

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (TANDRIDGE)****DATE: 21 JUNE 2019****LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER****SUBJECT: A25 SPEED REVIEW – LOCAL COMMITTEE CONSULTATION****DIVISION: GODSTONE****SUMMARY OF ISSUE:**

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. 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 without further supporting engineering measures being installed.

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 can be installed on this major strategic route that would result in mean speeds reducing by at least 6.8mph 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 be increased to 40mph. It also recommended that a section of the A25 Bletchingley Road, Godstone be reduced from 50mph to 40mph.

At their meeting on 1 March 2019, the local committee disagreed with the recommendations brought to them by the Area Highway Manager. The committee felt strongly that the following measures should be put into place: (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.

In accordance with Step 6 of SCC's approved 'Setting Local Speed Limits' (2014) policy, the issue has been referred to the Cabinet Member with responsibility for road safety. The Cabinet Member for Highways asked officers to prepare a draft report for his decision, and the Cabinet Member brings this draft report to the local committee to seek their input and feedback.

Following this, the Cabinet Member will take a decision on the matter. In accordance with the policy the Cabinet Member for Highways is given the authority to endorse (or reject) a speed limit which does not comply with the advice within the policy and the advice of the Area Highways Manager.

**RECOMMENDATIONS:**

**The Local Committee (Tandridge) is asked to:**

- a) Note that a decision on the speed limit on the A25 at Bletchingley is scheduled to be taken by the Cabinet Member for Highways at a meeting on 3 September 2019.
- b) Note 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.
- c) Respond 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.

**REASONS FOR RECOMMENDATIONS:**

In line with the Surrey County Council 'Setting Local Speed Limits Policy', 'If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member responsible for road safety.' (Step 6, in the policy)

The Cabinet Member for Highways is given the authority to endorse (or reject) a speed limit which does not comply with Surrey County Council's (SCC) policy 'Setting Local Speed Limits' (July 2014).

The Cabinet Member for Highways wishes to consult the local committee, before taking a decision on the issue at a meeting to be held in public, scheduled for 3 September 2019.

**1. INTRODUCTION AND BACKGROUND:**

**Background**

1.1 Details of the background can be found in **Document 1** attached. In summary, residents have raised concerns about vehicle speeds on the A25 Godstone Road, Bletchingley and have therefore requested that there be Community Speedwatch. Surrey Police do not support a Community Speedwatch at this location because the existing 30mph speed limit does not comply with Surrey County Council's Setting Local Speed Limits policy.

1.2 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 can 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 SCC's 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.

- 1.3 The Local Committee disagreed with these recommendations. Committee members felt strongly that the 30mph speed limit along this stretch is an important one, and that measures should be put in place to ensure it is an effective one. Local residents have also expressed their opposition to the proposals. The committee also felt strongly that the matter should be determined locally, by the local committee. The full proposal is detailed below in paragraph 1.5.

### **Local Committee meeting 1 March 2019**

- 1.4 The report taken to the Local Committee meeting on 1 March 2019 put forward the following recommendations:

*The Local Committee (Tandridge) is asked to:*

- (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 SCC’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 Chairman, who is also the local divisional Member and the Vice-Chairman of the Local Committee to resolve any objections received in connection with the proposal.*

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*In line with the SCC setting local speed limit policy if the Local Committee Disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member responsible for road safety.*

- 1.5 The Local Committee disagreed with the recommendations put to them by the Area Highway Manager, and instead agreed an alternative course of action. This was recorded in the (draft) minutes as below:

*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.*

## **2. ANALYSIS:**

### **Officer response to the local committee's decision of 1 March 2019**

- 2.1 The technical appraisal of this issue by Surrey Highways, and the views of Surrey Police are set out in detail in the report to the Local Committee on 1 March 2019, which is published on the SCC website.
- 2.2 Average speed cameras would need the support of Surrey Police, and they would not support such enforcement where they do not support the speed limit.
- 2.3 Table 1 below shows the results of speed surveys carried out on the existing 30mph speed limit in Godstone Road, Bletchingley;

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

	Mean Speeds	
	Northeast bound	Southwest bound
Automatic speed survey (July 2016)	41.8mph	39.2mph

Speed Detection Radar (January/February 2018)	41mph	37mph
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- 2.4 The results in Table above show that existing mean speeds would need to reduce by at least 6.8mph in order to comply with Surrey County Council's policy for a 30mph speed limit. It was therefore recommended to increase the speed limit along this section of the A25 to 40mph. The alternative course of action put forward by the Local Committee was for a Vehicle Activated Sign and a pedestrian refuge to be installed to support the existing 30mph limit. However, Vehicle Activated Signs have a limited effect at reducing mean speeds, with the average reduction in mean speed being 4mph. The use of pedestrian islands as a feature to maintain low speeds is also only effective when used in combination with other physical calming measures such as build outs, or when significantly narrowing the road. For a major strategic route such as the A25, significant road narrowing using islands would not be suitable.
- 2.5 Table 2 below shows the results of a speed survey was carried out on the A25 Godstone Road between the existing 30mph speed limit and the junction with North Park Lane in July 2018.

**Table 2 – Results of speed surveys within existing 50mph speed limit (between the existing 30mph speed limit in Godstone and the junction with North Park Lane)**

	Mean Speeds	
	Eastbound	Westbound
Automatic speed survey (February 2019)	44.1mph	44.9mph

- 2.6 The results in Table 2 above show that mean speeds comply with Surrey County Council's policy for a speed limit reduction to 40mph, which is what officer's propose. In order to install a 30mph speed limit along this section of the A25 the average vehicle speeds would need to reduce by at least 9.9mph.
- 2.7 The alternative course of action put forward by the Local Committee was to install a 30mph speed limit along this section of the A25, to be supported by a Vehicle Activated Sign, a pedestrian refuge, better lighting, better signs and better road markings. The use of pedestrian islands as a feature to maintain low speeds is only effective when used in combination with other physical calming measures such as build outs, or when significantly narrowing the road. For a major strategic route such as the A25, significant road narrowing using islands would not be suitable. Also Vehicle Activated Signs have a limited effect at reducing mean speeds, with the average reduction in mean speed being 4mph. The introduction of additional signs and road markings would have a similar limited effect and the introduction of street lights would cost in excess of £250,000.

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- 2.8 Table 3 below shows the results of a speed survey that was carried out on the A25 Godstone Road between the existing 30mph speed limit in Bletchingley and the junction with North Park Lane in July 2018.

**Table 3 – Results of speed surveys within existing 50mph speed limit**

	Mean Speeds	
	Northeast bound	Southwest bound
Automatic speed survey (July 2018)	48.6mph	47.4mph

- 2.9 The results in Table 3 above show that mean speeds show good compliance with the existing 50mph speed limit and officers recommend that this 50mph remain in place. The alternative course of action put forward by the Local Committee was that this speed limit be reduced to 40mph supported by Vehicle Activated Signs. Such signs have proved to be effective at reducing mean speeds at certain locations, with an average reduction in mean speed of 4mph at some locations. Such a reduction would reduce mean speeds to meet Surrey County Council's speed limit policy for a 40mph speed limit along this section of the A25. Therefore the introduction of vehicle activated signs either end of a new 40mph speed limit, between the start of the existing 30mph limit and the junction with North Park Lane will be added to the Integrated Transport Scheme list for possible future funding.
- 2.10 The cost of carrying out the alternative option brought forward by the Tandridge Local Committee, if feasible, is estimated to be in excess of £250,000.

### **Policy and Decision-Making Context**

#### **SCC Constitution**

- 2.11 Local Committees have a number of decision-making functions delegated to them by the county council's Leader and/or Cabinet. These are set out in the SCC constitution in the Scheme of Delegation, section 7 – Local Committees, and the relevant excerpts are below:

*In relation to the District or Borough they serve each local committee will take decisions delegated to them by the Leader and/or Cabinet on the following local services and budgets, to be taken in accordance with the financial framework and policies of the County Council, within a framework of agreed performance and resources:*

*To agree local speed limits on County Council roads, within their area and to approve the statutory advertisement of speed limit orders, taking into account the advice of the Surrey Police road safety and traffic management team and with regard to the County Council Speed Limit Policy.*

- 2.12 In line with the Surrey County Council 'Setting Local Speed Limits Policy', where a local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option,

then the issue must be submitted for decision by the Cabinet Member responsible for road safety.

- 2.13 The Cabinet Member for Highways is given the authority to endorse (or reject) a speed limit which does not comply with Surrey County Council's (SCC) policy 'Setting Local Speed Limits' (July 2014).
- 2.14 Following the local committee's decision on 1 March 2019, the Cabinet Member for Highways asked officers to prepare a draft report for Cabinet Member decision at a future meeting. The Cabinet Member attends the local committee meeting on 21 June 2019, to consult the local committee on this draft report, before taking a decision on the matter at a meeting on 3 September 2019. The draft Cabinet report is provided at **Document 1**.
- 2.15 The county council's policy 'Setting Local Speed Limits' was reviewed in 2018 by a Member Reference Group consisting of the then Cabinet Member for Environment and Transport, and the Chair and Vice Chairs of the Environment and Infrastructure Select Committee. The review considered several strands of evidence including national speed limit policy, review of the experience of using Surrey's existing policy, review of the approach of other local authorities to setting speed limits, a review of the methods of managing vehicle speeds, and a national 20 mph research study.
- 2.16 It was concluded that the existing policy continues to be fit for purpose. It is consistent with national policy and guidance (DfT Circular 01/2013), and compares well with the speed limit policies of other local authorities in the South East. The findings of recent research published by the Department for Transport into signed only 20 mph speed limits supports Surrey's existing policy which states that additional supporting measures would be required to manage speeds successfully if the existing speeds are much higher than 20 mph.

### **3. OPTIONS:**

- 3.1 The local committee is invited to respond to the draft Cabinet report in **Document 1**, outlining the reasons why they wish to proceed with the alternative course of action agreed on 1 March 2019, and why they feel there are grounds for an exemption to the agreed policy.

### **4. CONSULTATIONS:**

- 4.1 The local committee is being consulted before a decision is taken by the Cabinet Member for Highways.
- 4.2 The concerns that have been expressed by local residents and councillors are set out in the report to the local committee on 1 March 2019, which is published on the SCC website and attached to the draft Cabinet Member report.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 None arising from this report.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 None arising from this report.

**7. LOCALISM:**

- 7.1 Residents of the Godstone division will be impacted by the decision taken by the Cabinet Member for Highways, as will those wider Tandridge and Surrey residents and non-residents who travel across the division using the A25, which is an economic strategic route.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
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

**9. CONCLUSION AND RECOMMENDATIONS:****9.1 The Local Committee (Tandridge) is asked to:**

- a) Note that a decision on the speed limit on the A25 at Bletchingley will be taken by the Cabinet Member for Highways at a meeting scheduled for 3 September 2019.
- b) Note 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.
- c) Respond to the draft report to the Cabinet Member, outlining the information they wish the Cabinet Member to take into account when taking a decision on this matter.

**10. WHAT HAPPENS NEXT:**

- 10.1 The Cabinet Member for Highways will take into account the local committee's proposed course of action and their feedback, as well as officer and Surrey Police advice, before taking a decision on the matter.
- 10.2 Residents are able to attend the Cabinet Member meeting, and may raise questions and/or petitions. The rules around public engagement are available on the council's website. Details of the meeting are available on the website, and the final report will be available at least 5 clear days ahead of the meeting.

**Contact Officer:**

Anne-Marie Hannam, Senior Traffic Engineer, Surrey Highways

**Consulted:**

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

**Annexes:**

Document 1 – Draft report to the Cabinet Member for Highways

Annex 1: Proposed new speed limits from Bletchingley to Godstone.

Annex 2: Gateway feature.

Annex 3: Review of existing speed limits from boundary with Reigate and Banstead Borough to Godstone

Annex 4: Local Committee reasons for the alternative course of action, and their grounds for an exemption to the agreed policy (to be added after 21 June meeting)

Annex 5: Petition and response from September 2018.

Annex 6: Summary of consultation from 1 March 2019 Local Committee report

**Sources/background papers:**

- Surrey County Council Setting Local Speed Limits Policy (2014)
- Report to Local Committee 1 March 2019: A25 Speed Limit Review Bletchingley
- Report to Local Committee 21 September 2018 “A25 Godstone Road, Bletchingley – Speed Limit Review”.
- Minutes of the Tandridge Local Committee meeting held on 21 September 2018 and agreed at the Tandridge Local Committee meeting held on 30 November 2018.
- Surrey County Council constitution (December 2018) Part 3 Scheme of Delegation, Part 3, Section 1, ‘Responsibility for functions’, 7.2 Executive Functions to Local Committees

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