

## Surrey OPCC – Response to Police and Crime Panel Action R32/18

### Minutes for R32/18

Members noted that air quality on the A331 was poor and that there was a joint solution put forward with the authorities effected to reduce speed limits along this road. Members asked whether Surrey Police would provide assurance that they would comply with this and ensure that speed limits are enforced on this road. The PCC noted that he supported this and would look into the specific enquiry.

### Actions/further information to be provided:

That the PCC look into this enquiry and ensure that adequate support is provided to this proposal.

### Response to R32/18

The Surrey OPCC requested a response from the Traffic Management and Road Safety Manager for Surrey and Sussex Police. He has said:

In relation to the proposed scheme to reduce the A331 to a 60mph limit, his reduced speed limit proposal meets the agreed Surrey County Council (SCC)/ Surrey Police policy. As such we would not object as it would largely be self-enforcing.

However, it has been suggested by SCC that should this reduction not resolve the air quality issue then the limit could be lowered to 50mph. This lower 50mph speed limit would not meet the SCC criteria and would require some other speed reducing measure to ensure compliance. As it is a dual carriageway the only possible way forward to achieve such a drastic change in driver behaviour would be the introduction of average speed cameras. With regard to average speed cameras to ensure compliance, it is not only the expense of the installation of the system that needs to be considered, but also the back office function that will have to be of a level to cope with the extra demand of the large increase in offences, the lack of court slots and the Driver Improvement NDORS courses.

We understand and accept the reasons behind the initiative, however Surrey Police have a finite capacity to manage speed enforcement schemes of which our priority must be focused towards road safety and casualty reduction matters. The required reduction in vehicle speeds could not be achieved through enforcement by officers on the ground and is expensive. It also competes with many other important policing issues of public concern.

In summary, we support a reduction to a 60mph limit, but we do not support routine enforcement of a lower 50mph limit as there is no significant casualty reduction or other road safety benefit and competing priority enforcement demand.

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