

Cleared within service on:	xx/xx/19
Legal cleared on:	xx/xx/19
Section 151 Finance cleared on:	xx/xx/19
Cabinet Member consultation completed:	xx/xx/19

**SURREY COUNTY COUNCIL
CABINET MEMBER FOR HIGHWAYS**

DATE: 3 SEPTEMBER 2019

LEAD OFFICER: JASON RUSSELL, DIRECTOR COMMUNITY PROTECTION, TRANSPORT AND ENVIRONMENT.

SUBJECT: A25 GODSTONE ROAD, BLETCHINGLEY – SPEED LIMIT REVIEW

COMMUNITY VISION OUTCOME: Place



SUMMARY OF ISSUE:

In November 2012 a speed limit order was made to decrease the 50mph speed limit on the A25 Godstone Road, Chevington Villas and Sunnybank Villas in Bletchingley from 50mph to 30mph. This order was made following agreement by Tandridge Local Committee at their meeting in 9 December 2011 that the speed limit be reduced. The speed limit policy in force in 2011 did not support a speed limit reduction to 30mph by signs alone. However Surrey Police had no objection to the extension of the 30mph speed limit, but asked that a prominent gateway feature be installed.

On 28 November 2012 the existing 30mph speed limit came into force. Within the same period, and as agreed within the minutes of the Local Committee meeting held on 9th December 2011 a “gateway” was installed, which consisted of a 30mph road marking, buff coloured surfacing and dragons teeth markings. It was hoped that a gateway feature could have been installed on the highway verge on the northern side of the carriageway, opposite the existing sign. However, the highway verge on the northern side of the carriageway was of insufficient width to install a sign at this location.

Since the 30mph speed limit has been introduced, residents have raised concerns regarding vehicle speeds on this section of the A25 and have therefore approached Surrey Police to operate Community Speedwatch with residents. However, the results of further speed surveys have showed recorded mean speeds along this section do not comply with SCC’s policy for a 30mph speed limit. Therefore Surrey Police would not support a Community Speedwatch along this section of the A25 because the existing 30mph speed limit is inappropriate and does not comply with Surrey’s own policy on setting local speed limits.

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 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 county council’s

ITEM 8

Cabinet approved speed limit policy, be increased to 40mph. It also recommended that a section of the A25 Bletchingley Road, Godstone be reduced from 50mph to 40mph.

The Local Committee disagreed with 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.

In line with the requirements of the 'Setting Local Speed Limits' policy agreed by Cabinet, the Cabinet Member for Highways is asked to determine whether to endorse the decision of the local committee on 1 March 2019, maintain the existing limits as they are at present, or proceed with progressing the changes to the speed limits proposed by Highways.

RECOMMENDATIONS:

There are three options available to the Cabinet Member. It is recommended that the Cabinet Member for Highways decide either:

1. To endorse the decision of the Tandridge Local Committee on 1 March 2019, as set out in paragraph 8 of this report, or:
2. That the existing 30mph speed limit as shown in section 1 in **ANNEX 1** on the A25 Godstone Road, Bletchingley be increased to 40mph and that the existing 50mph speed limit on the A25 Bletchingley Road, Godstone as shown in section 3 in **ANNEX 1** be decreased from 50mph to 40mph or;
3. To keep the existing speed limits as they currently are (status quo) and ask Local Highways Team to refresh the road markings at the gateway feature.

REASON FOR RECOMMENDATIONS:

In accordance with Surrey County Council's Policy "Setting Local Speed Limits", if the Local Committee disagree with the recommendations presented to them and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member responsible for Highways.

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).

DETAILS:

Background

1. In November 2012 a speed limit order was made to decrease the 50mph speed limit on the A25 Godstone Road as well as Chevington Villas and Sunnybank Villas in Bletchingley from 50mph to 30mph.

2. The order to decrease the speed limit from 50mph to 30mph along a section of the A25 Godstone Road as shown in section 1 of **ANNEX 1** was made following agreement by the Tandridge Local Committee, at their meeting on 9 December 2011. However, the speed limit policy in 2011 did not support a speed limit reduction to 30mph by signs alone. For this reason, although Surrey Police had no objection to this change in speed limit, they asked that a prominent gateway feature be installed, to support it.
3. On 28 November 2012 the existing 30mph speed limit came into force and within the same period the gateway feature was installed as shown in **ANNEX 2**.
4. In July 2014, Surrey County Council's policy for determining speed limits was updated. The policy states that after a scheme has been implemented, surveys should be carried out to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. Speed surveys have been carried out in July 2016 and January/February 2018, by Surrey County Council and Surrey Police, to assess the effectiveness of the speed limit reduction. The table below sets out the results of these speed surveys

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

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

5. The above results show that existing mean speeds along this section of the A25 Godstone Road, Bletchingley do not comply with Surrey County Council's policy for a 30mph speed limit, without further supporting engineering measures being installed.

Local Committee decision

6. A Local Committee report was therefore presented to the Tandridge Local Committee on 21 September 2018, recommending that the speed limit be increased from 30mph to 40mph in accordance with Surrey County Council's Policy "Setting Local Speed Limits". The Tandridge Local Committee asked for a further report to be produced to assess the existing speed limits on the A25 between Godstone and Tandridge's boundary with Reigate and Banstead. It also considered further engineering measures that may be possible to encourage greater compliance with the existing 30mph speed limit.
7. This report was presented to the Tandridge Local Committee on 1 March 2019. **ANNEX 3** shows the review of the existing speed limits on the A25

ITEM 8

between the Reigate and Banstead borough and Godstone. It also shows the results of speed surveys carried out along this section of the A25 and the recommended speed limits to meet existing SCC Speed Limit Policy.

8. As a result of the surveys this report recommended that based on the evidence the existing 30mph on the section of the A25 Godstone Road, Bletchingley shown in section 1 **ANNEX 1** be increased to 40mph and section 3 in **ANNEX 1** be decreased from 50mph to 40mph. The Local Committee rejected these recommendations and is seeking approval from the Cabinet Member for Highways for the following alternative option.

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

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

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

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

9. A Vehicle Activated Sign would not be effective at significantly reducing vehicle speeds in order to comply with Surrey County Council's policy for a 30mph speed limit, reducing vehicles speeds by an average of 4mph rather than the 6.8mph needed. Also 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.
10. The results of speed surveys carried out on the A25 Godstone Road between the existing 30mph speed limit and the junction with North Park Lane shows that mean speeds comply with Surrey County Council's policy for a speed limit reduction to 40mph, which is what officer's recommend. 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.
11. 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.

12. The results of speed surveys carried out on the A25 Godstone Road between the existing 30mph speed limit in Bletchingley and the junction with North Park Lane show good compliance with the existing 50mph speed limit. Therefore officers recommended 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 could 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.
13. The Cabinet Member should note that 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.
14. In accordance with Surrey County Council's Policy "Setting Local Speed Limits", if the Local Committee disagree with the recommendations presented to them and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member responsible for Highways.

CONSULTATION:

15. Surrey Police were consulted as part of the speed limit assessment process and fully support the proposal to increase the existing speed limit on the section of the A25 Godstone Road, Bletchingley as shown in section 1 **ANNEX 1** from 30mph to 40mph. They also fully support the proposed decrease in the existing speed limit from 50mph to 40mph on the section of A25 Bletchingley Road as shown in section 3 **ANNEX 1**.
16. Consultation has also been carried out with the following as part of the speed limit review, these consultees have objected to the proposals to increase the speed limit to 40mph.
 - Residents fronting the proposals
 - Bletchingley Parish Council
 - Godstone Village Association
 - Divers Cove
 - The Orpheus Centre
 - Tandridge District Councillors
17. Opposition to the proposal has been expressed by local residents, through the local committee. The Local Committee received a petition signed by 513 local residents, a public question and six letters from District Councillors, Godstone Village Association, Divers Cove Ltd, Orpheus Centre and Bletchingley Parish Council regarding their support for the petition and

ITEM 8

concerns on this part of the A25 between Bletchingley Village and Godstone village. The results of consultation in 2016 with residents also showed high levels of opposition to the proposals, and the results of this consultation, and summary of comments received from district councillors and the parish council are detailed in the report to the Local Committee on 1 March 2019. The petition and response is attached as **ANNEX 5**. The consultation summary presented to the local committee within the report on 1 March 2019 is attached as **ANNEX 6**.

18. *The local committee was invited to respond to a draft of this report at their meeting held on 21 June 2019. Their responses outlining the reasons why they wish to proceed with the alternative course of action, and why they feel there are grounds for an exemption to the agreed policy is set out in **ANNEX 4**.*

RISK MANAGEMENT AND IMPLICATIONS:

19. The existing 30mph speed limit shown in section 1 **ANNEX 1** has previously been subject to a 60mph and 50mph limit. The existing 30mph speed limit was not installed to address a collision issue. Despite significant traffic flows (on average 14,000 vehicles per day), there has never been a significant collision problem on this section of the A25. The table below shows the personal injury collision history for this section of the A25, 6 years before and 6 years after the speed limit was reduced.

Table 2 – Personal injury collisions

	Slight	Serious	Fatal
01/12/2006 – 30/11/2012	1	0	0
01/12/2012 – 30/11/2018	1	0	0

20. Since the speed limit has been decreased along this section of the A25 Godstone Road, there has been no change to the number of personal injury collisions along this section of the A25 Godstone Road, Bletchingley.
21. Increasing the speed limit from 30mph to 40mph, will mean that it is still below historic speed limit levels and therefore there is no evidence to suggest that the collision rate will increase as a result of the increase in speed limit.
22. The current speed limit is not effective at reducing vehicle speeds, with an average non-compliance level with the existing posted speed limit of 93.5%. Drivers who currently comply with the existing 30mph speed limit are made vulnerable to an increased risk of rear end collisions, or an inappropriate overtaking manoeuvre. Increasing speed limits to comply with Surrey's speed limit policy and national advice, has been carried out at a number of locations in Surrey. None of which has resulted in a significant rise in average speeds.

23. Surrey Police do not support Community Speedwatch to operate on this section of the A25, due to the mass non-compliance with the existing speed limit. However, they would be able to support the proposed 40mph limit by authorising Community Speedwatch to operate in this section.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

24. There would be no cost if the existing 30mph limit were to remain unchanged.
25. The cost of amending the speed limit from 30mph to 40mph is budgeted within the Integrated Transport Schemes programme for 2019/20.
26. 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.
27. Assuming the capital budget for the Tandridge Local Committee remains unchanged, the alternative option is unlikely to be affordable without the provision of additional funding or deletion/deferral of planned works. There is also no evidence to suggest that the alternative option would result in significantly reducing vehicle speeds to comply with Surrey County Council's Setting Local Speed Limits policy.

SECTION 151 OFFICER COMMENTARY

28. Awaiting comments.

LEGAL IMPLICATIONS – MONITORING OFFICER

29. If the request to change the speed limit is approved, changes to speed limits are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.

EQUALITIES AND DIVERSITY

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

OTHER IMPLICATIONS:

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

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

Public Health	No significant implications arising from this report.
---------------	---

CORPORATE PARENTING/LOOKED AFTER CHILDREN IMPLICATIONS

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

SAFEGUARDING RESPONSIBILITIES FOR VULNERABLE CHILDREN AND ADULTS IMPLICATIONS

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

ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

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

PUBLIC HEALTH IMPLICATIONS

- 35. This section of the A25 is not within an air quality management area, and there are no air quality management areas within the Tandridge District.
- 36. The existing 30mph speed limit was not installed to address a collision issue. Despite significant traffic flows (on average 14,000 vehicles per day), there has never been a significant collision problem on this section of the A25. Increasing the speed limit from 30mph to 40mph, will mean that it is still below historic speed limit levels and therefore there is no evidence to suggest that the collision rate will increase as a result of the increase in speed limit.
- 37. The current speed limit is not effective at reducing vehicle speeds, with an average non-compliance level with the existing posted speed limit of 93.5%. Drivers who currently comply with the existing 30mph speed limit are made vulnerable to an increased risk of rear end collisions, or an inappropriate overtaking manoeuvre, because of the differential in speed between them and the average driver. Speed differentials are directly proportional to an increase risk of injury. Increasing speed limits to comply with Surrey’s speed limit policy and national advice, has been carried out at a number of locations in Surrey. None of which has resulted in a significant rise in average speeds.
- 38. Since the existing 30mph speed limit was introduced on 28 November 2012, there has been no change to the collision statistics on this section of the A25.

WHAT HAPPENS NEXT:

- 39. If the Cabinet Member for Highways decides to agree with the officer recommendation of this report, the speed limit of a section of the A25 Godstone Road, Bletchingley as shown in section 1 **ANNEX 1** will be increased from 30mph to 40mph. A section of the A25 Bletchingley Road, Godstone as shown in section 3 **ANNEX 1** will also be decreased from 50mph to 40mph.
- 40. If the Cabinet Member for Highways decides to endorse the alternative option as set out by the Tandridge Local Committee, then proposals within the alternative option will need to be added to the list of schemes awaiting

feasibility assessment. Funding will need to be sought or deletion/deferral of planned works carried out in order to fund the works needed for the alternative option.

41. Should the Cabinet Member for Highways decide to keep the existing speed limits as they are now, Surrey Police will not support Community Speedwatch operating within this section of the A25.
42. The Tandridge Local Committee will be informed of the outcome of this report.

Contact Officer:

Zena Curry, South East Area Team Manager: zena.curry@surreycc.gov.uk

Consulted:

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

Annexes:

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 feedback (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:

- Tandridge Local Committee Report, 9 December 2011, "A25 Godstone Road, Speed Limit Assessment".
 - Tandridge Local Committee Report and petition, 21 September 2018 "A25 Godstone Road, Bletchingley, Speed Limit Review".
 - Tandridge Local Committee Report, 1 March 2019 "A25 Godstone Road, Bletchingley, Speed Limit Review".
-

This page is intentionally left blank