

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (WAVERLEY)**



DATE: 3rd September 2021
LEAD OFFICER: ELAINE MARTIN, PRINCIPAL PROJECT MANAGER
SUBJECT: FARNHAM 20 MPH SPEED LIMIT SCHEME
DIVISION: FARNHAM (WAVERLEY)

SUMMARY OF ISSUE:

An Optimised Infrastructure Plan is being developed for Farnham, jointly produced by Surrey County Council, Waverley Borough Council and Farnham Town Council, with the support of Jeremy Hunt MP, in order to help Farnham become a better, more environmentally-friendly place for those who live, work, study in or visit the town.

In response to problems raised by Councillors and members of the public, a Study was undertaken in December 2020 to understand issues caused by speeding vehicles in Farnham and surrounding areas and identify how they might be addressed.

Speed limit assessments have been carried out on a number of roads, following the process set out in Surrey's policy "Setting Local Speed Limits". As a result of these assessments it is proposed that the existing 30 mph speed limit, be reduced to a 20 mph speed limit in and around Farnham Town Centre and on Weydon Lane and Upper Hale Road. The extents of the proposed changes to the speed limit can be found in Figures 1-3 (Annex A). This report seeks approval for the change to the speed limit in accordance with Surrey's policy.

RECOMMENDATIONS:

The Local Committee is asked to:

- i. Note the results of the speed assessments undertaken to inform the development of the 20 mph proposals, as included in Section 2.
- ii. Agree that a 20 mph speed limit is implemented on the roads shown within Figures 1-3 in Annex A, in accordance with Option 1 (see section "3. Options").
- 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, including revocation of any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made.
- iv. Authorise a 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. Note that if the scheme has not been successful in reducing actual vehicle speeds, then further engineering measures or a return to the current posted speed limit may be necessary.

REASONS FOR RECOMMENDATIONS:

To enable the changes to the posted speed limit from 30 mph to 20 mph, on the roads identified within Figures 1-3 in Annex A, in accordance with Surrey County Council's Speed Limit Policy.

The proposed lower 20 mph speed limit on these roads will contribute to improved road safety for all users and an improved environment for active travel within the area, encouraging more short trips to be made by modes such as walking and cycling.

The proposed extent of 20 mph speed limit on these roads has been identified to provide consistency of speed limit and align the proposals with best practice to contribute to an effective positive change of character and improved accessibility throughout the respective areas.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee is asked to return a decision in response to the recommendations set out on Page 1 and the supporting information provided within this Local Committee Report and Annexes.
- 1.2 The proposals covered by this report have been developed in line with Surrey County Council's Setting Local Speed Limits policy (July 2014) – further information on this policy is included in Section 2. Figures 1-3 in Annex A present maps showing the roads for which a 20 mph speed limit is proposed.
- 1.3 In response to concerns raised by Councillors and members of the public, the aim of the measures included within the Local Committee Report is to deliver an improved environment and accessibility for pedestrians and cyclists in Farnham and the surrounding areas. Additionally, the reduced speed limits are anticipated to lead to improved journey time reliability, including for bus services operating within the area.
- 1.4 The cost of this scheme is to be covered by the Farnham Infrastructure Programme Surrey County Council capital funding for the Short-term Interventions Project 1.

2. ANALYSIS:

- 2.1 Surrey County Council's Setting Local Speed Limits Policy can be viewed via the following link: <https://www.surreycc.gov.uk/roads-and-transport/road-safety/speed-limits>
- 2.2 This policy has been produced to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Under the Speed Limit Policy, the Area Highways Team are responsible for assessing a potential change to a speed limit. Following an assessment of the existing mean vehicle speeds, the results of this assessment and recommendations (in accordance with this policy) are presented to the Local Committee, who then decide whether or not the speed limit change should go ahead.

- 2.3 The policy explains that the national guidance “Setting local speed limits” from the Department for Transport¹ advises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Where the existing mean speeds are above 24 mph then additional measures will be required to complement the signage.
- 2.4 The county council’s policy therefore requires an assessment of the existing vehicle speeds to ascertain whether a new lower speed limit of 20 mph would be viable with, or without, additional measures (i.e. whether the existing mean average speeds are 24 mph or less or not).

Speed data analysis

- 2.5 Mean speed and 85th percentile² speed data is available from Automatic Traffic Count surveys (ATCs) completed during 2020 and 2021 (see below for dates), and is inclusive of both weekdays and weekends.

30th November to 10th December 2020 (11-day period)

28th June to 4th July 2021 (seven-day period)

- 2.6 The roads identified for surveys were discussed with Surrey County Council’s Road Safety team and Surrey Police, with a view to surveying key roads where the highest speeds are likely to be observed within each of the areas of interest (Farnham Town Centre; Weydon Lane; and Upper Hale Road). Other roads within the proposed speed limit changes have not been surveyed as it was not considered necessary due to their more minor nature.
- 2.7 The results from the speed surveys for locations within or near the boundary of each of the proposed areas can be found within Table 1. The speed data results can also be viewed on maps included within Annex B – including additional survey locations outside of the proposed extents of the speed limit changes which were collected to help inform the location of the boundaries.

Table 1: Speed survey data

Area	Location – survey reference	Direction	Mean average speed (mph)	85 th percentile speed (mph) ²
Farnham Town Centre	East Street – 2020 ATC #5	Eastbound	26.06	31.08
		Westbound	22.80	26.50
	Castle Street – 2020 ATC #4	Westbound (one-way street)	21.64	25.58
		Northbound	27.61	31.43
		Southbound	24.43	28.30

¹ Department for Transport Circular 01/2013, Setting local speed limits (January 2013)

² 85th percentile: the speed above which the fastest 15 per cent of vehicles travel

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Area	Location – survey reference	Direction	Mean average speed (mph)	85 th percentile speed (mph) ²
Farnham Town Centre (continued)	South Street – 2021 ATC #11	Northbound	24.01	27.92
		Southbound	21.41	27.74
	Union Road – 2020 ATC #8	Westbound (one-way street)	23.86	27.84
	Firgrove Hill – 2020 ATC #11	Northbound	21.20	25.63
		Southbound	21.07	25.86
	Downing Street – 2020 ATC #7	Westbound (one-way street)	14.66	18.15
	West Street – 2021 ATC #15	Eastbound	31.50	35.48
Westbound		32.87	37.42	
West Street – 2020 ATC #6	Eastbound	23.19	27.19	
	Westbound	23.13	27.35	
Cron dall Lane – 2021 ATC #16	Northbound	31.05	36.08	
	Southbound	32.84	37.54	
Weydon Lane	Weydon Lane, nr Bardsley Drive – 2021 ATC #14	Eastbound	21.12	26.27
		Westbound	20.87	26.58
	Weydon Lane, east of Farnham Business Park – 2021 ATC #13	Eastbound	31.54	35.88
Upper Hale Road	Upper Hale Road, nr Spring Lane – 2021 ATC #2	Eastbound	27.77	33.71
		Westbound	29.25	35.78
	Upper Hale Road, nr Alma Lane – 2020 ATC #1	Eastbound	20.48	27.47
		Westbound	25.96	29.86
	Upper Hale Road, nr Queens Road – 2021 ATC #4	Eastbound	29.08	32.60
		Westbound	21.91	29.15

- 2.8 It can be seen from Table 1 that 27 data points have been considered within or near the proposed speed limit changes, when considering different directions of travel separately. This represents 15 survey locations, with 12 two-way roads and 3 one-way roads.
- 2.9 The results of the speed surveys show that 13 of the data points are below the mean speed threshold of 24 mph. As such, the existing traffic speeds in these locations support the introduction of a signed-only 20 mph speed limit.
- 2.10 The exceptions to this, where a mean speed above 24 mph has been recorded, are noted in Table 2 with details of the additional measures proposed to reduce the mean speed to below 24 mph accordingly.

Table 2: Measures proposed for locations exceeding 24 mph mean speeds

Location	Direction(s) exceeding 24 mph	Proposed measures / traffic calming
East Street – 2020 ATC #5	Eastbound	A gateway is proposed to be created via signage and road markings. Regular repeater signage and markings will be provided throughout the town centre to remind users of the reduced speed limit.
Castle Street – 2020 ATC #4	Two-way	Footway buildout to provide carriageway reallocation and provide appropriate space for the siting of the 20 mph gateway signage.
South Street – 2021 ATC #11	Northbound	Mean speed recorded at marginally above 24 mph (24.01 mph). Proposed gateway signage and markings are anticipated to be appropriate.
West Street – 2021 ATC #15	Two-way	The extent of the proposed speed limit has been revised to align with the Crosby Way roundabout, which provides existing traffic calming. An additional speed survey location to the east of the roundabout noted mean speeds of approx. 23 mph.
Crondall Lane – 2021 ATC #16	Two-way	The proposed extent of the speed limit change has been identified based on an existing change of character of the road, near Cascade Way, where a gateway is proposed to be created via signage and road markings. The change of character is supported by the presence of footways on both sides of the carriageway, the Abbey View development, and on-street parking bays further south on Crondall Lane.
Weydon Lane, east of Farnham Business Park – 2021 ATC #13	Two-way	The extent of the proposed speed limit has been revised to the west of the surveyed location, where there is existing shuttle working signals over the railway line and existing traffic cushions are present on Weydon Lane west of the overbridge.
Upper Hale Road, nr Spring Lane – 2021 ATC #2	Two-way	At the western extent of the proposed speed limit change, a new pedestrian refuge is proposed to provide traffic calming. This proposal aligns well with S106 funding that has been allocated for a crossing facility in the vicinity of Spring Lane. Towards the eastern extent, traffic calming is proposed to be provided by traffic cushions*. Throughout the central area of the 20 mph area, regular repeater signs and markings will be provided, as well as school warning signs.
Upper Hale Road, nr Queens Road – 2021 ATC #4	Eastbound	
Upper Hale Road, nr Alma Lane – 2020 ATC #1	Westbound	

*As these proposals are part of the Farnham short-term interventions, the traffic cushions are proposed to be surface-mounted/bolted down to prevent precluding future proposals that may come forward in a future phase of works and minimise potential rework.

3. OPTIONS:

3.1 **OPTION 1:** Reduce the speed limit on the roads identified in Figures 1-3 in Annex A.

Based on the evidence, a new 20 mph speed limit could be implemented for the areas shown in Figures 1-3 in Annex A with road markings, signage, and the additional proposed measures identified in Table 2.

Research evidence suggests that this will make a positive difference to the mean average vehicle speed, but perhaps more importantly will also reduce the 85th percentile speed. This is the speed above which the fastest 15% of vehicles travel. This is the recommended option.

3.2 **OPTION 2:** Partial implementation of the proposals identified in Figures 1-3 in Annex A.

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The proposals within this Committee Report relate to the introduction of 20 mph speed limits in three separate areas – Farnham Town Centre; Weydon Lane; and Upper Hale Road.

The speed limits in these areas are not dependent on each other. As such, if the Local Committee decide to not progress the proposals in their entirety, as shown within this report, the proposals for each of the three areas could be progressed individually. However, it is recommended for all three areas to be implemented as they will deliver benefits for their respective areas.

3.3 **OPTION 3:** Do nothing

The speed limits would remain as existing, and the benefits identified within this Local Committee Report would not be delivered.

4. **CONSULTATIONS:**

- 4.1 Surrey Police's Road Safety and Traffic Management Team colleague has been consulted on the extent of the proposed 20 mph speed limit changes and the types of measures required to develop proposals which are largely self-enforcing. As such, it has been noted that the police would have no objection to the proposals in Option 1 (or partial implementation via Option 2).
- 4.2 The local Divisional Member has been informed of the proposals.

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

- 5.1 It is expected that the cost of advertising the Speed Limit Order would be approximately £3,000. A cost estimate of approximately £250,000 has been received from Surrey County Council's highways framework contractor for the implementation of the 20 mph/30 mph road signs and markings, and supporting traffic calming measures.
- 5.2 The cost of this scheme is to be covered by the Farnham Infrastructure Programme Surrey County Council capital funding for the Short-term Interventions Project 1.
- 5.3 If the Committee support the proposals set out in Figures 1-3 in Annex A, works to implement the new speed limits can be implemented this financial year.

6. **EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The reduced speed limits, if implemented, would benefit all residents and visitors – including school pupils within each of the respective areas – by making the areas safer and more pleasant to travel through.

- 6.2 Additionally, the reduced speed limit would apply to drivers of all vehicles, so it is not considered that there are equality and diversity implications.

7. LOCALISM:

- 7.1 The 20 mph initiative arises from feedback from stakeholders regarding issues with speeding vehicles within the area and a subsequent Study to investigate these issues.
- 7.2 As the proposed works have been developed in response to stakeholder concerns and to help Farnham become a better, more environmentally-friendly place for those who live, work, study in or visit the town, it is therefore considered to be in line with the drive for localism.

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	Set out below.

8.1 Crime and Disorder implications

The proposals will contribute to a reduction in anti-social driving.

8.2 Sustainability implications

- 8.3 The proposals will contribute to a reduction in fear of road danger and encourage more sustainable modes of travel.
- 8.4 Consideration of transport emissions is complex and is linked to multiple factors such as driving style and congestion. However, modelled research from Public Health Wales³ (PHW) has found that 20 mph speed limits have a positive impact (reduction) on carbon emissions and air pollution as a result of reduced gear changes, braking and fuel use. PHW has estimated the resulting reduction in transport emissions to be 12%.

³ Sarah J Jones, Huw Brunt, Public Health Wales, Safeguarding the health and well-being of future generations by introducing Wales-wide 20mph speed limits, 2016

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8.5 This would result in fewer carbon emissions and less air pollution.

8.6 Public Health implications

8.7 The proposals will contribute to a reduction in the risk of road collisions and support active travel which could improve the health of residents. Reduced reliance on motorised road travel reduces emissions that are detrimental to air quality and public health.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report seeks approval for a 20 mph lower speed limit on the roads shown within Figures 1-3 in Annex A, in accordance with Option 1 (see section "3. Options").

9.2 It is proposed that a 20 mph speed limit is implemented to ensure consistency of speed limit and contribute to easier and safer walking throughout Farnham Town Centre.

9.3 Speed data has been obtained and it has been confirmed that a lower 20 mph speed limit would comply with the county council's speed limit policy, based on national guidance and the measures identified in Table 2. The police have been consulted and have no objections to the proposals.

10. WHAT HAPPENS NEXT:

10.1 If the Local Committee approve the proposals, a legal Speed Limit Order will be advertised and the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member for Farnham will consider the responses before proceeding. Assuming any objections are dealt with or over-ruled, the scheme will be designed and implemented in the coming months.

Contact Officer: Elaine Martin, Principal Project Manager

Consulted:

Surrey Police Traffic Management
Road Safety Team Divisional Member
Area Highway Manager

Annexes:

Annex A – Indicative extents of proposed new 20 mph speed limits

Annex B – Speed survey data maps

ANNEX A - Indicative extents of proposed new 20 mph speed limits:

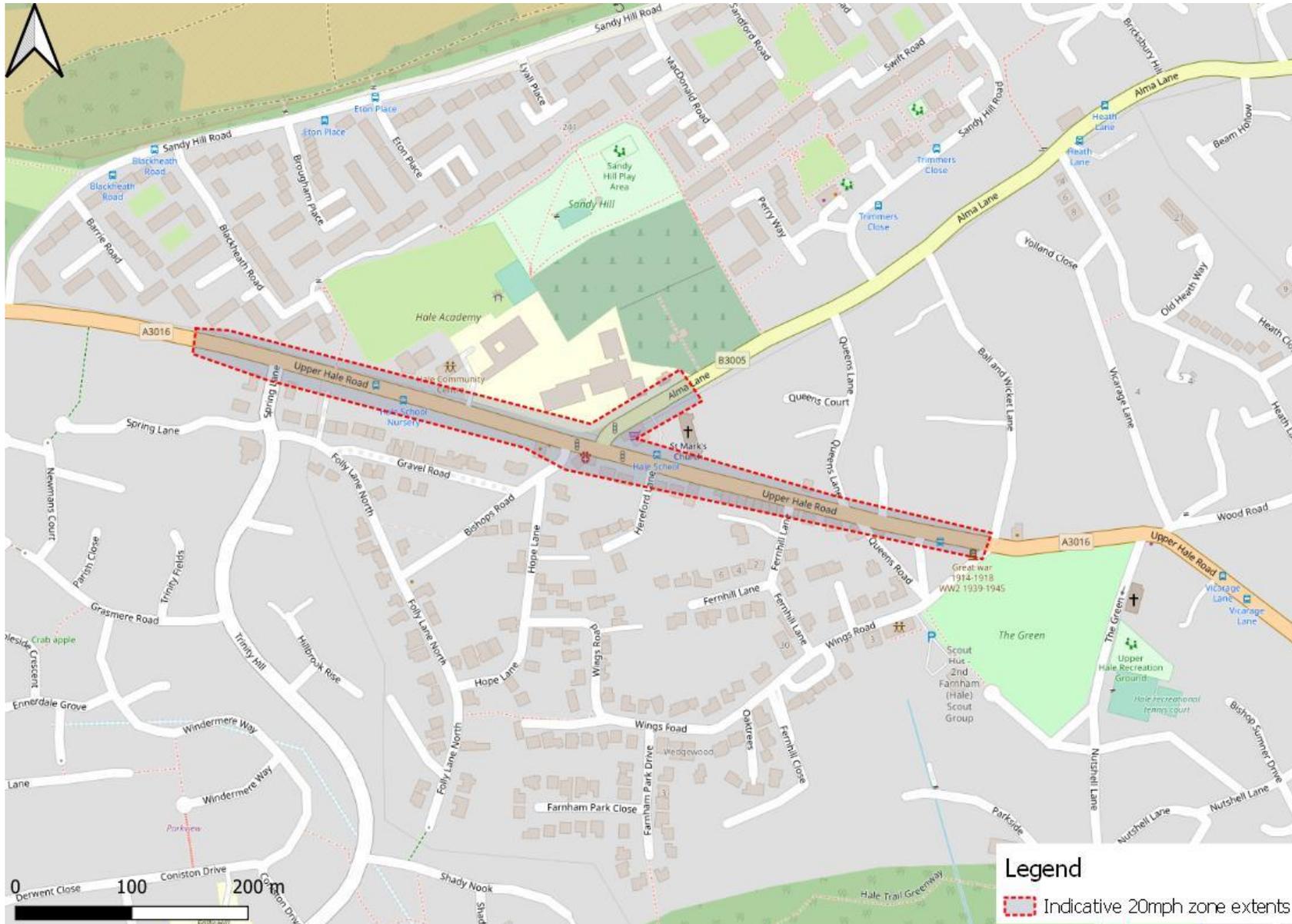
Figure 1: Proposed extent of 20 mph speed limit – Farnham Town Centre



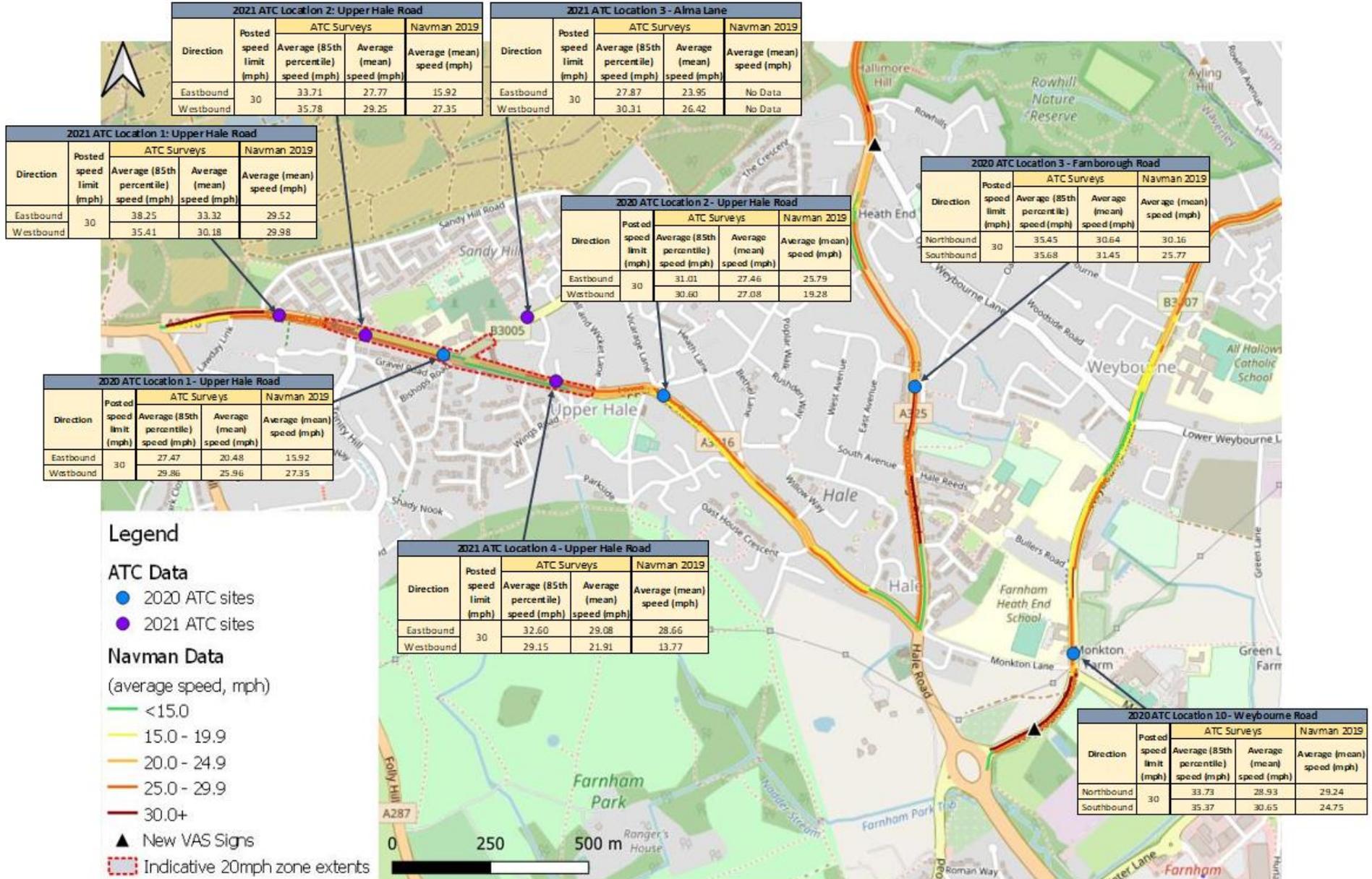
Figure 2: Proposed extent of 20 mph speed limit – Weydon Lane

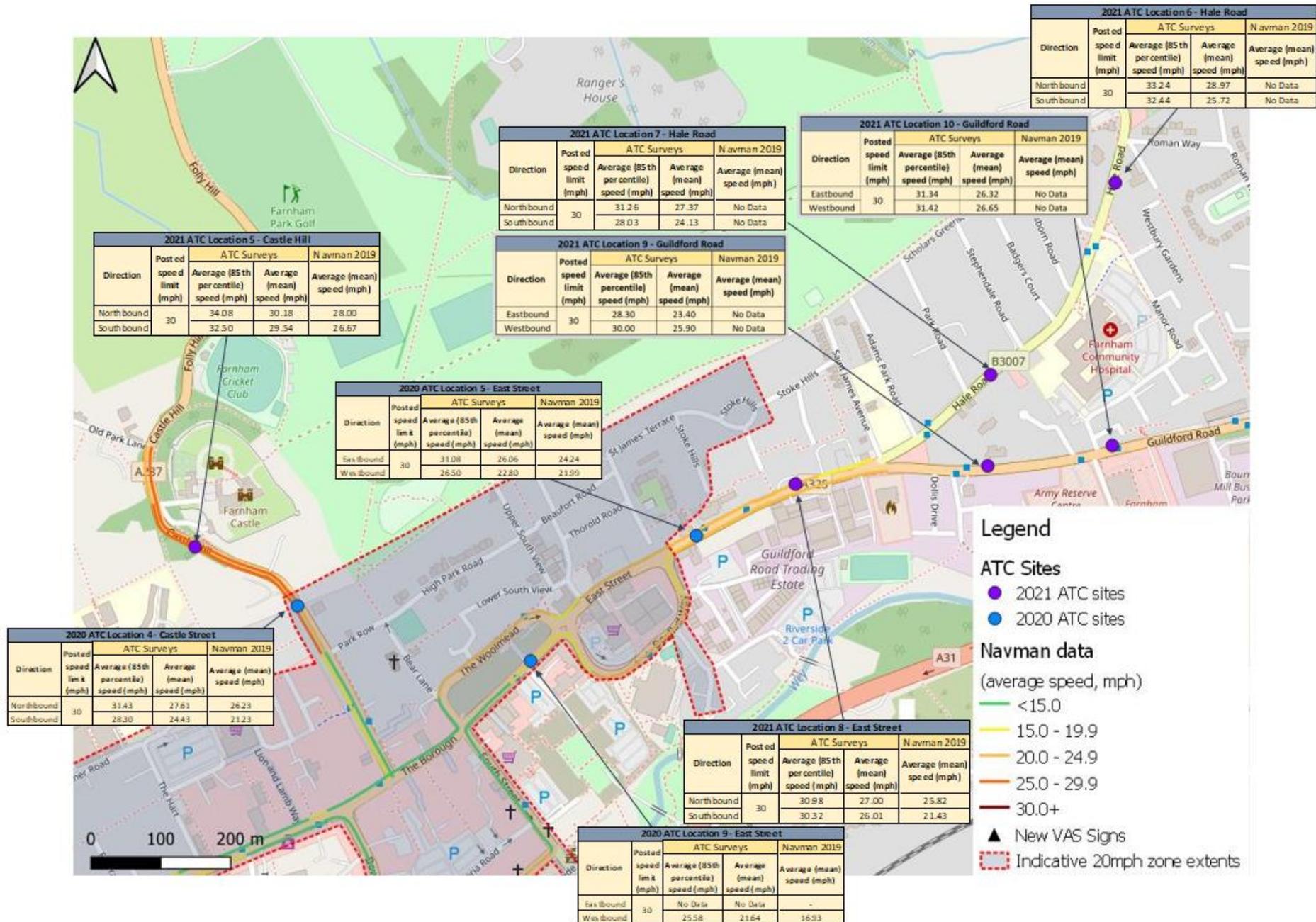


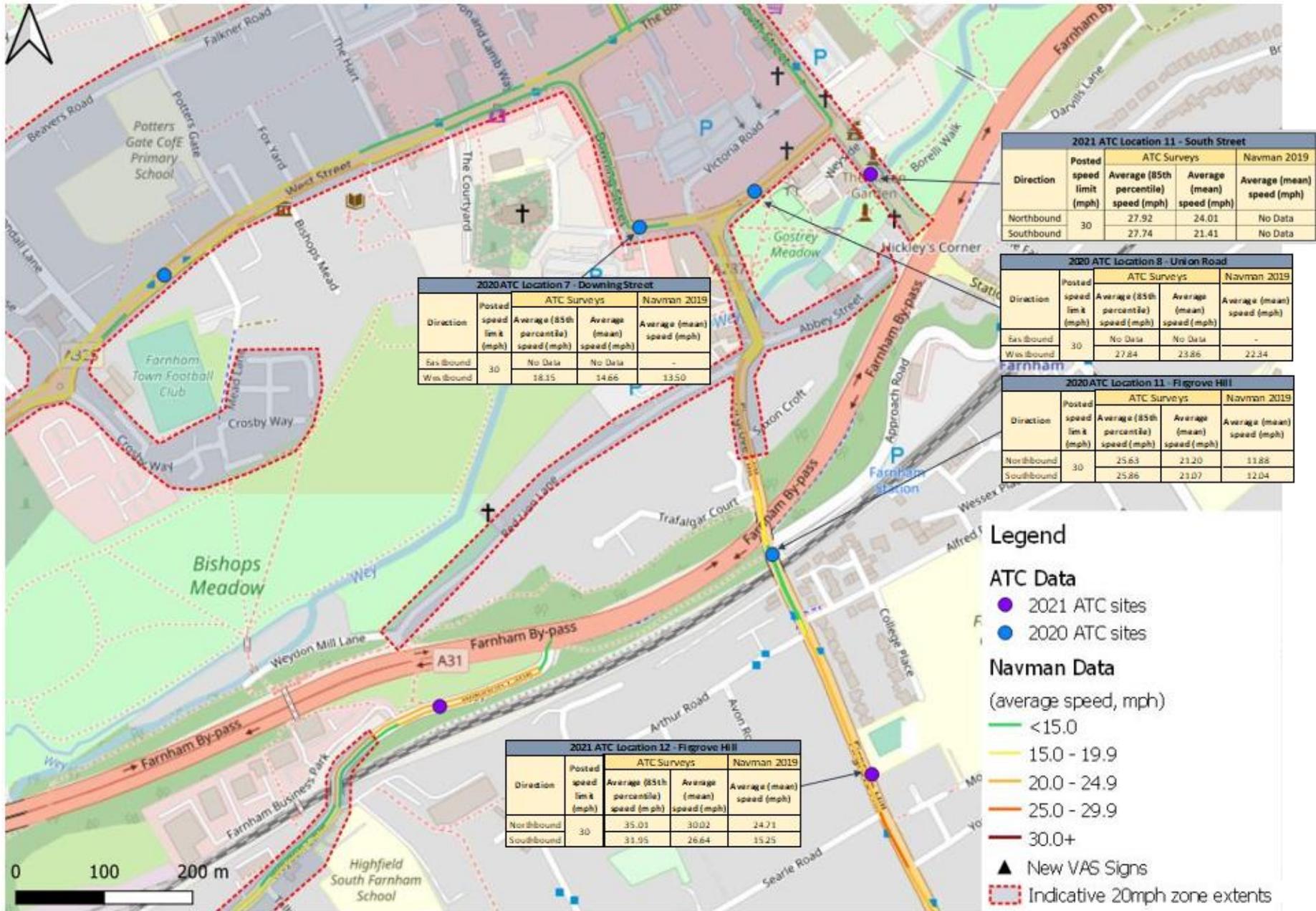
Figure 3: Proposed extent of 20 mph speed limit – Upper Hale Road

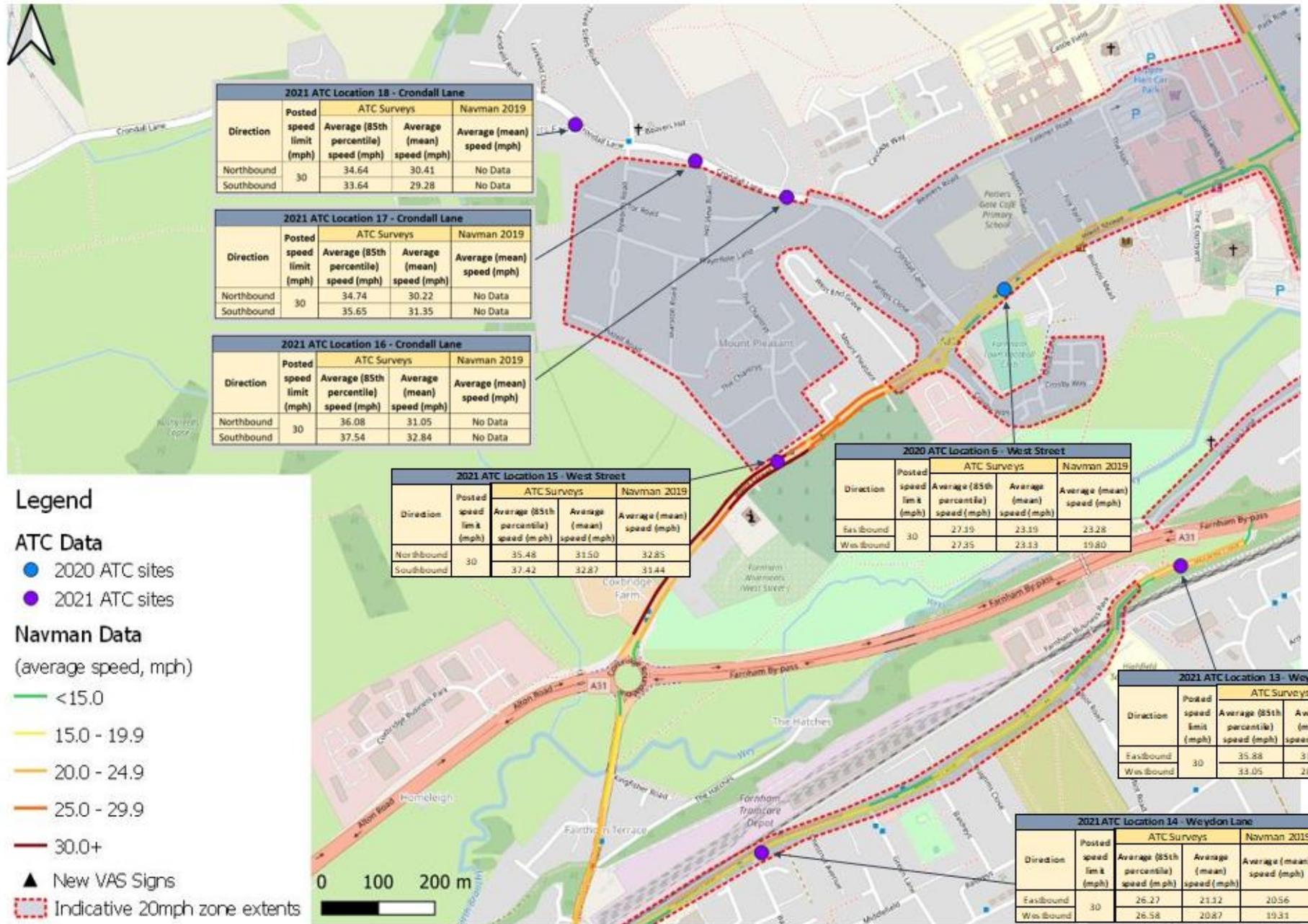


ANNEX B - Speed survey data maps









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