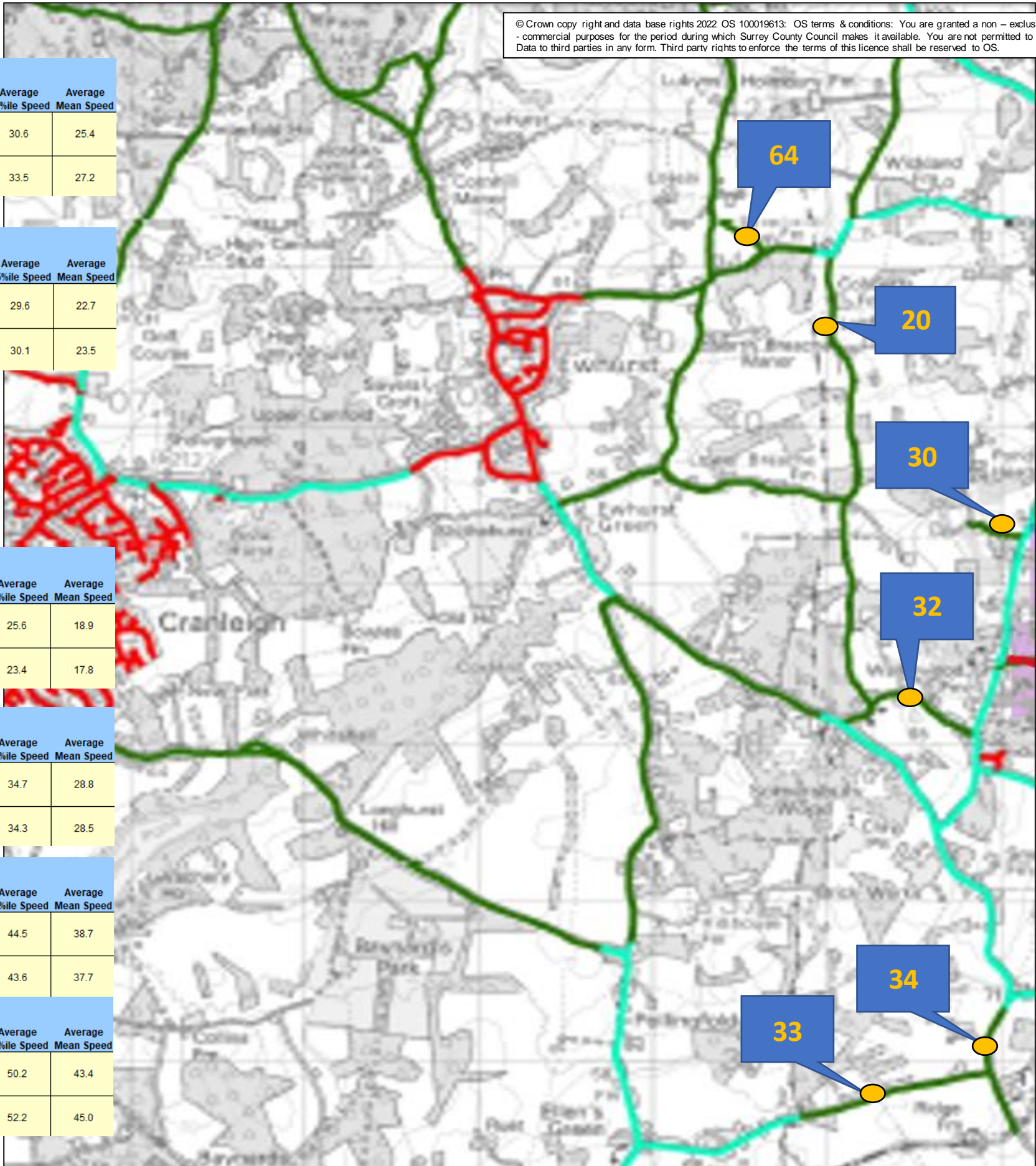
JANUARY 2022		Posted Speed Limit (PSL)	Average	
Location	Direction		85%ile Speed	Mean Speed
Site 20 - Lyefield Lane, Ewhurst (telegraph pole opposite 'Corbets') 51.155415, -0.413663	Channel: Northbound	NSL	29.6	22.7
	Channel: Southbound		30.1	23.5

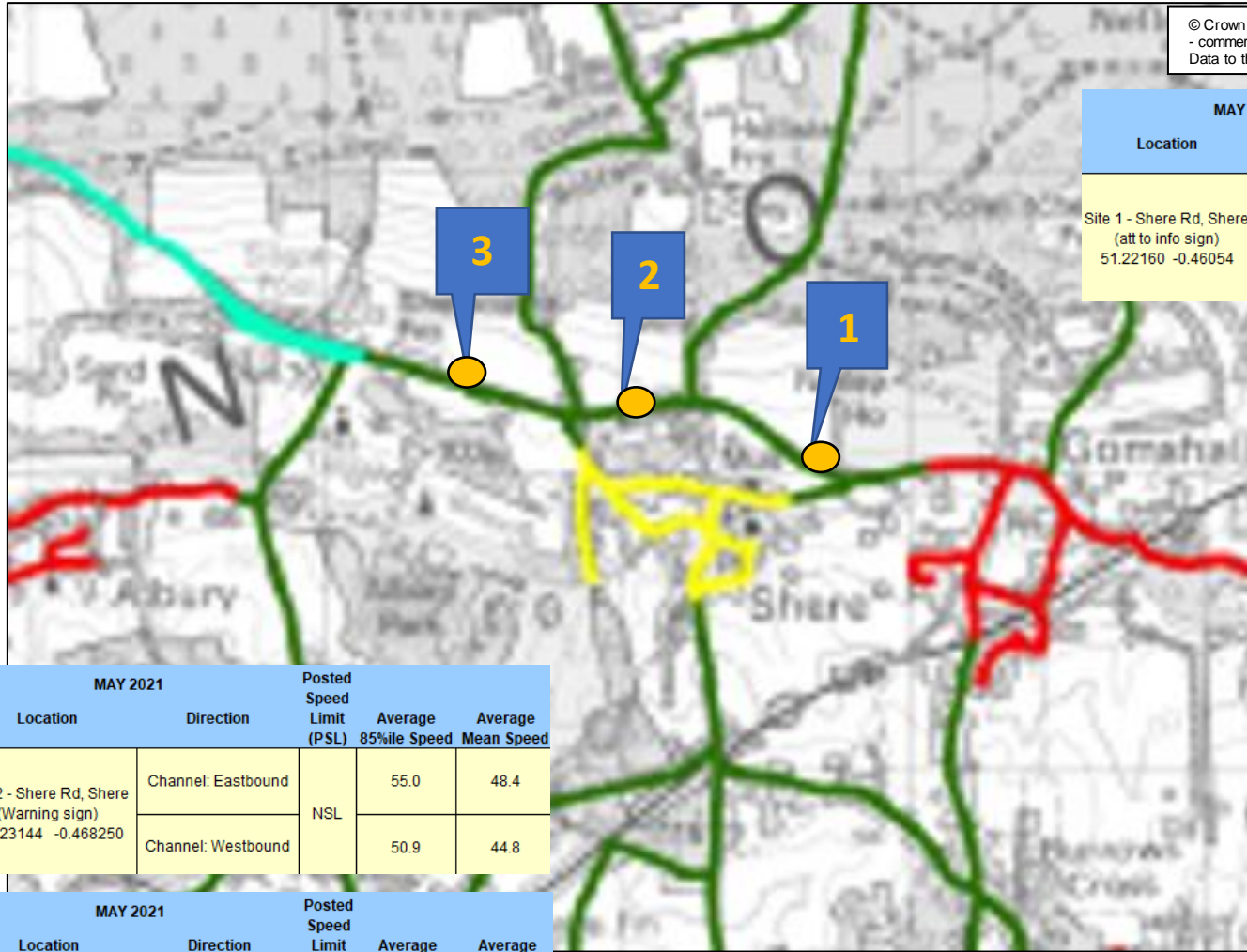
JANUARY 2022		Posted Speed Limit (PSL)	Average	
Location	Direction		85%ile Speed	Mean Speed
Site 30 - Pond Head Lane, Walliswood (in fastest section of Pond Head Lane) 51.14211, -0.40026	Channel: Eastbound	NSL	25.6	18.9
	Channel: Westbound		23.4	17.8

JANUARY 2022		Posted Speed Limit (PSL)	Average	
Location	Direction		85%ile Speed	Mean Speed
Site 32 - Froggetts Ln, Walliswood (telegraph pole west of 'Alvaston') 51.13323, -0.40969	Channel: Eastbound	NSL	34.7	28.8
	Channel: Westbound		34.3	28.5

JANUARY 2022		Posted Speed Limit (PSL)	Average	
Location	Direction		85%ile Speed	Mean Speed
Site 34 - Horsham Rd, Walliswood (telegraph pole opposite 'Deersted Manor') 51.11345, -0.40240	Channel: Northbound	NSL	44.5	38.7
	Channel: Southbound		43.6	37.7

JANUARY 2022		Posted Speed Limit (PSL)	Average	
Location	Direction		85%ile Speed	Mean Speed
Site 33 - Furzen Ln, Walliswood (att to tree) 51.11036, -0.41197	Channel: Eastbound	NSL	50.2	43.4
	Channel: Westbound		52.2	45.0





MAY 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 1 - Shere Rd, Shere (att to info sign) 51.22160 -0.46054	Channel: Eastbound	NSL	56.9	50.7
	Channel: Westbound		55.4	48.9

MAY 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 2 - Shere Rd, Shere (Warning sign) 51.223144 -0.468250	Channel: Eastbound	NSL	55.0	48.4
	Channel: Westbound		50.9	44.8

MAY 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 3 - Shere Rd, Shere (Warning Sign) 51.22353 -0.47472	Channel: Eastbound	NSL	53.4	46.6
	Channel: Westbound		51.7	44.8

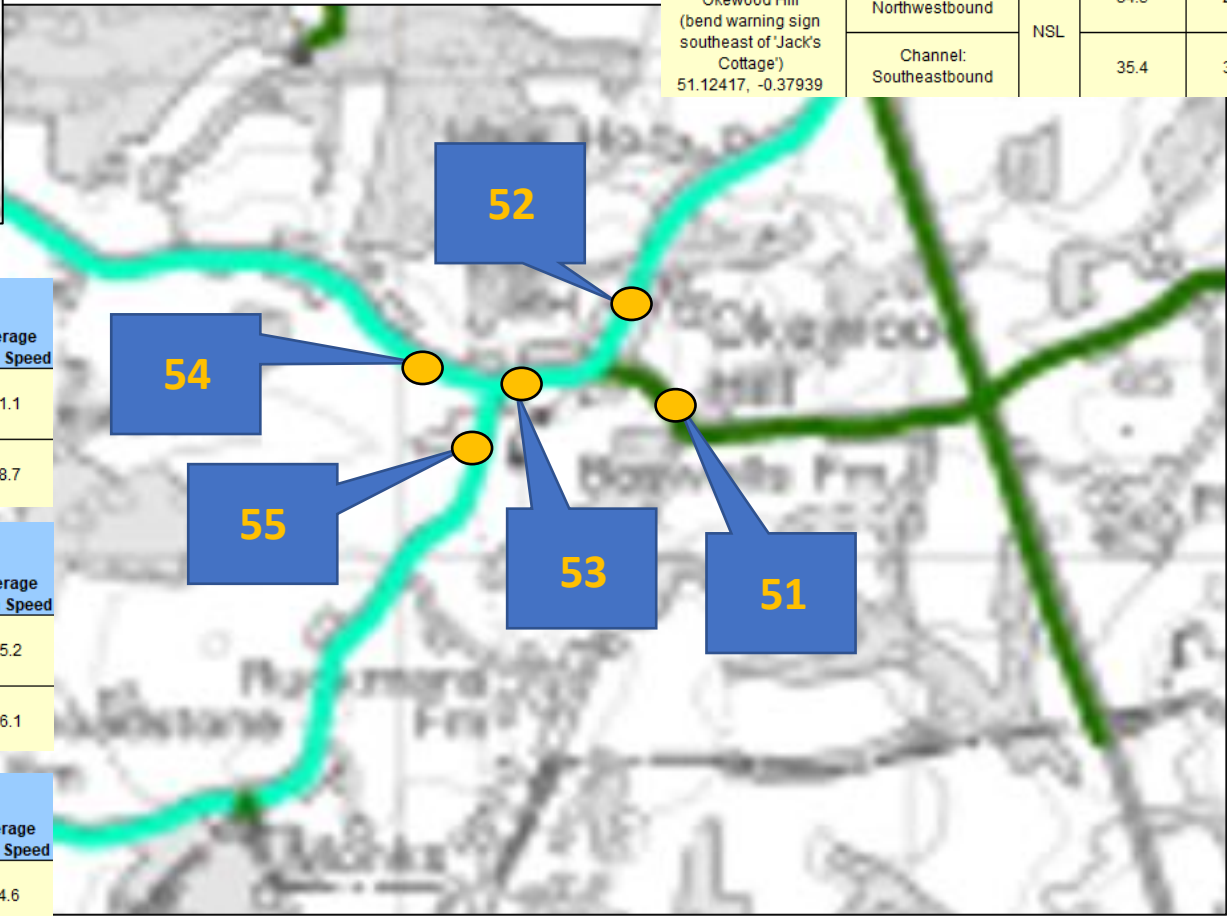
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 53 - Okewood Hill, Okewood Hill (bend warning sign opposite 'Punch Mead') 51.12441, -0.38323	Channel: Eastbound	40	36.1	31.1
	Channel: Westbound		33.9	28.7

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 54 - Okewood Hill, Okewood Hill (telegraph pole east of 'Upper Sent Cottages') 51.12482, -0.38630	Channel: Northwestbound	40	40.9	35.2
	Channel: Southeastbound		42.2	36.1

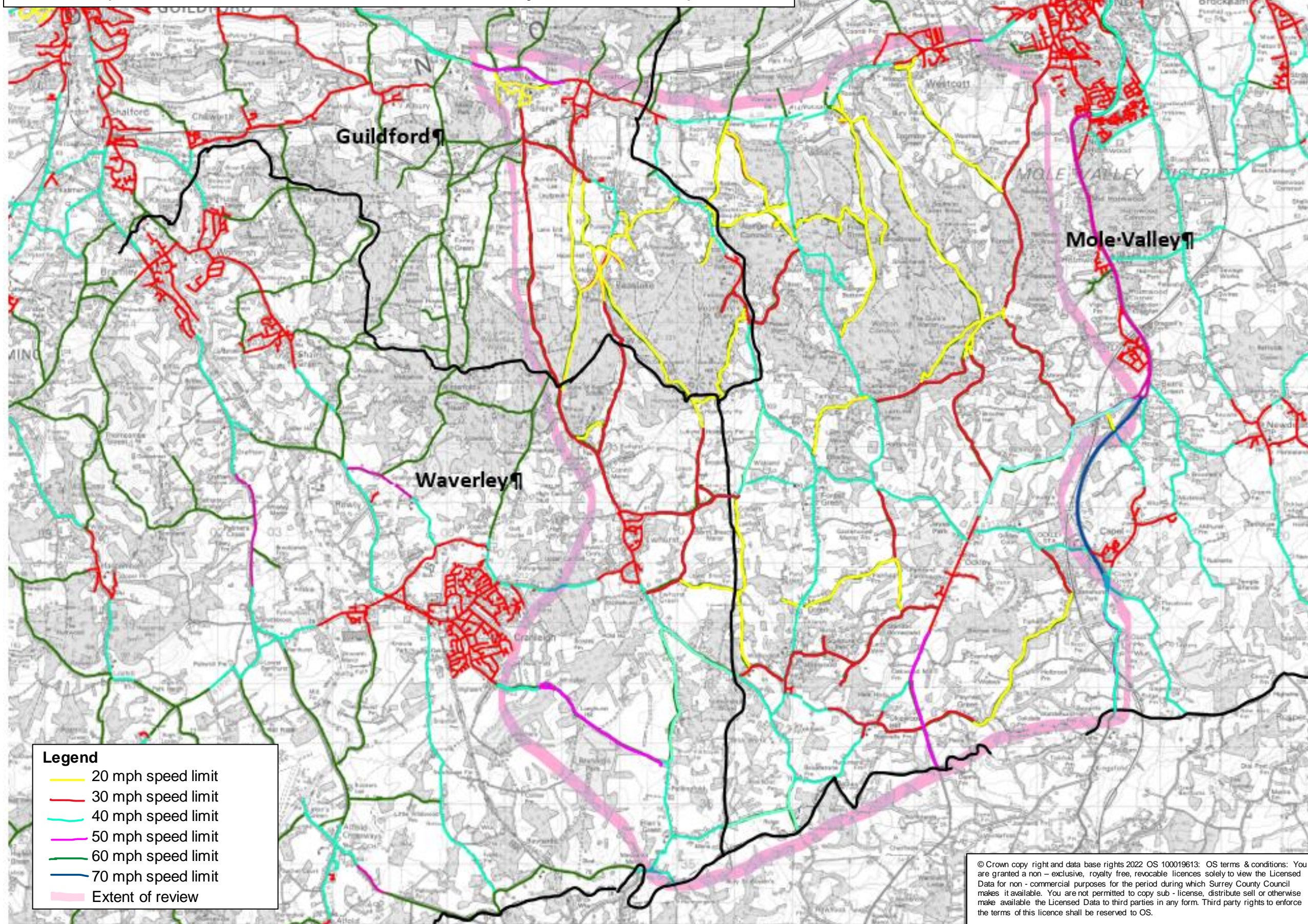
JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 55 - Honeywood Ln, Okewood Hill (bend warning sign outside 'Woodhams Farm') 51.12358, -0.38448	Channel: Northbound	40	40.7	34.6
	Channel: Southbound		40.3	34.0

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 52 - Okewood Hill, Okewood Hill (telegraph pole north of 'Chenies') 51.12647, -0.37982	Channel: Northbound	40	44.6	38.3
	Channel: Southbound		44.1	37.0

JANUARY 2022		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 51 - Ruckmans Ln, Okewood Hill (bend warning sign southeast of 'Jack's Cottage') 51.12417, -0.37939	Channel: Northwestbound	NSL	34.5	28.8
	Channel: Southeastbound		35.4	30.1



Appendix B: Map of Proposed Speed Limits (Extent of Review Bounded by Pink Line)



Appendix C: Police Response to Proposals

Dear Duncan

With the delegated powers bestowed upon me by from the Chief Constable, I am in a position to offer a response of no objection in principle to this speed limit review. Following consultation with colleagues I have the below points that should be raised to outline the Police position.

The speed limit review does not take into consideration casualty data and therefore Surrey Police will not routinely enforce these speed limits without following the current speed management plan process or evidence of deliberate offending becomes apparent. There should be no expectation that deployment of Police resources would be considered to bolster any length of revised limit that does not appear to be working as a result of the reduction.

The indicated 20 mph speed limits do create an element of concern for us. Whilst there has been speed data collection and for the most part this data does support the desired reduction. Because of the length and the rural nature of some of the roads concerned, there are stretches of road falling inside of the suggested limit that will not have the look or feel of a 20 mph limit.

It is the Police request that such locations and all roads where data readings do not comply the Speed limit policy should be re-enforced from the outset by countermeasures to ensure the look and feel of posted limit.

With regards to the suggested mitigation at Upper Street, Gomshall Lane, Shere and Oakwood Hill, there is no objection to the suggested resolution of extending the 20mph limits rather than creating unenforceable and confusing short lengths of 30mph restriction. This again comes with the caveat that as per DfT guidance 20mph limits and zones should generally be self-enforcing and therefore adequate mitigation should be positioned from the outset.

As the Police position of no objection relies heavily of countermeasure mitigation being put in place from the commencement of all the proposed revised limits, does budget for this scheme include such expenditure and if not will the implementation of scheme be delayed until sufficient funds are available to put the scheme in place as designed.

Finally as per the normal process, we would encourage and follow with interest, monitoring of the scheme post implementation, by commissioning further speed data surveys to allow for a direct comparison with the 'before' speed surveys and the opportunity to comment of any appropriate action as a direct result.

Best regards

Duncan

Duncan Brown
Road Safety & Traffic Management Manager
Partnerships
OPS Command
Surrey and Sussex Police

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Local Committee Decision and Action Tracker

This tracker monitors progress against the decisions and actions that the Local Committee has made. It is updated before each committee meeting. (Last updated 28/02/22).

- Decisions and actions will be marked as **'open'**, where work to implement the decision is ongoing by the Local/Joint Committee.
- When decisions are reported to the committee as **'complete'**, they will also be marked as **'closed'**. The Committee will then be asked to agree to remove these items from the tracker. For some decisions the Committee and public will be able to monitor the progress through Surrey County Council website. A link to the webpage will be included on the item when marked as complete.
- Decisions may also be **'closed'** if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action can remain on the tracker should the Committee request.

Ref number	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
1.	12/12/18	Pippbrook Mill Path – to hold discussions with district council over costs to repair and maintain the weir to ensure footpath remains open	Closed	Countryside Access Team	<p>A Schedule 14 application has been made to look at a Map Modification Order. This application is available to view on the SCC website where updates on the progress of the application will be included.</p> <p>https://www.surreycc.gov.uk/land-planning-and-development/countryside/footpaths-byways-and-bridleways/map-modification-applications/london-road-to-fairfield-drive</p> <p>It is likely no further progress will be made on this until 2022 due to other existing applications that require processing.</p> <p>No further action to be taken by the Local Committee at this stage. Item to reopen when progress is possible.</p>

2.	09/12/20	Officers to continue to look for sources of funding to construct a controlled crossing point in Chalkpit Lane, Dorking	Closed	AHM/Strategic Engagement & Commissioning Mngr	Currently there is no funding available to progress with this scheme. Until the time that funding is available this item will remain closed on the tracker as there is no further action to be taken by the Local Committee.
3.	29/09/21	To publish a note of the intention to make a TRO for Wolvens Lane to restrict all motorised vehicles with 4 or more wheels and all horse drawn carriages exceeding a width of 1500mm (4'11").	Open	Countryside Access team	25/02/22 - Draft order and statement of reasons have been prepared and are with legal to sign off. Advertisement will then take place.
4.	29/09/21	To advertise the intention to introduce new parking restrictions following the Parking Review.	Open	Senior Engineer, Parking	The parking review process - Surrey County Council (surreycc.gov.uk) 25/02/22 – Discussions are taking place based on the feedback with the LC Chairman / Vice Chairman and local councillors to determine how best to progress the proposals.
5.	10/11/21	To review suggestions made by Mr Sven Hughes re signs and markings etc at junction of A25 and School Lane, Westcott.	Open	Road Safety Outside Schools team, SCC	28/02/22 - The Sustainable School Travel Team have contacted Surrey Hills School to advise of the question asked by Mr Hughes and to offer assistance with completing a school travel plan. The road markings through the 30mph section of the A25 Guildford Road in Westcott have been inspected and a job raised for the SLOW markings and one 30mph roundel to be refreshed in due course. Road markings are weather dependent and the refreshing of these markings remain on the list of those road markings to be refreshed. It is unfortunately not possible to provide a timescale as to then this work will be carried out. The signs through the 30mph section of the A25 Guildford Road in Westcott have been inspected and only one sign is obscured by vegetation, one of the 30mph terminal speed limit signs to the east of the village. A job has been raised for this vegetation to be cut back, and these works have been carried out. The yellow backed school warning signs either side of School Lane have been turned round and cleaned.

6.	10/11/21	To make and advertise a Definitive Map Modification Order (DMMO) to implement the changes necessary in the Definitive Statement so that the description of section A-B of Footpath 24 on Drg. No. 3/1/51/H116 matches its depiction on the Definitive Map.	Open	Senior Countryside Access Officer	25/02/2022 - The 24 Leatherhead Order has been prepared and is with legal to sign off. Advertisement will then take place.
7.	10/11/21	To advertise a notice, the effect of which will be to implement the proposed speed limit change on the A25 at Betchworth.	Open	Highways Engagement and Commissioning Manager	28/02/22 – A notice has been advertised to reduce the speed limit on a section of the A25 in Brockham and Betchworth from 50mph to 40mph. A number of objections have been received to the speed limit reduction and arrangements are being made to have these objections set aside. It is proposed that the 40mph speed limit order will be made and the signs installed before the end of March 2022.

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Local Committee (Mole Valley) - Forward Programme 2021/22

Details of future meetings			
Dates for the Mole Valley Local Committee 2021/22: 20 January 2022, 9 March 2022, 8 June (tbc), 9 November (tbc)			
<p>This forward plan sets out the anticipated reports for future meetings and will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined below.</p>			
Topic	Purpose	Contact Officer	Proposed date
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Highways	To agree the schemes prioritisation list	Area Highways Manager	March 2022
Changes in speed limits	To consider speed limit changes on selected roads in rural areas	Road Safety Team Manager	March 2022
Parking	Parking review and introduction of virtual permits	Senior Engineer, Parking	Autumn 2022
Proposed Traffic Regulation Order for BOAT 118 Leatherhead	To agree the Traffic Regulation Order at this location	Senior Countryside Access Officer	TBC

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