

Surrey County Council has published its formal response to the petition from West Clandon concerning traffic on the Street.

The petition focuses on reducing the speed limit through West Clandon village to 20mph, introducing restrictions on the size of HGV's and preventing vehicles mounting the pavements.

Numerous similar request for changes to the road network are made each year and the Local Committee has an annual budget for undertaking highway improvement and maintenance works, see agenda item 14, for 2016/17 budget allocations. All requests for significant changes such as those made by the petitioners are considered by the Transportation Task Group each Autumn, who report to the committee and make recommendations on which requests should be prioritised for funding and implementation in the following year. This petition will be considered by the task group later in the year, as well as the following officer comments, alongside requests from previous years and those made this year.

The A247 through West Clandon has a 30mph speed limit, however average speeds are known to be well in excess of this at between 35 and 40 miles per hour. Consequently for the past year or more Surrey County Council (SCC) highways officers and police road safety officers have been considering measures aimed at reducing speeds to nearer the 30mph limit in consultation with West Clandon Parish Council. Surrey Highways will be installing a vehicle activated sign (VAS) this Summer which is funded by the parish council. The sign will display '30 SLOW DOWN' when triggered by speeding vehicles. A second VAS sign is under consideration, as are alterations to

the conventional signs and road marking such as removing the centre line. The centre line was removed on the A248 through Albury last year and this measure is known to have a traffic calming effect. .

Given present vehicle speeds introducing a 20mph limit which is effective in reducing speeds to near 20mph would require significant interventions to the road layout to physically regulate speed. Such traffic calming typically takes two forms: vertical features such as road tables and speed cushions as found in Bellfields, or horizontal features such as kerb build - outs with priority give-way as found in Trodds Lane. Both types of physical traffic calming have to be illuminated at night, so are accompanied by enhanced street lighting, and as a result introducing a 20mph limit would be a high value highway scheme. Traffic calming has other secondary impacts in addition to changing the night-time ambience of a road. Road tables can generate noise and ground vibration while build-outs with priority give way are associated with vehicle braking and acceleration. Both types of traffic calming have been considered by the parish council and officers understand their view is that such changes and their secondary effects may be unlikely to be welcomed by the majority of residents, who if they were aware of them would be also less likely to support the introduction of a 20mph speed limit. The parish council would prefer to continue to work with SCC and the police to get speeds down nearer to the current 30mph limit.

Turning to restricting HGV's the A247 is one of the historic rural

A roads within Surrey and links settlements to the south of Guildford to the A3 trunk road and Woking. These rural A roads typically form the high street through the centre of villages such as West Clandon, as is the case to the south where the A248 passes through Albury and Chilworth for instance. Restricting HGV movements on these roads is simply not practicable since no alternative suitable roads exist.

Lastly highways officers and police road safety officers are very aware of locations where vehicles mount footways in order to pass oncoming traffic. New bollards will be considered, but in most places the footways are so narrow that a bollard would make it impossible to pass with a push-chair. Widening the carriageway and/or the footways would require land acquisition which is an expensive and lengthy process, likely to involve Compulsory Purchase Order (CPO) procedures which can trigger a Public Inquiry, and as a result SCC reserve land acquisition for major infrastructure projects such as construction of the A331 Blackwater Valley Route.