



NORMANDY VILLAGE SAFETY SCHEME PROPOSED SPEED LIMIT REVISIONS

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

14th DECEMBER 2006

KEY ISSUE

This report recommends implementation of lower speed limits on various roads in Normandy as part of the village safety scheme being implemented during the 2006/07 financial year.

SUMMARY

The report describes proposals for additional speed limit reductions following public consultation carried out with local residents on a package of safety-related improvements within Normandy Village. The package was approved by this Committee on 29th January 2004, since when the County's speed management policy has altered. The proposals in this report take account of the new policy.

Report by

LOCAL TRANSPORTATION MANAGER

Surrey Atlas Ref.

Pages 106 & 107

GUILDFORD B.C. WARD(S)

NORMANDY

COUNTY ELECTORAL DIVISION(S)

WORPLESDON

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the proposals detailed in this report and shown on attached plan number GU / 0818 be approved for implementation. A copy of the plan will be on display at the meeting.
- (ii) that the intention of the County Council to make the necessary Speed Limit Orders under Sections 82, 84 and part IV of Schedule 9 of the Road Traffic Regulation Act 1984 as set out in this report be advertised and, if no objections are received, the orders be made.
- (iii) that following consideration and, where possible, resolution of any objections or representations, the Orders be made.

INTRODUCTION and BACKGROUND

- 1 On 29 January 2004, the Committee approved a package of safety measures for Normandy Village subject to consultation with local residents, Parish Council and all interested parties.
- 2 An evening consultation was held in Normandy on 26 February 2004. This was attended by residents, members of Normandy Parish Council, elected members of County and Borough Councils, Surrey Police and representatives of the Wyke County Primary School. A further meeting was held at the school on 7 June 2004.
- 3 A number of specific additional items were put forward including reduction of existing speed limits on a number of roads within the village. Further discussions were undertaken with the Parish Council about the extent and lengths of roads concerned since the formal consultation stage.
- 4 In the meantime, the Local Transportation Service has progressed the implementation of two HGV bans ahead of the remainder of the project; these took effect during 2005/06.
- 5 A general location plan is shown overleaf.

THE PROPOSALS

- 6 The package of measures approved on 29 January 2004 included the following proposed speed limit alterations:
 - 20 mph on School Lane (complemented by traffic calming measures)
 - 40 mph on Cobbett Hill Road.



7 In addition the following further speed limit alterations are now proposed in line with the new speed management policy, as shown on plan number GU / 0818.

- 30 mph on the A323 Guildford Road from a point west of School Lane to Willey Green immediately north of the caravan site.
- 30 mph on Glaziers Lane from Guildford Road to Flexford Road
- 30 mph on Flexford Road from Glaziers Lane to Westwood Lane
- 30 mph on Westwood Lane from Flexford Road to a point immediately north of the rail bridge
- Extension of the 50 mph limit on the A323 Aldershot Road from the existing 50 mph limit east of Cobbett Hill Road to the end of the 30 mph limit near Willey Green (thus avoiding a short section of derestricted (60 mph) road between two lower limits)

CONSULTATIONS

8 These proposals have been raised as result of consultation and have the support of residents, the Parish Council and both County and Borough members. Surrey Police have been informally consulted and have no objections to the principle of the proposals.

FINANCIAL IMPLICATIONS

- 9 The detailed design of Normandy Village Safety Scheme has been funded by the LTP during 2006/07. The cost of order making and implementation can also be funded from this source. Implementation requires signage only; the costs are therefore modest and can be absorbed within the scheme budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 10 The scheme has no economic implications. It will improve both road safety and the quality of life for residents. This may have the effect of increasing local walking and cycling journeys.

DELIVERY & MONITORING OF LOCAL TRANSPORT PLAN OBJECTIVES

- 11 The effectiveness of the proposal against LTP objectives and strategies, and the monitoring regime planned are as follows:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Scheme will improve safety and perceived safety of all highway users
Environment	Positive benefits related to health (encouragement to walk)
Economy	No measurable effect
Integration	No measurable effect
Accessibility	Marginal improved accessibility throughout Normandy area for pedestrians and cyclists.

LTP STRATEGIES	EFFECT
Passenger Transport	No effect
Walking	Marginal positive effect
Cycling	Marginal positive effect
School Travel	Direct positive effects on travel to schools in the vicinity.
Traffic Management	No effect
Speed Management	Direct positive effect on reduction in speed within the village
Transport Telematics	No effect
Parking	No effect
Road Safety	Positive potential benefits to all road users
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED	
'Before' monitoring	Accident records, speed surveys and public consultation.
'After' surveys	Quantitative: Repeat of speed surveys and scrutiny of accident records Qualitative: Canvass views of those who have commented already, notably Normandy Parish Council and Surrey Police.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 12 The proposed lower speed limits should improve residents' perception of highway safety and the local environment. It is therefore recommended as an additional element of the Village Safety Scheme.

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BACKGROUND PAPERS

Normandy Village Safety Scheme consultation responses, HGV ban report
