

**Cabinet Member for Highways, Transport & Economic Growth Decisions**

29 October 2024

**TITLE: TO IMPROVE THE SAFETY OF PEDESTRIANS CROSSING THE A30 EGHAM BYPASS**

We the undersigned petition Surrey County Council to improve the safety of pedestrians crossing the A30 Egham bypass at the end of Hummer Road, Egham, by (i) decreasing the speed limit on the bypass from 50mph to 40mph, (ii) enforcing the limit by operating average speed cameras over the length of the bypass, and (iii) installing a signalised pedestrian-crossing across the bypass, in place of the unregulated crossing, to enable more people to access Runnymede Fields and Pleasure Grounds safely on foot and bicycle.

**Justification:**

Tens of thousands of cars travel along this road every day, of which more than five thousand exceed the 50 mph speed limit (every day)\*. Hundreds of people use the unregulated crossing daily, including with dogs and bicycles, and there has recently been a tragic accident requiring a foot amputation. Push-chairs are virtually unknown at the crossing on account of the dangers to small children. We urge Surrey County Council to act as we have petitioned, to improve the safety of this crossing and hence to enable more people, including families, to access Runnymede Fields and Pleasure Grounds safely, to the benefit of their health and well-being. \*SCC speed data, May 2017 and Nov 2019

Submitted by: Isabel Mullens

**RESPONSE:****Introduction**

Within Surrey, the County Council collaborates with Surrey Police through the Surrey RoadSafe Partnership to create speed management plans for each District and Borough. This means whenever there are concerns over vehicle speeds, the County Council will survey the traffic speeds, and then use data on collisions and speeds to decide with the police as to which sites need the most attention. [Managing speeds on Surrey's roads - Surrey County Council](#).

Speeds along Egham Bypass were assessed using data collected between 5 February 2024 to 11 February 2024. The mean vehicle speed over this period was 47mph and the 85<sup>th</sup> percentile speed (the speed above which the fastest 15% of vehicles were travelling) was 54mph. Compared to many other sites across Surrey this indicates that although there is some speeding, overall, there is a relatively good general level of compliance with the existing 50mph speed limit. Consequently, this is a site that Surrey Police officers will provide some enforcement on from time to time. There were two vehicle activated signs on this stretch of road (one in each direction). These illuminated to remind drivers of the 50mph speed limit if they are detected as approaching too fast. The eastbound sign has come to the end of its working life and options will be considered to either remove or replace it. The westbound sign remains fully functional.

**(i) decreasing the speed limit on the bypass from 50mph to 40mph**

Surrey's [Setting Local Speed Limits Policy](#) advises that changing to a lower speed limit using signs alone will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed

limit is set too low and is ignored, then this could result in many drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set credible speed limits to ensure consistency across the country.

Consequently, Surrey's Setting Local Speed Limits Policy would not allow for a new lower speed limit of 40mph without additional supporting measures where the existing mean average speed is 47mph. It is not possible to introduce traffic calming measures such as humps and road narrowing on a 40mph dual carriageway, as these can only be implemented on 30 mph or 20 mph speed limit roads. Therefore, we do not have any plans to reduce the speed limit on this stretch of road at the current time. However, the Runnymede Local Cycling and Walking Infrastructure Plan (LCWIP) proposes the introduction of walking and cycling improvements along the Egham Bypass (see below for further details). Once implemented these measures would change the character of the road and would be likely to help reduce vehicle speeds and enable the introduction of a successful 40mph speed limit in the longer term.

### **(ii) enforcing the limit by operating average speed cameras over the length of the bypass**

Average speed cameras are managed through the Surrey RoadSafe partnership where Surrey County Council implement and maintain the cameras and associated infrastructure on the highway, and Surrey Police operate the cameras and provide the enforcement. The joint [policy on the use of safety cameras](#) approved by County Council Cabinet in September 2021, requires that they are only used where speeding has been confirmed over a set threshold. As the compliance with the existing 50 mph speed limit on this stretch is comparatively good, this site would not qualify for the implementation of average speed cameras to enforce the existing 50 mph speed limit.

The policy also explains that enforcement cameras will not be introduced to enforce new lower speed limits that do not comply with the county council's speed limit policy. If new lower speed limits were to be introduced that are unreasonably low without supporting engineering measures, then if enforcement was introduced it could result in large numbers of prosecutions. This could place an unreasonable burden on police offence processing and court prosecution resources. It could also provoke a public backlash if there were large numbers of prosecutions that many perceive to be unfair. This principle will help to maintain public support for safety cameras as a road safety tool.

### **(iii) installing a signalised pedestrian-crossing across the bypass, in place of the unregulated crossing, to enable more people to access Runnymede Fields and Pleasure Grounds safely on foot and bicycle.**

Promoting and supporting sustainable forms of transport, such as walking and cycling, is a key priority for the county council. As such, the county council has been working in partnership with district and borough councils to develop a programme of new Local Walking and Cycling Infrastructure Plans (LCWIPs) across Surrey.

Based on latest guidance and best practice, LCWIPs help identify where new or improved walking and cycling facilities would be most beneficial and the type of facilities that are most appropriate. Once established, these plans provide a key tool for deciding how to prioritise future improvement works.

The LCWIP completed for Runnymede has identified a series of cycle corridors and walking zones that have been designated as either Phase 1, 2 or 3. This helps to prioritise

investment over the LCWIP's ten-year lifespan. Phase 1 routes and zones are those that we aim to implement in the short-term, whilst we aim to implement Phase 2 routes and zones over the medium-term, and Phase 3 routes and zones in the longer term.

Egham Town Centre has been identified as a Phase 1 walking zone, whilst Egham Bypass is part of a Phase 1 Cycle Corridor along the A30 between Egham and Virginia Water; and the following measures have been proposed by the LCWIP:

- A new Toucan crossing (signal-controlled crossing for the shared use of pedestrians and cyclists) on the Egham Bypass, near its junction with Hummer Road.
- Improved cycle facilities along the A30 Egham Bypass.

The provision of a Toucan crossing, and improved cycling facilities would change the nature of the road in a way that would allow the implementation of a successful 40 mph speed limit.

Stage 2 of the LCWIP is currently taking place and involves developing the proposals identified for the high priority corridors and zones in more detail. The designs are expected to be finalised in early 2025 and engagement is planned with key stakeholders including Divisional and Borough Members and Active Travel England over the next few months. Wider public engagement will take place at the end of the feasibility design stage and will allow residents and other local stakeholders to have their say on the individual scheme proposals.

Implementation of future schemes will then depend on the level of funding provided by Government to Active Travel+ England, and then in turn how much will be allocated by Active Travel England to Surrey County Council for use in implementing LCWIPs.

**Matt Furniss**  
**Cabinet Member for Highways, Transport & Economic Growth Decisions**  
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