

Question submitted by Barbara Rogers, Monday, September 11, 2023

The attached article in the Farnham Herald in July this year, reports on a speed camera project, funded by East Hants District Council, aimed at combatting dangerous speeding in that area. The project proposes **fixed cameras running 24/7**, monitored by volunteers with the data then passed onto the police. Whilst there is a Speed Watch scheme operating in Surrey, the East Hants scheme is a much better scheme: it has the full backing of the local district council and the cameras are fixed, thus gathering much more data, in particular, of those drivers who offend later into the evening. I witness this sort of behaviour every single day on Castle Street in Farnham.

Why can't Surrey implement a similar scheme to deal with the exact same issue in adjacent West Surrey and no doubt further afield throughout the county?

[East Hants leader: Full speed ahead with our plans to catch speedsters | farnhamherald.com](https://www.farnhamherald.com)

Answer:

Faster vehicle speeds increase the risk of collisions and makes the consequences far worse. Speeding vehicles also deter more walking and cycling and can make places less pleasant to live in due to increased noise and air pollution. More local authorities, including Surrey County Council, are adopting the best practice "Safe Systems" approach to improving road safety. This approach asserts the principle that road users will make mistakes, yet at the same time people have a right to safe and healthy mobility. Therefore, it is the responsibility of organisations to work together collaboratively to make the entire road system as safe as possible for all road users. A key priority of this approach is safe vehicle speeds.

Surrey County Council works closely with Surrey Police through the Surrey Road Safe Partnership to develop local speed management plans for each of Surrey's eleven Districts or Boroughs. This means that whenever there are concerns about speeding at a location, we will go and measure the speeds using a device called a speed detection radar. This is a box that is mounted on street furniture such as a lamp column, without most people knowing it is there or what it is for. We have a full-time member of staff dedicated to deploying these devices to collect anonymous data on vehicle speeds for a week. This information is then combined with data on road collisions resulting in injury recorded by the police to ascertain the extent and nature of the speeding and road safety problem at each site. Information on the locations of collisions resulting in injury can be viewed via [CrashMap](#).

Our road safety specialists then meet periodically with Surrey Police's road safety specialists to discuss and agree which sites need the most attention, and what the most appropriate intervention will be. The advantage of this process is that we can collect speed data wherever and whenever we want in Surrey, without being reliant on community groups and volunteers (who will need training) or risk assessments for when volunteers wish to deploy camera equipment. Consequently, we now have comprehensive speed data for over one thousand sites throughout Surrey, and an ongoing active, prioritised programme of interventions agreed with the police. More information on how we do this can be found here: [Managing speeds on Surrey's roads - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk)

The interventions we use range from traffic calming, permanent average speed cameras, spot speed cameras, vehicle activated signs police officer enforcement or community speed watch. Last year Surrey County Council allocated an additional £3million for investment in speed management measures at sites with a history of collisions and where speeding has been shown to be endemic. More information can be found here: [Agenda for Cabinet](#)

[Member for Transport, Infrastructure and Growth Decisions on Monday, 27 June 2022, 11.30 am - Surrey County Council \(surreycc.gov.uk\)](#)

Looking specifically at Farnham, following speed assessments carried out as part of the Farnham Infrastructure Programme, it is proposed to reduce the existing 30 mph speed limit to 20mph in and around Farnham town centre. The extent of the proposed new 20 mph speed limit in the town centre, including Castle Street, aims 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. Signage and road marking for the new 20mph speed limit are due to be installed in October 2023.

As part of the Farnham Town Centre Improvements scheme, the design proposal allows for raised crossing points mid-way in Castle Street and at its junction with the Borough, these along with widened footways, can give the impression of a more confined road and further result in reduced speeds.

The new 20mph speed limit aim to make a significant difference to traffic speed throughout Farnham and provide a more controlled traffic environment within the town centre. The reduced vehicle speeds will also contribute to improved road safety for all users, creating an improved environment for active travel within the area. This aims to encourage more short trips by walking and cycling, generating an improvement in the health of residents and visitors. This will support delivery of our net zero carbon objectives by helping residents move to active travel modes, coupled with a reduction in noise pollution on sensitive receptors such as residential properties and schools, and improved public perception of safety on footways and carriageways.

More information on the Farnham Infrastructure Programme can be found via this link: [Have Your Say Today - Farnham Infrastructure Programme - Commonplace](#)