

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

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