

EPSOM ROAD AND GUILDFORD ROAD (A246) IN THE EFFINGHAM, EAST HORSLEY, WEST HORSLEY AND EAST CLANDON AREAS AND GUILDFORD ROAD (D637) AND MANOR GARDENS (D637) IN THE EFFINGHAM AREA OF THE BOROUGH OF GUILDFORD -

PROPOSED IMPOSITION OF A 50 MILE PER HOUR AND A 30 MILE PER HOUR SPEED LIMIT ON CERTAIN LENGTHS OF THE A246 EPSOM ROAD AT EAST CLANDON AND MANOR GARDENS (D637) AT EFFINGHAM, REDUCTION OF THE EXISTING 50 TO A 40 MILE PER HOUR SPEED LIMIT ON A LENGTH OF THE A246 EPSOM ROAD AT WEST HORSLEY AND RE-IMPOSITION OF THE EXISTING 50, 40 OR 30 MPH SPEED LIMITS ON CERTAIN LENGTHS OF THE A246 GUILDFORD ROAD AND EPSOM ROAD AT EFFINGHAM, EAST HORSLEY, WEST HORSLEY AND EAST CLANDON AND THE D637 GUILDFORD ROAD AT EFFINGHAM AND DRAFTING AMENDMENT REGARDING THE EXISTING 50 MPH SPEED LIMIT ON A LENGTH OF THE A246 EPSOM ROAD AT EAST CLANDON -

STATEMENT OF REASONS FOR PROPOSING TO MAKE THE SPEED LIMIT ORDER

Historical Background and Introduction

1. The A246 Guildford-Leatherhead Road was laid out on a completely new route between 1755 and 1758 when the whole route was made subject to turnpike trusts. Prior to that time the road that connected the various villages themselves ran along a narrow strip of Thanet sand lying between the chalk of the downs and the heavier soils to the north. This was the spring-line where the water that had soaked through the chalk hills came out through the narrow strip of sandy soil and formed a line of ponds where the heavier clay soils began. The old road was very incommodious for traffic. Between 1755-58, therefore, a completely new route was laid out and constructed, running directly across the fields, leaving the villages along the spring line connected by the superseded loops of the old road. At that time the new turnpike road also continued to Epsom. As indicated above, the new road was finally opened in 1758 and James Malcolm, Land Surveyor to the then Prince of Wales and the Dukes of York and Clarence, declared that "from Leatherhead to Clandon we have an open, hard, well-constructed road, not too convex to endanger the overturning of carriages, nor so flat as to hold the water; if there is any objection to this road it is probably too wide in particular parts of it for the comparatively little traffic upon it. It is, next to the road from Godstone to Grinstead, the best road in the county at all seasons of the year, nor do I think it would be much worse than it is now, if there was 20 times the traffic upon it.....". Therefore, the current route of the A246 Guildford-Leatherhead Road has only been on its present route for around 264 years.
2. Prior to local government re-organisation in 1974 the Parishes of West Clandon, East Clandon, West Horsley, East Horsley and Effingham lay within the Rural District of Guildford. During the 1930's the area of the then Borough of Guildford had been extended to include, inter alia, the Meroo area. Such areas then ceased to be separate parishes. The Borough of Guildford was the equivalent to an Urban District Council so was its own Highway Authority whilst the Rural District Council of Guildford was not, as Rural District Councils were never Highway Authorities for their areas. This position

continued until 1974 when, outside London and certain other urban areas, the County Councils became the Highway Authorities for their areas.

3. On that part of the A246 Guildford-Leatherhead Road lying within the current Borough of Guildford, the first speed limit that was imposed by Order dates from 1964. This imposed a 40 mile per hour speed limit on that part of the A246 Guildford Road lying within the village of Effingham (Parish of Effingham) and extended from Woodlands Road to a point 1,140 yards (1,042 metres) south-west thereof. As this area lay within the Rural District of Guildford, the Order was made by the then Minister of Transport. It is not now known why the 40 miles per hour speed limit was imposed but, in any event, the 40 miles per hour speed limit was revoked in 2013 (see paragraphs 4 and 8 of this Statement of Reasons below for further details).
4. However, at some time or times in the past a system of street lighting (consisting of a minimum of three lamps placed not more than 200 yards apart and lighting the carriageway or any part thereof) has been provided on that length of the A246 Guildford Road lying within the village of Effingham and on that length of the A246 Epsom Road lying within the Guildford town centre area. Since 1934 such a system of street lighting automatically imposes a 30 mile per hour speed limit unless dis-applied by the making of a De-Restriction Order (since 1934) or a Speed Limit Order imposing a different maximum speed limit (since 1962). In the case of either of these systems of street lighting, it is not now known when they were provided due to the passage of time and the loss or destruction of any paper (or other) records. For this reason, it is now becoming increasingly difficult to prove exactly when a system of street lighting was provided on any length of road within the County of Surrey. In the Effingham area, the system of street lighting currently extends from a point 12 metres south-west of the south-western side of the entrance to/exit from the Effingham Golf Club car park north-eastwards and then eastwards to a point 10 metres east of the eastern kerb-line of Manorhouse Lane (at the lamp column lying on the east side of the junction of A246 Guildford Road with Manorhouse Lane and lying opposite No. 2 Woodlands Road) and in the Guildford town centre area from the junction of the A246 Epsom Road with A3100 London Road and A3100 High Street to a point at Merrow approximately 30 metres east of the Park Lane Roundabout (situated at the junction of the A246 Epsom Road with Park Lane (B2234) and Epsom Road (D4009) ("also known as "Trodds Lane").
5. After 1964 no further Speed Limit Order on any of the lengths of the A246 Epsom Road or Guildford Road lying within the area of the current Borough of Guildford was made until 2001. This Order, entitled "The Surrey County Council Various Roads in the Parishes of East Horsley and West Horsley (40 mph Speed Limit) Order 2001" imposed a 40 mile per hour speed limit on that length of the A246 Epsom Road and Guildford Road in the East Horsley and West Horsley areas which extended from a point 130 metres east of the eastern kerb-line of Green Dene westwards, then northwards and then westwards again for a distance of 1,252 metres. Unfortunately, no papers have survived the passage of time concerning the reasons why this Order was made other than a Report to the then Guildford Partnership Area Transportation Sub-Committee (consisting of elected Members of both Surrey County Council and Guildford Borough Council) which indicates that the Order was made to address the issue of the record of Personal Injury Accidents and speed related accidents at that (and other) locations. Presumably it was also made to encourage motorised vehicular traffic to slow

down in the vicinity of the two sharp bends situated near to “Horsley Towers”, thus assisting in reducing the number of accidents occurring at that location. This Order also imposed 40 mile per hour speed limits on certain lengths of C44 Crocknorth Road, and Green Dene and the B2039 Ockham Road South at East Horsley. The Order of 2001 has already been amended by the Order of 2013 referred to in paragraph 8 below of this Statement of Reasons by the deletion of the items relating to C44 Crocknorth Road and Green Dene at East Horsley (due to the reduction to and imposition of new 30 mile per hour speed limits on those two roads) and it is now intended to incorporate (without any change whatsoever) the item relating to the A246 Epsom Road and Guildford Road at East and West Horsley into the proposed new Speed Limit Order which would implement the proposed reduction of the existing 50 to a 40 mile per hour speed limit on the length of the A246 Epsom Road at West Horsley and East Clandon referred to in paragraphs 11, 12 and 13 below of this Statement of Reasons. However, the 40 mile per hour speed limit that that Order currently imposes on the B2039 Ockham Road South at East Horsley is still in force so this Order will have to remain in operation to cover that 40 mile per hour speed limit.

6. The next Speed Limit Order to be made concerning the A246 Epsom Road was in 2003. This Order, entitled “The Surrey County Council Various Roads in the Parish of West Horsley (40 mph Speed Limit and 50 mph Speed Limit) Order 2003” imposed a 50 mile per hour speed limit on that length of the A246 Epsom Road at East and West Horsley which extended from a point 677 metres south-west of its junction with the circulatory carriageway comprised within the roundabout known locally as either the “Window Box” or the “Bell and Colvill” Roundabout (situated at the junction of A246 Epsom Road, Shere Road (D258) and The Street (C40) north-eastwards and then eastwards to a point 1,252 metres west, north and then west again from a point 130 metres east of the eastern kerb-line of Green Dene, thus linking into the 40 mile per hour speed limit imposed in 2001 and referred to in paragraph 5 of this Statement of Reasons. It also imposed a 40 mile per hour speed limit on a length of Shere Road (D258) at West Horsley, but this has already been reduced to a 30 mile per hour speed limit by virtue of certain provisions of the Order of 2015 referred to in paragraph 17 below of this Statement of Reasons, so the Order of 2003 now only refers to the A246 Epsom Road and Guildford Road at East and West Horsley. The reasons for making this Speed Limit Order and the accompanying plan have survived the passage of time and are attached as and in Appendix A to this Statement of Reasons. It is intended to revoke this Order in its entirety as it has already been affected by the further Order made in 2019 (see paragraph 9 below of this Statement of Reasons) to reduce part of the then existing 50 to a 40 mile per hour speed limit on the A246 Epsom Road at West Horsley and the remainder of the 50 mile per hour speed limit imposed by the above-mentioned Order of 2003 on the A246 Epsom Road at East and West Horsley is now proposed to be reduced to a 40 mile per hour speed limit (see paragraphs 11, 12 and 13 below of this Statement of Reasons).
7. The next Speed Limit Order to be made concerning the A246 Epsom Road was in 2004. This Order entitled “The Surrey County Council (Various Roads in East Clandon) (30 mph Speed Limit 40 mph Speed Limit and 50 mph Speed Limit) Order 2004” imposed various maximum speed limits on roads and lengths of roads lying within the village of East Clandon. Included within this Order was a length of the A246 Epsom Road which had junctions with New Road, The Street, Blakes Lane and Staple Lane where a 50 mile per

hour speed limit was imposed. The length of the A246 Epsom Road concerned was stated as commencing from a point 776 metres south-west of its junction with the circulatory carriageway comprised in the “Window Box” or “Bell and Colvill” Roundabout south-westwards and then westwards to a point 679 metres west of the western kerb-line of New Road. The reasons for making this Speed Limit Order and the accompanying plan have survived the passage of time and are attached as and in Appendix B to this Statement of Reasons. It is intended that this Order be left in force as it only requires a minor legal drafting amendment to take account of the changes referred to elsewhere in this Statement of Reasons and to correct an error made when that Order was made (see paragraphs 14 and 15 below of this Statement of Reasons) and would mean that all the various speed limits imposed within the area of the village of East Clandon are contained within one Order, thus leading to easier referencing in the future, both for the Police for enforcement purposes and also for record keeping purposes.

8. The next Speed Limit Order to be made concerning the A246 Guildford Road at Effingham was in 2013. This Order, entitled The Surrey County Council Crocknorth Road (C44) Green Dene (C44/D259) and Guildford Road (A246) East Horsley and Effingham in the Borough of Guildford (Revocation of 40 mph Speed Limit and 50 mph Speed Limit and Imposition of 40 mph Speed Limit and 30 mph Speed Limit) Order 2013, inter alia, imposed 30 and 40 mph speed limits on the A246 Guildford Road and the two service roads known as “Guildford Road” at Effingham. It also revoked the Order of 1964 referred to in paragraph 3 above of this Statement of Reasons, thereby applying a 30 mile per hour speed limit automatically to that length of the A246 Guildford Road at Effingham that was street lit (see paragraph 4 above of this Statement of Reasons for further details and the length of Guildford Road so affected). The reasons for making this Speed Limit Order and the accompanying plans have survived the passage of time and are attached as and in Appendix C to this Statement of Reasons. It is intended to revoke this Order in so far as it relates to the 30 and 40 mile per hour speed limits on certain lengths of the A246 Guildford Road at Effingham and the 30 mile per hour speed limits on the two service roads both known as “Guildford Road” and numbered as the “D637”, also at Effingham and to incorporate them (without any change whatsoever) into the proposed new Speed Limit Order which would implement the proposed reduction of the existing 50 to a 40 mile per hour speed limit on the length of the A246 Epsom Road at West Horsley and East Clandon referred to in paragraphs 11, 12 and 13 below of this Statement of Reasons. However, the above-mentioned Speed Limit Order of 2013 would be left in force to cover the existing 30 mile per hour speed limits in Crocknorth Road (C44) and Green Dene (C44), East Horsley. This will enable all the existing speed limits in the Effingham area to be contained in one Order, together with the proposal detailed in paragraph 16 below of this Statement of Reasons (the proposed imposition of a 30 mile per hour speed limit on the entire length of Manor Gardens, Effingham).
9. The last Speed Limit Order affecting the A246 Epsom Road at West Horsley was made in 2019. This Order, entitled “The Surrey County Council Epsom Road (A246) West Horsley in the Borough of Guildford (40 mph Speed Limit) and 50 mph Speed Limit) (Amendment and Revocation) Order 2019” reduced the existing 50 to a 40 mile per hour maximum speed limit on a length of the A246 Epsom Road in the West Horsley area due to the development and other associated changes taking place at West Horsley Place following the death of the previous owner, Lady Roxburghe, and the consequent change of

ownership,. The reasons for making the Speed Limit Order and the accompanying plan and photograph are still available and are attached as Appendix D to this Statement of Reasons. As indicated immediately above, this Order reduced the existing 50 to a 40 mile per hour speed limit on that length of the A246 Epsom Road at West Horsley (imposed originally by the Order of 2003 referred to in paragraph 6 above of this Statement of Reasons) which extends from a point 1,252 metres west, north and then west again from a point 130 metres east of the eastern kerb-line of Green Dene (C44) westwards to a point 28 metres east of the westernmost end of the elongated grass island site situated at, or adjacent to, the junction of Epsom Road (A246), the unnamed service road leading to and from St Mary's Church, West Horsley and the unnamed service road leading to and from the car parks to the above-mentioned Church and to the area of land known as "Sheepleas" and also to Public Bridleway No. 100 West Horsley a distance of approximately 360 metres. It is, therefore, now intended to incorporate (without any change whatsoever) the 40 mile per hour speed limit imposed by that Order on the affected length of the A246 Epsom Road at West Horsley into the proposed new Speed Limit Order which would implement the proposed reduction of the existing 50 to a 40 mile per hour speed limit on the further length of the A246 Epsom Road at West Horsley and East Clandon referred to in paragraphs 11, 12 and 13 below of this Statement of Reasons. However, the above-mentioned Order of 2019 also made certain legal drafting amendments to the existing Speed Limit Orders referred to in paragraphs 8 and 17 of this Statement of Reasons, so it will be left in force only in so far as it relates to those legal drafting amendments.

10. The various existing Speed Limit Orders referred to above in this Statement of Reasons (in so far as they relate to the A246 Guildford and/or Epsom Roads which lie between the boundary between the Borough of Guildford and the District of Mole Valley and a point 677 metres south-west of its junction with the circulatory carriageway comprised within the roundabout known locally as either the "Window Box" or the "Bell and Colvill" Roundabout (and also certain other roads in the Effingham area)) have now become extremely difficult to interpret due to the confusion between and the multiplicity of the various amendments and subsequent amendments and the age and complexity of all of those existing Speed Limit Orders that currently enforce the existing 30, 40 and 50 mile per hour speed limits on the lengths of roads referred to immediately above. Additionally, it is now proposed to reduce the existing 50 to a 40 mile per hour speed limit on a further length of the A246 Epsom Road in the West Horsley and East Clandon areas (see paragraphs 11, 12 and 13 below of this Statement of Reasons), which would result in further amendments being required to the various Speed Limit Orders referred to in paragraphs 6, 7 and 9 above of this Statement of Reasons, making them even more difficult to understand and interpret. This position also makes it more difficult for the Police to enforce these speed limits. An additional complication is that that length of the A246 Epsom Road lying between two points 677 and 776 metres south-west of the junction of the A246 Epsom Road with the circulatory carriageway in the "Window Box Roundabout" and/or the "Bell and Colvill Roundabout" (a distance of 99 metres) has been omitted from all of those Orders, leading to that length of the A246 Epsom Road being subject to the national speed limit of 60 miles per hour for single carriageway roads (see paragraphs 14 and 15 below of this Statement of Reasons). It is, therefore now intended to correct this error and to incorporate all the existing 30, 40 and 50 mile per hour speed limits on the lengths of the A246 Epsom Road and Guildford Road referred to above

and lying within the Parishes of East Horsley, West Horsley and Effingham (and certain other roads lying in the Effingham Village area in the Parish of Effingham) into a new Speed Limit Order for ease of reference and to enable easier enforcement by the Police.

Proposed reduction of the existing 50 mile per hour to a 40 mile per hour speed limit on a further length of the A246 Epsom Road at West Horsley and East Clandon

11. As indicated in paragraphs 6 and 7 above of this Statement of Reasons, a 50 mile per hour maximum speed limit currently applies to that length of the A246 which extends from a point 28 metres east of the westernmost end of the elongated grass island site situated at, or adjacent to, the junction of Epsom Road (A246), the unnamed service road leading to and from St Mary's Church, West Horsley and the unnamed service road leading to and from the car parks to the above-mentioned Church and to the area of land known as "Sheepleas" and also to Public Bridleway No. 100 West Horsley south-westwards to a point 677 metres south-west of the junction of Epsom Road (A246) with the circulatory carriageway comprised in the "Window Box Roundabout" and/or the "Bell and Colvill Roundabout"
12. Residents of the West Horsley area and the West Horsley Parish Council have raised concerns with their elected members (Parish, Borough and County) about the existing 50 mile per hour speed limit on the part the A246 Epsom Road indicated in paragraph 11 above of this Statement of Reasons. They have requested that a review of the existing 50 mile per hour speed limit take place. At the March 2021 Guildford Joint Committee (consisting of elected members of both SCC and GBC) agreed to include this review in the 2021/22 programme. Consequently, a speed limit assessment has been carried out on that section of A246 Epsom Road stated in paragraph 11 above following the processes set out in Surrey County Council's Policy "Setting Local Speed Limits".
13. Following the results of the speed limit assessment and discussion with the Police, it is now proposed to reduce part of this 50 to a 40 mile per hour maximum speed limit, this part extending from a point 28 metres east of the westernmost end of the elongated grass island site situated at, or adjacent to, the junction of Epsom Road (A246), the unnamed service road leading to and from St Mary's Church, West Horsley and the unnamed service road leading to and from the car parks to the above-mentioned Church and to the area of land known as "Sheepleas" and also to Public Bridleway No. 100 West Horsley south-westwards to a point 175 metres south-west of the junction of Epsom Road (A246) with the circulatory carriageway comprised in the "Window Box Roundabout" and/or the "Bell and Colvill Roundabout". The County Council are promoting this proposed reduction of the existing maximum speed limit on safety and environmental grounds. The imposition of lower speed limits can lead to a reduction in the number of road injury accidents if the speed limit is effective. Research published by the former Department of Environment, Transport and the Regions ("DETR") in "New Directions in Speed Management" indicates that, broadly, each 1 mile per hour reduction in average speed can reduce accident frequency by up to 5%. The severity of injuries caused by accidents also increases with higher collision speeds.

Proposed imposition of a 50 mile per hour speed limit on a further length of the A246 Epsom Road at West Horsley and East Clandon and a legal drafting amendment affecting the existing 40 mph speed limit on that road

14. As indicated in paragraphs 6 and 7 above of this Statement of Reasons, in 2003, a 50 mile per hour speed limit was introduced on that length of the A246 Epsom Road at West Horsley which extends from a point 677 metres south-west of the junction of Epsom Road (A246) with the circulatory carriageway comprised in the “Window Box Roundabout” and/or the “Bell and Colvill Roundabout” north-eastwards and then eastwards to a point 1,252 metres west, north and then west again from a point 130 metres east of the eastern kerb-line of Green Dene (C44). In 2004, a 50 mile per hour speed limit was introduced on a further length of the A246 Epsom Road at West Horsley and East Clandon, this additional length extending from a point 776 metres south-west of the junction of Epsom Road (A246) with the circulatory carriageway comprised in the “Window Box Roundabout” and/or the “Bell and Colvill Roundabout” south-westwards and then westwards to a point 679 metres west of the western kerb-line of New Road (C38) , a distance of 1,867 metres. The reasons for imposing these speed limits were given in two Statements of Reasons which are attached, respectively, as Appendix A and Appendix B to this Statement of Reasons.
15. This creates a gap of 99 metres between these two lengths of 50 mile per hour speed limit. This gap lies between the two points 677 and 776 metres south-west of the junction of the A246 Epsom Road with the circulatory carriageway comprised in the “Window Box Roundabout” and/or the “Bell and Colvill Roundabout”. The effect of this is that, legally, there is a short length of the A246 Epsom Road (99 metres) at East Horsley and East Clandon which is subject to the national speed limit of 60 miles per hour for single carriageway roads. It is not now known why this error occurred, presumably an error was made in measuring the distances involved at the time that the two Speed Limit Orders referred to above in paragraphs 6 and 7 of this Statement of Reasons were made in 2003 and 2004. This is undesirable for the following reasons -
 - (a) the Police require a minimum length of 600 metres to be able to enforce any speed limit so the length of 99 metres of national speed limit of 60 miles per hour speed limit is effectively unenforceable as it is far too short;
 - (b) it clearly does not reflect the current signing position on the ground where the existing 50 mile per hour speed limits are indicating as extending continuously from a point 28 metres west of the westernmost end of the elongated grassed island site situated at, or adjacent to, the junction of Epsom Road (A246), the unnamed service road leading to and from St Mary’s Church, West Horsley and the unnamed service road leading to and from the car parks to the above-mentioned Church and the area of land known and “Sheepleas” and also to Public Bridleway No. 100 West Horsley south-westwards and then westwards to a point 679 metres west of the western kerb-line of New Road, East Clandon (it is considered that this is the position that was intended to be introduced on the ground in 2003 and 2004) (NOTE – there is a further Speed Limit Order made in 2006 which continues the 50 mile per hour speed limit on the A246 Epsom Road

in a westerly direction from a point 679 metres west of the western kerb-line of New Road, East Clandon to a point in Merrow approximately 30 metres east of the Roundabout situated at, or adjacent to, the junction of the A246/A25 Epsom Road, Epsom Road (D4009) (also known as "Trodds Lane") and Park Lane (B2234) where the existing 30 mile per hour speed limit imposed by the street lighting system commences. This Order is completely unaffected by the changes referred to elsewhere in this Statement of Reasons, so it is intended to leave it in force as no changes whatsoever are required to be made to that Order); and

- (c) such a series of changes in maximum speed limits in such short lengths of the A246 Epsom Road would be confusing to motorists and lead to inconsistency of speed limits in the area.

It is, therefore, now proposed to impose a 50 mile per hour speed limit on the above-mentioned 99 metre length of A246 Epsom Road at East Clandon and West Horsley for the reasons given in sub-paragraphs (a) to (c) inclusive above.

Manor Gardens, Effingham

- 16. In 2013 a 30 mile per hour speed limit was introduced, inter alia, on certain lengths of the A246 Guildford Road and the two service roads also known as "Guildford Road" and numbered as the D637 at Effingham This applies either by virtue of the street lighting system on the A246 Guildford Road or by certain provisions of the Order of 2013 referred to in paragraphs 4 and 8 above of this Statement of Reasons. However, it appears that an error was made at that time regarding Manor Gardens, which is a cul-de-sac leading off one of the service roads known as "Guildford Road". It is considered that an error was made in 2013 as Manor Gardens does not have a system of street lighting which would have automatically imposed a 30 mile per hour speed limit by virtue of the provisions of Sections 81(1) and 82(1)(a) of the Road Traffic Regulation Act 1984 and was omitted in error from the aforesaid Order of 2013. The effect of this is that, legally, the whole of Manor Gardens is subject to the national speed limit of 60 miles per hour for single carriageway roads within an area that is otherwise wholly subject to a 30 miles per hour speed limit, either by Speed Limit Order or by a system of street lighting. It is therefore proposed to correct this error by imposing a 30 mile per hour maximum speed limit on the entire length of Manor Gardens.

Drafting amendment

- 17. In 2015 a further Speed Limit Order was made imposing various speed limits on certain lengths of Shere Road (D258) (also known as "Chalk Road"), West Horsley, Poyle Road (C19) Tongham, Wisley Lane (D241), Wisley and While Lane (C18), Tongham. This Speed Limit Order also made some amendments to certain other pre-existing Speed Limit Orders, one of which was The Surrey County Council Various Roads in the Parish of West Horsley (40 mph Speed Limit and 50 mph Speed Limit) Order 2003 (referred to in paragraph 6 above of this Statement of Reasons). As it is now proposed to revoke this Order in its entirety, it is intended to remove the relevant amendment article from the Order of 2015. However, apart from this change, this will not affect the Order of 2015 in any way whatsoever and all the other changes it made and the

various speed limits that it currently enforces will remain in place without any change whatsoever.

APPENDIX A

IMPOSITION OF A 40 MPH SPEED LIMIT ON PART OF THE D258 SHERE ROAD, WEST HORSLEY AND A 50 MPH SPEED LIMIT ON PART OF THE A246 EPSOM ROAD/GUILDFORD ROAD, WEST HORSLEY - STATEMENT OF REASONS FOR MAKING THE SPEED LIMIT ORDER

The County Council are making The Surrey County Council Various Roads in the Parish of West Horsley (40 mph Speed Limit and 50 mph Speed Limit) Order 2003 on safety and environmental grounds following a speed limit assessment of the A246 Epsom Road/Guildford Road and Shere Road (D258) (also known as "Chalk Road") in the West Horsley area.

A reduction in vehicle speeds can lead to a reduction in the number of road injury accidents. Research published by the former Department of the Environment, Transport and the Regions (DETR) earlier last year in "New Directions in Speed Management" indicate that, broadly, each 1 mile per hour reduction in average speed can cut accident frequency by up to 5%. The severity of injuries caused by accidents also increases with higher collision speeds. A reduction in vehicle speeds can also lead to reduced noise levels, particularly from tyres.

Speed limit assessments and vehicle speed surveys have been carried out on the lengths of the A246 Epsom Road/Guildford Road and D258 Shere Road referred to above. These have determined that a 40 mile per hour speed limit or a 50 mile per hour speed limit is the most appropriate for the lengths of Shere Road (D258) or Epsom Road/Guildford Road (A246) respectively which are shown on Drawing No. 45280/001 attached to this Statement of Reasons.

Shere Road (D258) (also known as "Chalk Road") is between 5 metres and 6 metres wide with residential properties on both sides and no footways. It is used by pedestrians, equestrians and cyclists.

The A246 Epsom Road/Guildford Road is a Principal Road with a number of side roads including entrances to/exits from a Garden Centre and Cranmore School.

The imposition of the 40 mile per hour and 50 mile per hour speed limits referred to above should lead to a consequent reduction in maximum traffic speeds which should, therefore, lead to improved safety for vulnerable road users and reduce the occurrence of injury accidents, particularly near junctions and private accesses.

WEST HORSLEY 40-50SR (MADE)

APPENDIX B

IMPOSITION OF EITHER A 30 MPH, 40 MPH OR A 50 MPH SPEED LIMIT ON CERTAIN ROADS AND LENGTHS OF ROADS IN THE EAST CLANDON AREA - STATEMENT OF REASONS FOR MAKING THE SPEED LIMIT ORDER

The County Council now intend to introduce either a 30 mile per hour, 40 mile per hour or 50 mile per hour speed limit on certain roads and lengths of roads in the East Clandon area for the following reasons -

- (a) such speed limits to be introduced as part of a village wide safety scheme, including the adjacent A246 Guildford-Leatherhead Road. The scheme will also include enhanced road signing, road markings and re-surfacing;
- (b) such speed limits to be introduced to improve actual and perceived road safety concerns within the village and on the adjacent A246 Guildford-Leatherhead Road adjacent to the village. In particular on the A246 Guildford-Leatherhead Road at its junctions with The Street and New Lane, where a number of personal injury accidents have occurred;
- (c) such speed limits to be introduced to enhance the quality of life for the residents of East Clandon village by reducing the speed of traffic within and approaching the village, thus improving safety and protecting the surrounding environment.

APPENDIX C

GUILDFORD ROAD (A246), EFFINGHAM -

REDUCTION OF THE EXISTING 50 MPH AND 40 MPH MAXIMUM SPEED LIMIT ON CERTAIN PARTS OF THE ABOVE-MENTIONED ROAD TO EITHER A 40 OR 30 MILES PER HOUR MAXIMUM SPEED LIMIT -

STATEMENT OF REASONS FOR MAKING THE SPEED LIMIT ORDER

The County Council are promoting the above-mentioned reductions in the existing speed limits on certain parts of the A246 Guildford Road at East Horsley and Effingham on safety and environmental grounds following a decision made by the Cabinet Member for Transport and Environment. This decision was based on the proximity of the Howard of Effingham School and the consequent use of this part of the road by school children, the presence of a pelican pedestrian crossing and the nature of the frontage development (which has the character of a village) for the section of road on which it is intended to reduce the existing maximum speed limit of 40 miles per hour to 30 miles per hour speed limit (see below for details of the length of road affected by this change). On the length of road on which it is now intended to reduce the existing maximum speed limit of 50 mile per hour to 40 miles per hour, the decision was based on the fact that this length of road is relatively narrow and enclosed by trees, with quite tight bends and pronounced gradients between crests and troughs, all of which have the effect of reducing sensible driving speeds to below 50 miles per hour over much of this section. This section of road is unlit and speeds tend to drop further at night. It is considered that by reducing the speed limit to 40 miles per hour that this will assist in contributing to a reduction in existing speeds and a consequent improvement in road safety (see below for details of the length of road affected by this change).

The referral for a final decision was made to the Cabinet Member by the Guildford Local Committee at their meeting on 9 March 2011, following a speed limit assessment on the above-mentioned lengths of road. A speed limit assessment is a method of determining the most appropriate speed limit for a particular length of road and takes into account factors such as the level of road side development, accidents, pedestrian usage and the presence of schools, etc.

Consequently it is now intended to reduce the existing maximum speed limit of 40 miles per hour to a maximum speed limit of 30 miles per hour on the following length of road:

- A246 Guildford Road, Effingham from a point 10 metres south-west of the south-western property boundary line of "Dolphin House" Guildford Road north-eastwards and then eastwards to a point 10 metres east of

the eastern kerb-line of Manorhouse Lane (D267) (at the lamp column situated opposite No. 2 Woodlands Road).

Additionally, it is also intended to reduce the existing maximum speed limit of 50 miles per hour to a maximum speed limit of 40 miles per hour on the following length of road:

- A246 Guildford Road, East Horsley and Effingham from a point 130 metres east of the eastern kerb-line of Green Dene (the termination point of the existing 40 mile per hour speed limit in A246 Guildford Road, East Horsley) (in the vicinity of its junction with Park Horsley) eastwards to a point 1,042 metres west, then south-west and then west again of its junction with Woodlands Road (being a point in the vicinity of the properties presently known as “Chatley House” and “Whistlers Farm”, Guildford Road, Effingham, Leatherhead, Surrey, KT24 5QD).

The imposition of lower speed limits can lead to a reduction in the number of road injury accidents if the speed limit is effective. Research published by the Department of the Environment, Transport and Regions (“DETR”) in ‘New Directions in Speed Management’ indicates that, broadly, each 1 mile per hour reduction in average speed can reduce accident frequency by up to 5%. The severity of injuries caused by accidents also increases with higher collision speeds.

APPENDIX D

EPSOM ROAD (A246), WEST HORSLEY -

REDUCTION OF THE EXISTING 50 MPH MAXIMUM SPEED LIMIT ON A LENGTH OF THE ABOVE-MENTIONED ROAD TO A 40 MILES PER HOUR MAXIMUM SPEED LIMIT AND CONSEQUENTIAL DRAFTING AMENDMENTS TO EXISTING SPEED LIMIT ORDERS AFFECTING THE ABOVE-MENTIONED ROAD -

STATEMENT OF REASONS FOR MAKING THE SPEED LIMIT ORDER

Reduction of the existing 50 to a 40 mile per hour speed limit on a length of the A246 Epsom Road, West Horsley

West Horsley Place, Epsom Road, West Horsley has proposed the change of use of the Manor House, The Stables, The Coach House and various barns at West Horsley Place to uses which promote the visual and performing arts including teaching, production, participation in and display of arts and indoor and outdoor crafts and skills, along with the use of the estate as a venue for weddings and other functions (all within Use Class D1 and D2), overnight accommodation in The Manor House (ancillary to the D1 and D2 Uses), staff flats in The Manor House (ancillary to the D1 and D2 Uses), extended use of the existing Theatre for arts, educational, cultural and conferencing uses (Classes D1, D2 and *sui generis* (theatre)), filming on the estate and a new car park adjacent to Place Farm to support these uses.

The existing 40 mile per hour speed limit to the east of the site is to be extended west past the site to St Mary's Church, West Horsley in place of the existing 50 mile per hour speed limit. The implementation of the lower speed limit with the gateway feature and traffic island should result in vehicles travelling at lower speeds on this stretch of the A246 Epsom Road at West Horsley. The reduction of the existing 50 to a 40 mile per hour speed limit, as indicated above, has been assessed and agreed with the Surrey Police and the County Council's Road Safety Audit Team.

Consequently, the existing maximum speed limit of 50 miles per hour is to be reduced to a maximum speed limit of 40 miles per hour on the following length of road:

- A246 Epsom Road, West Horsley that length which extends from a point 1,252 metres west, north and then west again from a point 130 metres east of the eastern kerb-line of Green Dene (C44) westwards to a point 28 metres east of the westernmost end of the elongated grass island site situated at, or adjacent to, the junction of Epsom Road (A246), the unnamed service road leading to and from St Mary's Church, West Horsley and the unnamed service road leading to and from the car park to the above-mentioned Church and Public Bridleway No. 100 West Horsley, a distance of approximately 360 metres.

Drafting amendments

As indicated above there is an existing Speed Limit Order (The Surrey County Council Various Roads in the Parish of West Horsley (40 mph Speed Limit and 50 mph Speed Limit) Order 2003) which imposes the existing 50 mile per hour maximum speed limit on the length of the A246 Epsom Road, West Horsley described above (and also on a further length of the A246 situated in the West Horsley area). It will be necessary to make some drafting amendments to this particular Order so as to legally allow for the reduction in the existing speed limit on the length of the A246 Epsom Road, West Horsley referred to above in this Statement of Reasons. These changes will not affect any of the remaining length of the existing 50 mile per hour speed limit imposed by the above-mentioned Order of 2003 on the A246 Epsom Road and Guildford Road in the West Horsley area.

Unfortunately, it has been noted that the above-mentioned Speed Limit Order of 2003 itself contains a minor textual error that now needs correcting. This is that, in Article 1 of that Order, the incorrect title of the Order has been stated – instead of the stated title of “The Surrey County Council Various Roads in the Parish of West Horsley (40 mph Speed Limit) Order 2003” it should have read “The Surrey County Council Various Roads in the Parish of West Horsley (40 mph Speed Limit and 50 mph Speed Limit) Order 2003”. Elsewhere within the Order of 2003 the correct title of the Order has been stated. It is now intended to correct this error so that consistency is maintained throughout that Order with regard to the citation of the title of that particular Order.

None of the changes described immediately above affect in any way whatsoever any of the speed limits currently enforced by the Order of 2003 (as subsequently amended), except as provided for in this Statement of Reasons.

Inclusion of an exemption in respect of special forces vehicles from any of the Speed Limit Orders imposing the existing or new 50, 40 or 30 miles per hour maximum speed limits on the A246 Epsom Road/Guildford Road, Crocknorth Road (C44) and Green Dene (C44/D259), East Horsley and Effingham, Shere Road (D258), West Horsley, Poyle Road, Tongham, Wisley Lane, Wisley and White Lane, Wanborough and Tongham, in the Borough of Guildford and on the A246 Guildford Road at Great Bookham in the District of Mole Valley

So as to comply with changes to national legislation introduced by The Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011, it is now intended to insert a provision in the new Speed Limit Order regarding the speed limits referred to above in this Statement of Reasons and also those speed limits currently enforced by The Surrey County Council Guildford Road (A246) Great Bookham in the District of Mole Valley (40 mph Speed Limit and Amendment) Order 2013, The Surrey County Council Crocknorth Road (C44) Green Dene (C44/D259) and Guildford Road (A246) East Horsley and Effingham in the Borough of Guildford (Revocation of 40 mph Speed Limit and 50 mph Speed Limit and Imposition of 40 mph Speed

Limit and 30 mph Speed Limit) Order 2013 and The Surrey County Council (Various Roads in the Parishes of Tongham Wanborough West Horsley and Wisley in the Borough of Guildford) (Revocation of 40 mph Speed Limit and 50 mph Speed Limit and Imposition of 40 mph Speed Limit and 30 mph Speed Limit) Order 2015 so as to exempt vehicles being used by special forces from any of those speed limits. It is a national requirement that any Speed Limit Order made after these Regulations became operational (14 April 2011) must now contain such an exemption. Prior to that date, the exemption which applies in certain circumstances to Special Forces automatically applies to any speed limit imposed by a Speed Limit Order (and, additionally, to certain other road traffic regulations as well). Unfortunately, the effect of these Regulations was not drawn to the attention of the County Council until April 2015. Consequently, any Speed Limit Orders made by Surrey County Council that are dated after 14 April 2011 are now being amended as the opportunity arises so as to take account of this change in national legislation