

**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-

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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

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### **Contact Officer:**

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### **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

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## APPENDIX A Speed Survey Maps

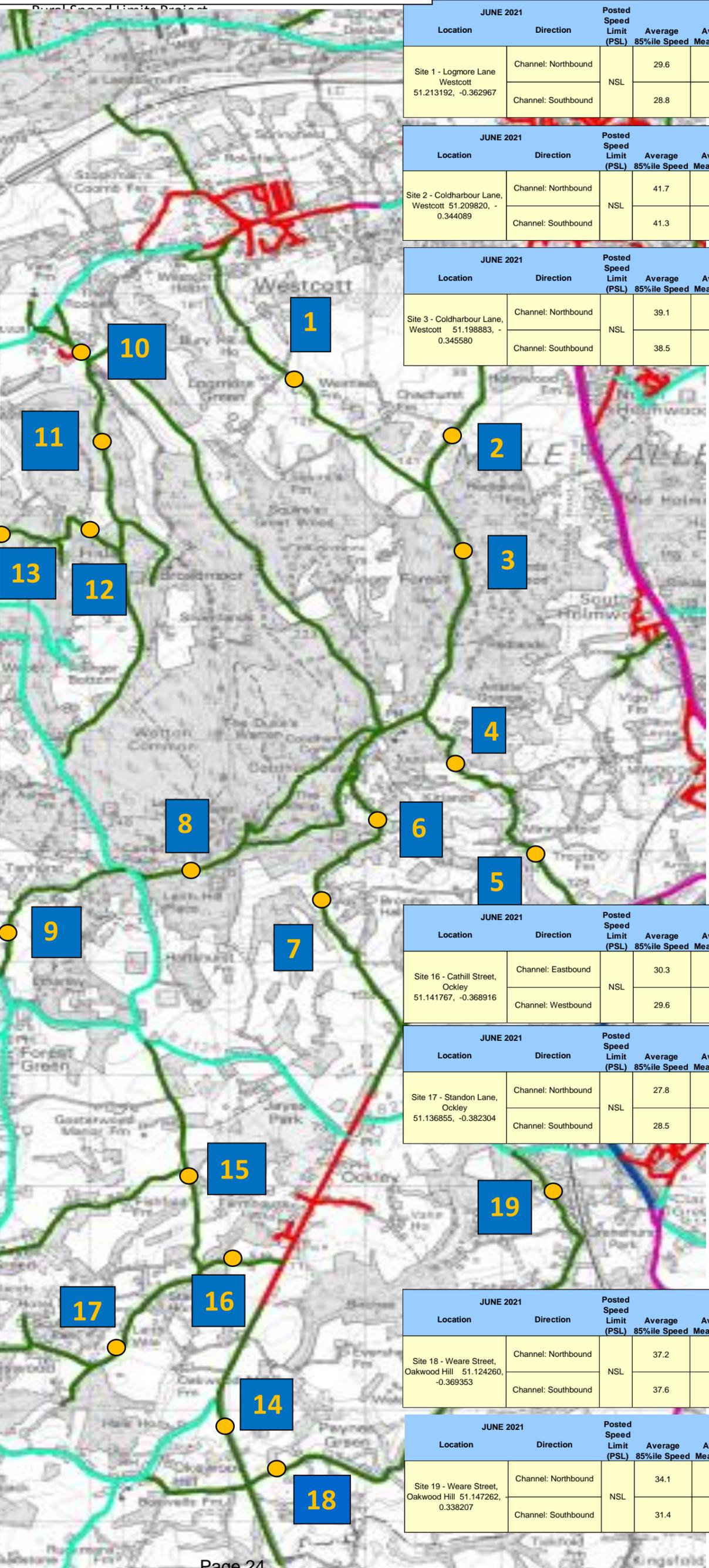
The following pages show the locations and results of speed surveys conducted to inform upon the viability of new lower speed limits. The colour of each road indicates the existing speed limit with reference to the legend below:

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

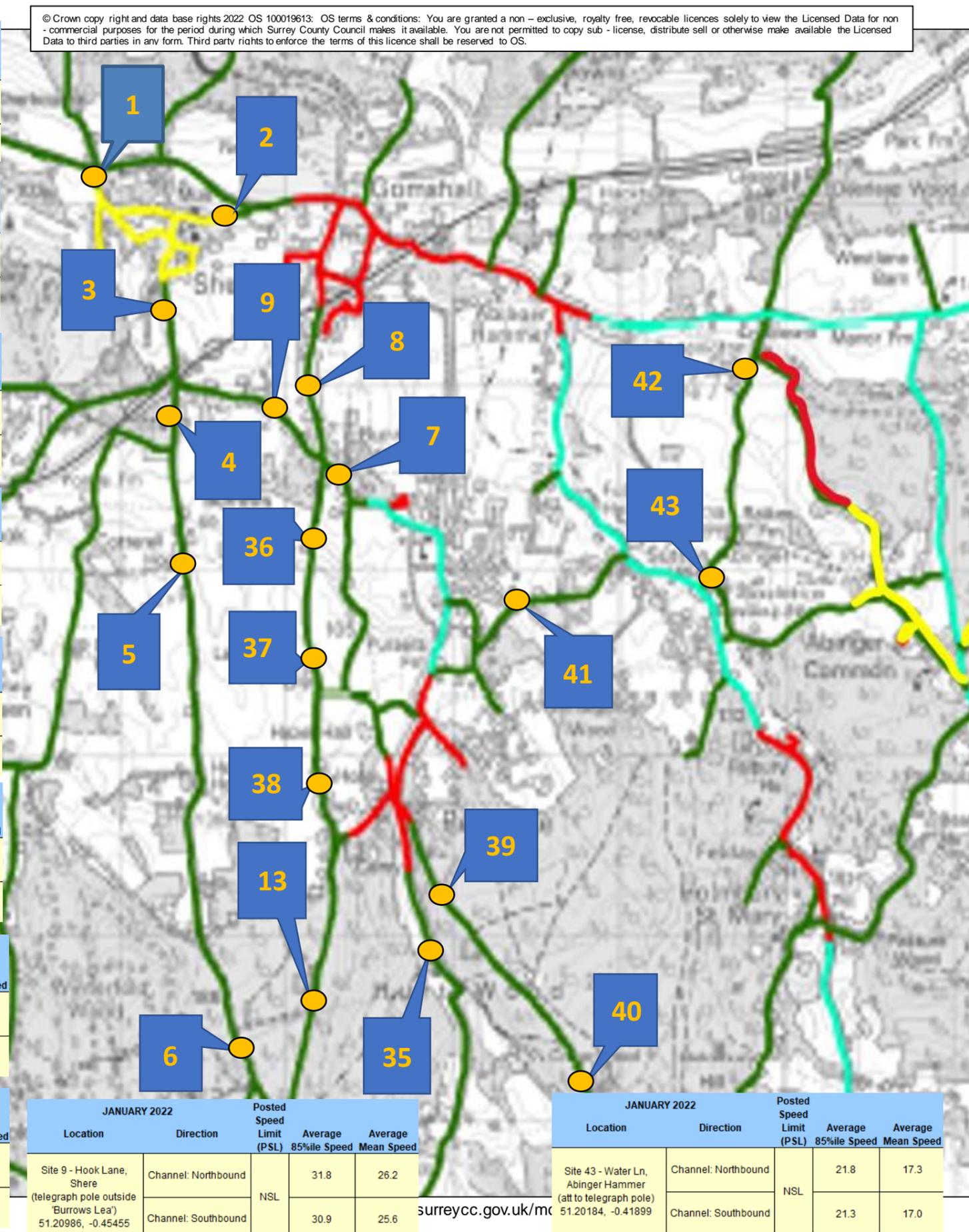
JUNE 2021		Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Location	Direction			
Site 16 - Cathill Street, Ockley 51.141767, -0.368916	Channel: Eastbound	NSL	30.3	25.5
	Channel: Westbound		29.6	24.2

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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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

surreycc.gov.uk/m

JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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

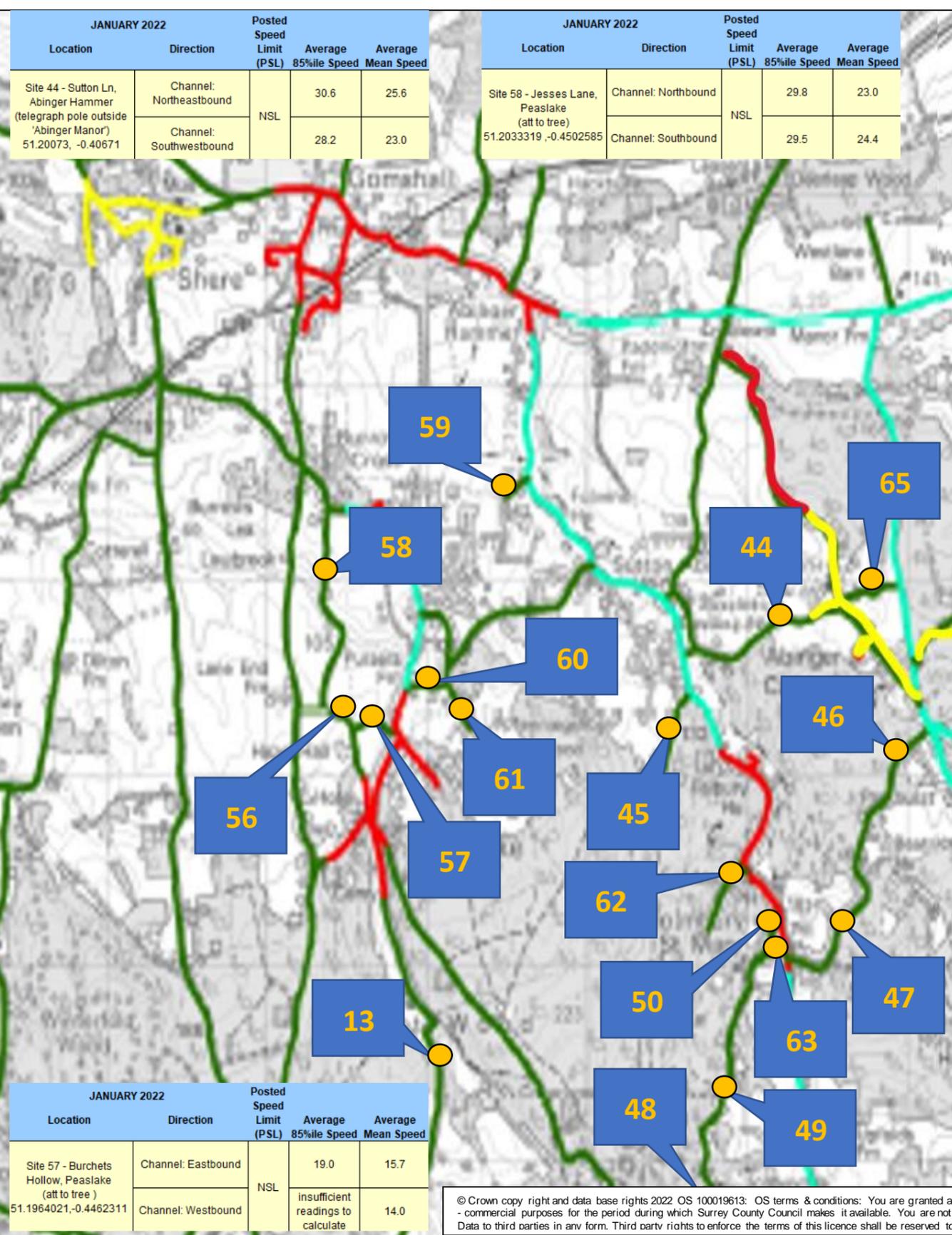
JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 42 - Raikes Ln, Abinger Hammer (telegraph pole north of junction with 'The Dene') 51.21200, -0.41554	Channel: Northbound	NSL	31.0	24.3
	Channel: Southbound		30.5	23.8

JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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

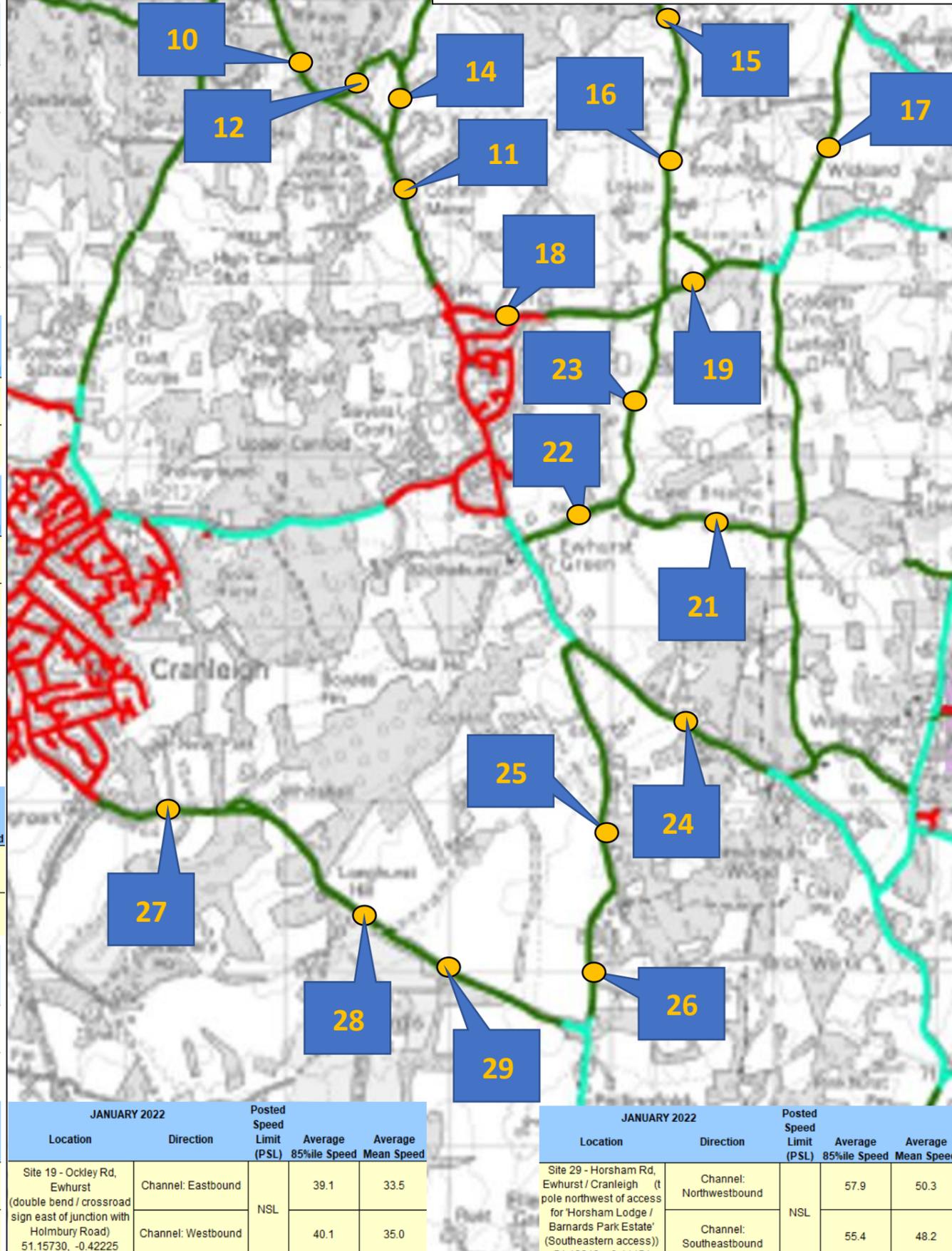
JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 58 - Jesses Lane, Peaslake (att to tree) 51.2033319, -0.4502585	Channel: Northbound	NSL	29.8	23.0
	Channel: Southbound		29.5	24.4

JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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



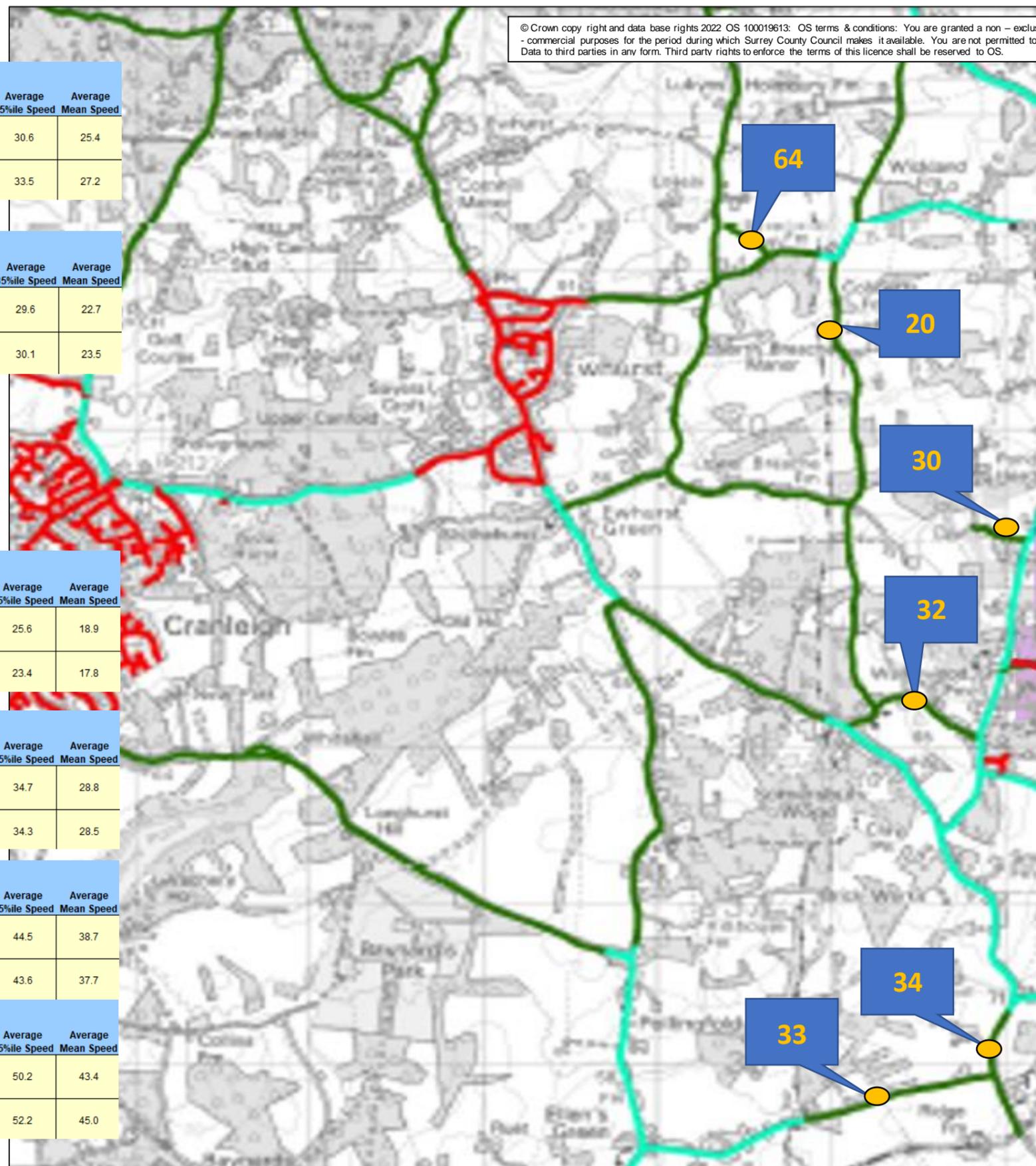
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JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 10 - Pitch Hill, Ewhurst (telegraph pole in The Watermill PH car park) 51.17027, -0.45609	Channel: Northbound	NSL	38.2	31.8
	Channel: Southbound		37.7	30.8
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
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
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
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
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
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
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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
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
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
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
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
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
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
Site 19 - Ockley Rd, Ewhurst (double bend / crossroad sign east of junction with Holmbury Road) 51.15730, -0.42225	Channel: Eastbound	NSL	39.1	33.5
	Channel: Westbound		40.1	35.0
Site 29 - Horsham Rd, Ewhurst / Cranleigh (telegraph pole northwest of access for 'Horsham Lodge / Barnards Park Estate' (southeastern access)) 51.12218, -0.44451	Channel: Northwestbound	NSL	57.9	50.3
	Channel: Southeastbound		55.4	48.2
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average 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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 20 - Lyefield Lane, Ewhurst (telegraph pole opposite 'Corbetts') 51.155415, -0.413663	Channel: Northbound	NSL	29.6	22.7
	Channel: Southbound		30.1	23.5

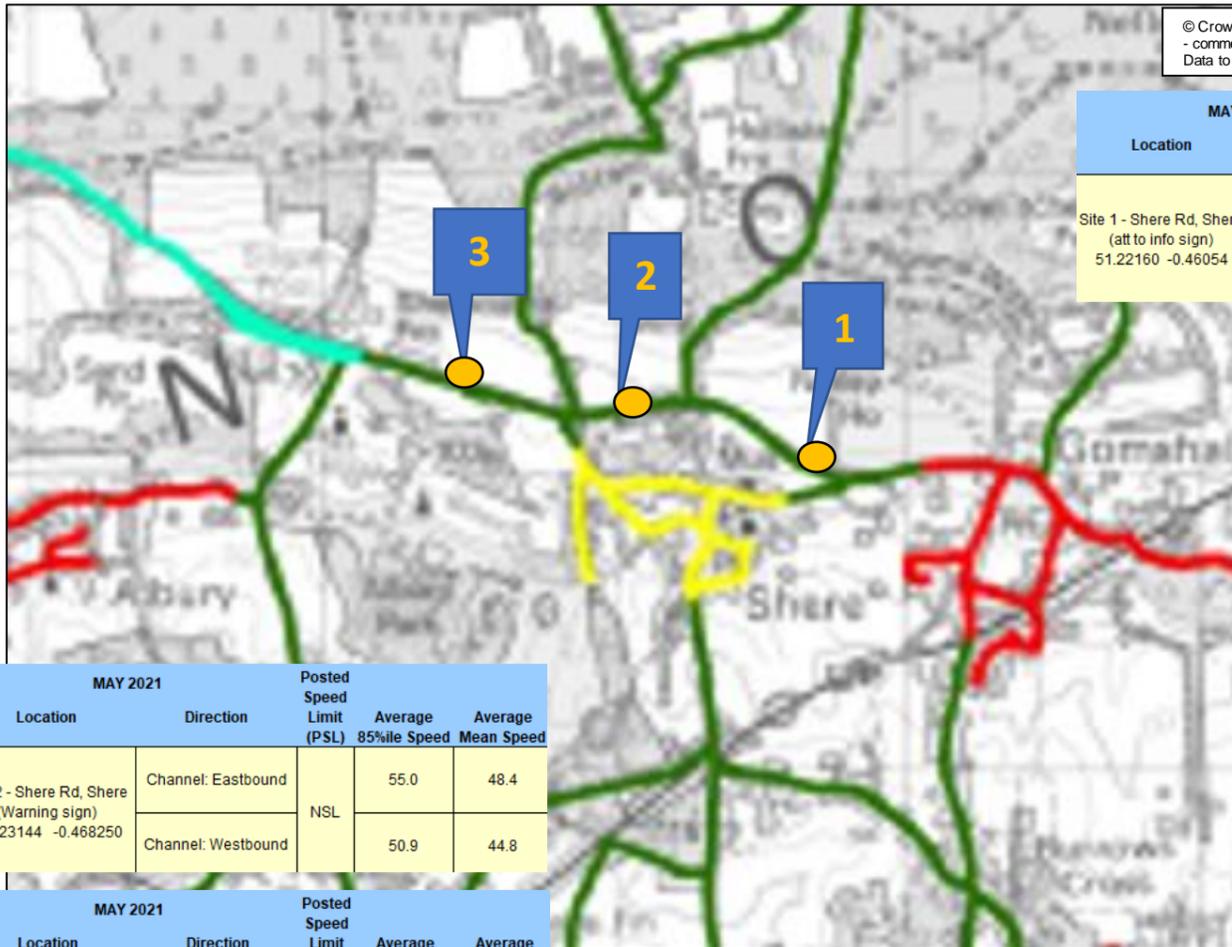
JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 30 - Pond Head Lane, Walliswood (in fastest section of Pond Head Lane) 51.14211, -0.40026	Channel: Eastbound	NSL	25.6	18.9
	Channel: Westbound		23.4	17.8

JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average 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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average 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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average 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

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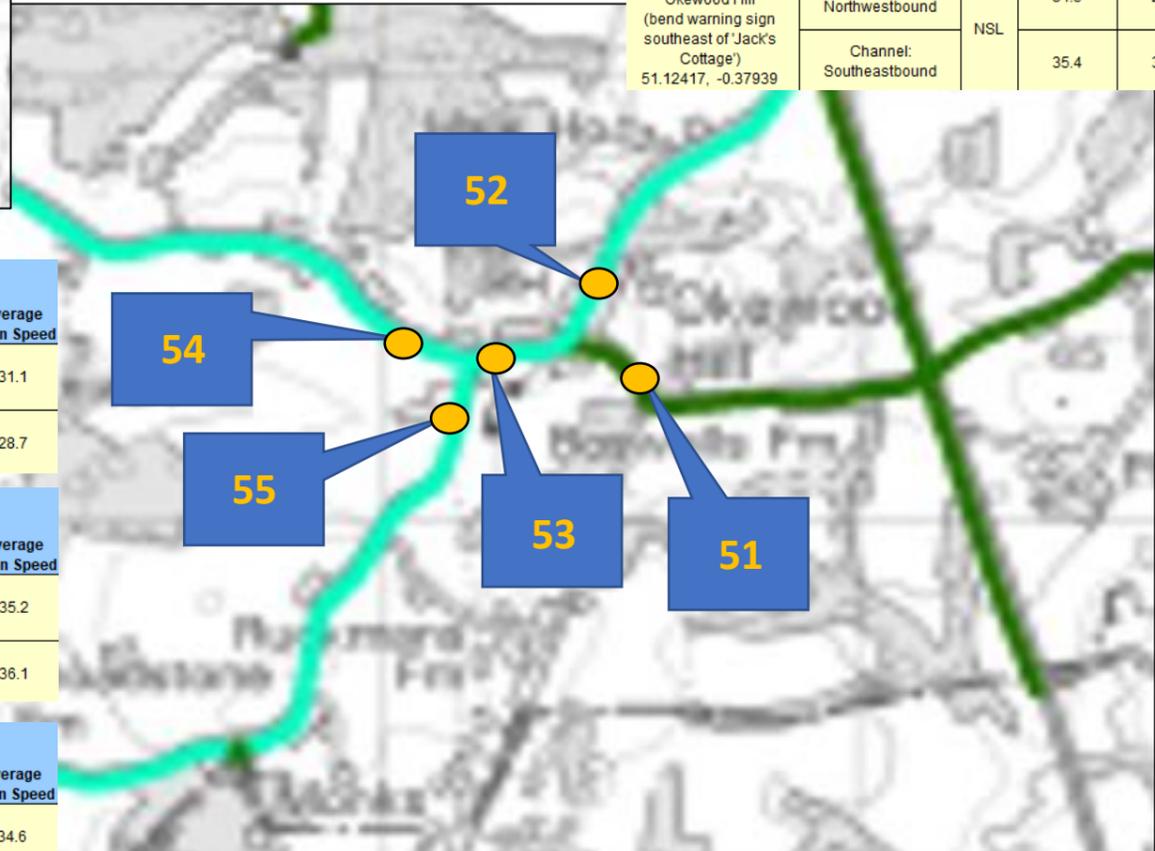
MAY 2021				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 1 - Shere Rd, Shere (att to info sign) 51.22160 -0.46054	Channel: Eastbound	NSL	56.9	50.7
	Channel: Westbound		55.4	48.9

MAY 2021				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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

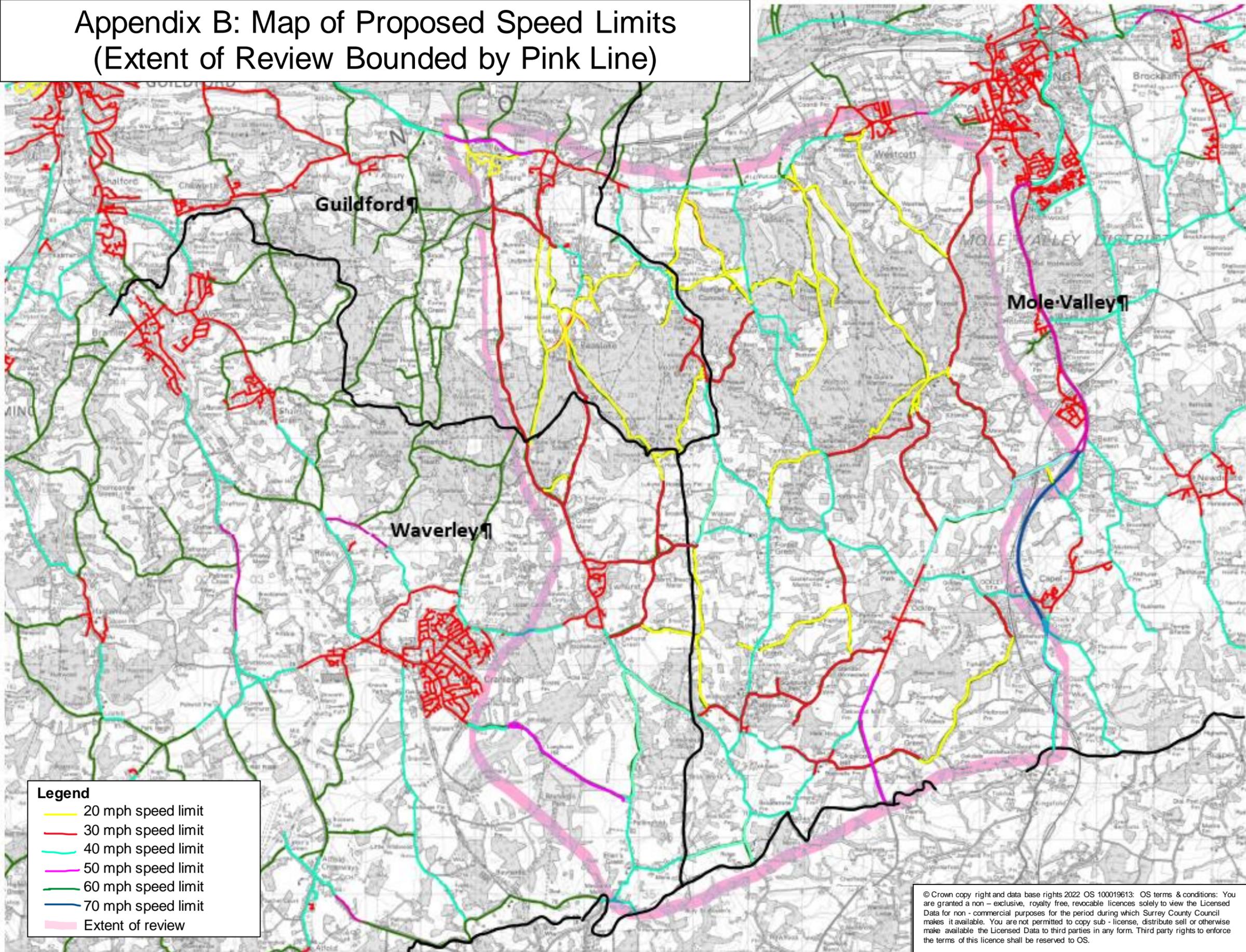


JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
Site 53 - Okewood Hill, Okewood Hill (bend warning sign opposite 'Punch Mead') 51.12441, -0.38323	Channel: Eastbound	40	36.1	31.1
	Channel: Westbound		33.9	28.7

JANUARY 2022				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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				
Location	Direction	Posted Speed Limit (PSL)	Average 85%ile Speed	Average Mean Speed
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

# 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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