



**OFFICER REPORT TO LOCAL COMMITTEE
(GUILDFORD)**

**HIGHWAYS SCHEMES UPDATE REPORT
7 DECEMBER 2011**

KEY ISSUES

To provide an update on the progress of highway improvement schemes (both ITS and developer funded). The Committee is asked to decide on proceeding with a number of speed limits.

SUMMARY

In March the Committee approved the 2011/12 programme of highway improvement schemes

Report by

Surrey Atlas Ref.

AREA HIGHWAY MANAGER

Various

GUILDFORD B.C. WARD (S)

COUNTY ELECTORAL DIVISION (S)

Various

Various

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD) ITEM 11

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note progress of highway improvement schemes.
- (ii) Resolve, or otherwise, to advertise the following speed limits
 - a. Paper Court Road, Ripley (current limit 60): 30mph
 - b. Tannery Lane, Send (current limit 60): 30mph
- (iii) Resolve, or otherwise, to ask the Cabinet Member for Transport and Environment to endorse the advertisement of lower speed limits for those roads listed in this report where the Police object to the proposed lower limit, and the Area Highway Manager also recommends against proceeding with the reduction without additional measures.
 - a. A246 Guildford Road, East Horsley to Effingham (current limit 50): 40mph
 - b. A246 Guildford Road, Effingham (current limit 40): 30mph
 - c. Wodeland Avenue, Guildford (current limit 30): 20mph
- (iv) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with proposed speed limits.

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD) ITEM 11

1.0 HIGHWAY IMPROVEMENT SCHEMES

The Committee approved the 2011/12 ITS programme at their meeting in March. In addition, the County Council intends to progress implementing three highway improvement schemes within Guildford, all specified in planning agreements and funded by developer contributions ('Section 106' schemes).

- **Annex 1** details progress on both ITS and S106 schemes.

2.0 SPEED LIMITS

In the past a number of roads have been assessed for speed limits against the County Council's previous Speed Limit Policy, and the Committee had asked that lower limits than the assessments recommended be introduced.

A new Speed Limit Policy was adopted in November 2011, and the same roads have now been assessed against this.

The November 2010 policy introduced the following entirely new provisions:-

'Local Committee may decide, exceptionally, to implement a speed limit which does not reduce speeds to a level approaching the new limit, although a new limit should always reduce average speeds. Where the Police object to the proposed speed limit reduction and the local officer also recommends against proceeding with the reduction without additional measures the decision should be endorsed by the Cabinet Member for Transport, having taken advice from officers and the Police. The Local Committee may find it useful to have a site visit of the road in question, to which the Cabinet Member should be invited.'

If the Local Committee or Cabinet Member considers that a proposed lower speed limit would not reduce average speeds sufficiently, then either:

- i) Retain the existing higher speed limit in order to manage speeds at a realistic level or:**
- ii) Implement other speed management measures to achieve speeds closer to the preferred limit, and then introduce the lower limit.'**

Assessments against new SCC Speed Limit Policy undertaken by Jacobs Consulting Engineers, results in italics as follows.

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A246 Guildford Road

East Horsley to Effingham

Results of assessment under new Speed Limit Policy

<i>Existing limit</i>	<i>50mph</i>
<i>Requested limit</i>	<i>40mph</i>
<i>85%ile speed</i>	<i>50.1mph</i>
<i>Mean speed</i>	<i>45.26mph</i>
<i>No. of collisions</i>	<i>5</i>
<i>Preferred speed (as per Policy)</i>	<i>50mph</i>
<i>Recommended speed</i>	<i>50mph</i>

'The existing speeds along this section of road are too high to recommend a reduction to 40mph.'

Commentary

The police do not support the introduction of limits lower than those indicated by assessment under the new Speed Limit Policy, and would object to the introduction of a 40mph limit in the absence of measures designed to reduce speeds.

The Area Highway Manager recommends against proceeding with a 40mph limit without the introduction of additional measures designed to reduce speeds.

A246 Guildford Road,

Effingham

Results of assessment under new Speed Limit Policy

Existing limit	40mph
Requested limit	30mph
85%ile speed	43.5mph
Mean speed	40mph
No. of collisions	
Preferred speed (as per Policy)	40mph
Recommended speed	40mph

'The existing speeds along this section of road are too high to recommend a reduction to 40mph.'

Commentary

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The police do not support the introduction of limits lower than those indicated by assessment under the new Speed Limit Policy, and would object to the introduction of a 30mph limit in the absence of measures designed to reduce speeds.

The Area Highway Manager recommends against proceeding with a 30mph limit without the introduction of additional measures designed to reduce speeds.

Wodeland Avenue, Guildford

Results of assessment under new Speed Limit Policy

<i>Existing limit</i>	<i>30mph</i>
<i>Requested limit</i>	<i>20mph</i>
<i>85%ile speed</i>	<i>30.2mph</i>
<i>Mean speed</i>	<i>25.8mph</i>
<i>No. of collisions</i>	<i>3</i>
<i>Preferred speed (as per Policy)</i>	<i>30mph</i>
<i>Recommended speed</i>	<i>30mph</i>

'In line with Surrey's Speed Limit Policy, the existing speeds are too high to implement a 20mph limit without the introduction of traffic calming measures.'

Commentary

The police do not support the introduction of limits lower than those indicated by assessment under the new Speed Limit Policy, and would object to the introduction of a 20mph limit in the absence of measures designed to reduce speeds.

The Area Highway Manager recommends against proceeding with a 20mph limit without the introduction of additional measures designed to reduce speeds.

Paper Court Lane, Ripley

Results of assessment under new Speed Limit Policy

<i>Existing limit</i>	<i>National (60)</i>
<i>Requested limit</i>	<i>30mph</i>
<i>85%ile speed</i>	<i>24.25mph</i>
<i>Mean speed</i>	<i>20.3mph</i>
<i>No. of collisions</i>	<i>0</i>
<i>Preferred speed (as per Policy)</i>	<i>40mph</i>
<i>Recommended speed</i>	<i>National</i>

'Although the assessment shows that the limit can be reduced it is recommended that the road remains at National speed limit. Existing speeds are already low due to the character of the road, with tight bends and poor forward visibility, and there are some sections that are very narrow therefore locating the required repeater signs to ensure they are visible will be difficult.'

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Commentary

The police do not support the introduction of limits lower than those indicated by assessment under the new Speed Limit Policy, but would not object to the introduction of a 30mph limit.

The Area Highway Manager considers a 30mph limit could be introduced without the introduction of additional measures designed to reduce speeds. However, such a signed limit is unlikely to have any effect on speeds, which are already well below 30mph.

Tannery Lane, Send

Results of assessment under new Speed Limit Policy

<i>Existing limit</i>	<i>National (60)</i>
<i>Requested limit</i>	<i>30mph</i>
<i>85%ile speed</i>	<i>24.45mph</i>
<i>Mean speed</i>	<i>19.6mph</i>
<i>No. of collisions</i>	<i>1</i>
<i>Preferred speed (as per Policy)</i>	<i>40mph</i>
<i>Recommended speed</i>	<i>National</i>

'Although the assessment shows that the limit can be reduced it is recommended that the road remains at National speed limit. Existing speeds are already low due to the character of the road, with tight bends and poor forward visibility, and there are some sections that are very narrow therefore locating the required repeater signs to ensure they are visible will be difficult.'

Commentary

The police do not support the introduction of limits lower than those indicated by assessment under the new Speed Limit Policy, but would not object to the introduction of a 30mph limit

The Area Highway Manager considers a 30mph limit could be introduced without the introduction of additional measures designed to reduce speeds. However, such a signed limit is unlikely to have any effect on speeds, which are already well below 30mph.

3.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

This report provides an update on the ITS programme approved in March, for which the budget available in 2011/12 is £263,000.

From 28 April 2011, highways work has been undertaken by our new contractors, coordinated by May Gurney who have been appointed following a rigorous tendering and selection process.

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4.0 CONSULTATIONS

Where appropriate, public and other consultations will be completed for individual schemes.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

6.0 CRIME AND DISORDER IMPLICATIONS

A well-managed highway network can contribute to reduction in crime and disorder.

7.0 CONCLUSION AND RECOMMENDATIONS

As above.

8.0 REASONS FOR RECOMMENDATIONS

As above.

9.0 WHAT HAPPENS NEXT

Officers will continue to progress delivery of ITS, developer funded schemes, and revenue maintenance works.

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