

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE: OCTOBER 2013****LEAD ANDREW MILNE, AREA TEAM MANAGER**
OFFICER:**SUBJECT: PIRBRIGHT BENDS – SPEED LIMIT CHANGES (AMENDMENT)****DIVISION: FRIMLEY GREEN AND MYTCHETT****SUMMARY OF ISSUE:**

Following the 'Pirbright Bends – Speed limit Changes' report presented to Surrey Heath Local Committee on the 14th March 2013, there has been a requirement to seek the Local Committee's approval to amend the legal order for this scheme.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to:

- (i) Note the contents of this report
- (ii) Agree to authorise the change to the legal order allowing the speed limit terminal signs to remain in their existing location.

REASONS FOR RECOMMENDATIONS:

Recommendations have been made based upon making the speed limits enforceable at no additional cost.

1. INTRODUCTION AND BACKGROUND:

1.1 Since the local committee gave approval to this scheme in March 2013, officers have been working to introduce the approved speed limit. In the course of these activities it has been found that there is a slight discrepancy in the location of the existing speed limit terminal signs and the legal division between a National Speed limit (a section of road without a system of street lighting, without a legal order) and 30mph limit (a section of road with a system of street lighting without a legal order), i.e the first/last lamp column, on Guildford Road, Frimley Green. Currently the terminal signs are located approximately 23m south east of the first lamp column which signifies the legal commencement of the 30mph limit.

1.2 To resolve this issue, the terminal signs could be moved to be in-line with the first lamp column. This is not suitable as there is a telegraph pole at this location which would obscure visibility to the signs. Moving the telegraph pole would incurring significant expense and delays the scheme.

1.3 The current location of the speed limit terminal signs is the most suitable location for them, but this will require a legal order to authorise it.

2. ANALYSIS:

2.1 N/A

3. OPTIONS:

3.1 There are two options available for the local committee. These are:

- a. Agree to the recommendation, and authorise the amendment to the legal order.
- b. Oppose the recommendation, and leave the anomaly between the speed limits. Funds will need to be found to deal with this anomaly at a later date.

4. CONSULTATIONS:

4.1 N/A

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 If the local committee agree with the recommendations then there are no additional costs, as a legal order is already required for this scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 If the local committee agree with the recommendations then the local communities will see no additional changes other than those already agreed to in the March 2013 report.

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 This report details the issues surrounding the speed limit terminal signs location on Guildford Road, Frimley Green. It is recommended to authorise the legal order amendment, which would have the effect of retaining the existing location for speed limit change, at no additional cost, whilst making the speed limits enforceable.
- 9.2 It is important to note that this speed limit reduction scheme has been promoted by Safety Engineering through the Guildford Local Committee. If this amendment is not approved, this will result in there being a significant anomaly, with the majority of Pirbright Bends being treated with a 40mph speed limit, and then there being a 25m stretch of 60mph within the boundary of Surrey Heath before the speed limit changes to 30mph. The purpose of the proposed amendments is to remove the 25m stretch of 60mph so that the 40mph speed limit continues to the start of the 30mph limit.

10. WHAT HAPPENS NEXT:

- 10.1 If agreed, the Traffic Regulation Order is amended and advertised for public consultation.

Contact Officer:

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Consulted:**Annexes:**

Annexe 1 – Map showing location of the proposed amendment

Sources/background papers:

None

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