

A PROPOSED SPEED LIMIT ORDER IN CONNECTION WITH THE REDUCTION OF THE EXISTING 40 MPH SPEED LIMIT TO A 30 MPH SPEED LIMIT ON A LENGTH OF THE A31 FARNHAM ROAD AND ALSO A PROPOSED TRAFFIC REGULATION ORDER IN CONNECTION WITH THE BANNED LEFT-HAND TURN FROM A31 FARNHAM ROAD INTO THE DRIVE (D4017) IN THE TOWN OF GUILDFORD IN THE BOROUGH OF GUILDFORD -

STATEMENT OF REASONS FOR PROPOSING TO MAKE THE ORDERS

Proposed reduction of the existing 40 mile per hour speed limit to a 30 mile per hour speed limit on a length of the A31 Farnham Road at Guildford

In 1965 a 40 mile per hour speed limit was introduced on that length of the A31 Farnham Road which extends from its junction with Scillonian Road (D4018) south-westwards and then westwards to its junction with High View Road (D4017) by virtue of The London Traffic (40 m.p.h. Speed Limit) (No. 26) Order, 1965. Unfortunately, with the passage of time, the abolition of the former London Traffic Area, the various re-organisations affecting the former Ministry of Transport since 1965 (in this case now forming part of the Department for Transport), the necessary transfer of paper files and anyone who would still be employed by the Department for Transport who was involved with the processing and making of this Order such a long time ago, it is no longer possible to locate any documents in connection with the reasons for the imposition of this 40 mile per hour speed limit, other than a copy of the actual Order itself which imposes the actual speed limit. Although this length of the A31 Farnham Road is street lit, the effect of the above-mentioned Order of 1965 is to dis-apply the “automatic” 30 mile per hour speed limit that would normally apply by virtue of the provisions of Section 84(3) of the Road Traffic Regulation Act 1984.

However, during the last financial year, there have been a number of additional new requests for the reduction of speed limits on certain roads, one of which was for the extension of the existing 30 mile per hour speed limit on a section of the A31 Farnham Road at Guildford. At the March 2022 meeting of the Guildford Joint Committee (consisting of elected members of both Surrey County Council and Guildford Borough Council), elected members agreed to include this (and several other road safety schemes) in the 2022/23 programme. Speed limits can help to reduce accidents and improve safety for all road users. It has been shown that the slower a vehicle is travelling then the less likelihood there is of a serious or fatal injury occurring. It is expected that by extending the existing 30 miles per hour speed limit on the A31 Farnham Road that this will contribute to improving road safety and improving the environment in the vicinity. Following a request from the Guildford South-West County Councillor and local residents' to extend the existing 30 mile per hour speed limit on an additional section of the A31 Farnham Road, the Surrey County Council engineers discussed this request with the Police. There are several side roads that join the affected section of the A31 Farnham Road and some drivers have expressed their concerns regarding the speed of

some vehicles on that section of the A31 Farnham Road where they have difficulty exiting the side roads into the A31 Farnham Road.

The above-mentioned proposal will be advertised in the local press (The Surrey Advertiser). County and Borough Councillors and the Borough Council itself and stakeholders will also be consulted. The Police will also be formally consulted, though they have already indicated that they would not formally object to the proposal.

Proposed banning of the left-hand turn by all vehicular traffic from the A31 Farnham Road into The Drive (D4017) at Guildford

It is also proposed to prohibit the left-hand turn from the A31 Farnham Road into The Drive (D4017) on safety grounds following an assessment of the geometry of the two roads concerned. As indicated above, The Drive is numbered as a "D" road with a 30 mile per hour speed limit and has a two-way traffic flow. Drivers of vehicles are having difficulty turning into The Drive (D4017) from the A31 Farnham Road due to the acute angle of the turn that has to be made so as to enter The Drive (D4017). This position can potentially create a safety hazard to other motorists and, additionally, to other road users. Consequently, following the assessment and in consultation with the Surrey Police, it is proposed to prohibit the left-hand turn from the A31 Farnham Road into The Drive (D4017).

The alternative route for vehicles wanting to turn left into The Drive (D4017) from the A31 Farnham Road is to turn left into Friars Gate (D4018) instead and proceed into Curling Vale (D4018) and Litchfield Way (D4017) to reach the junction of that road with The Crossways (D4017), Manor Way (D4017) and The Drive (D4017).

The above-mentioned proposals will be advertised in the local press (The Surrey Advertiser). County and Borough Councillors and the Borough Council itself and stakeholders will also be consulted. The Police will also be formally consulted, though they have already indicated that they would not formally object to the proposals.

Details of the proposals

It is, therefore, proposed to -

- Reduce the existing 40 mile per hour speed limit to a 30 mile per hour speed limit in that length of the A31 Farnham Road at Guildford which extends from its junction with Scillonian Road (D4017) south-westwards to the lamp column lettered and numbered N38 situated at a point approximately 50 metres south of the junction of the A31 Farnham Road with the D4017 The Drive, an approximate distance of 520 metres.
 - Prohibit the left-hand turn by all vehicular traffic from the A31 Farnham Road into The Drive (D4017) at Guildford.
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