



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

SPEED LIMIT PRIORITISATION 2012/13

21 MARCH 2012

KEY ISSUE

This report documents progress on the Speed Limit programme over the past year, and proposals for addition to the implementation programme 2012-13.

SUMMARY

The Transportation Task Group met on 13 February 2012, to consider new speed limit requests and the prioritisation of speed limits for the financial year 2012/13. This report details the Task Group's recommendations and puts forward a list of speed limits to be assessed and/or implemented next year.

Report by

Surrey Atlas Ref.

AREA HIGHWAYS MANAGER

N/A

GUILDFORD B.C. WARD(S)

COUNTY ELECTORAL DIVISION(S)

ALL

ALL

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the updated Speed Limit programme shown in **ANNEXE A** be approved and Officers be authorised to progress the assessment and implementation of these during the 2012/2013 financial year, subject to the level of funding available and to their meeting the requirements of the County Council's Speed Management Policy.
- (ii) that the intention of the County Council to make the necessary speed limit orders be advertised and that if no objections are maintained, the various orders be made.

1. INTRODUCTION AND BACKGROUND

The Transportation Task Group meets annually to consider progress made in the programme of speed limits since the previous year. The Task Group also considers any new requests for speed assessments, and decides whether or not these should be recommended to the Committee for inclusion in the programme. The Task Group met on 13th February 2012 and this report sets out its recommendations.

2. PROGRESS ACHIEVED SINCE LAST YEAR

The Local Committee (Guildford), at its meeting on 9th March 2011, approved the 2011/2012 Speed Limit programme for investigation and, subject to meeting the Speed Limit Management Policy and to funding being made available, implementation. **ANNEXE A** lists these and the action taken since last year.

3. NEW REQUESTS FOR SPEED LIMITS

During the last year, there has been no speed limit request received for Task Group consideration.

4. EXISTING PENDING REQUESTS

4.1 Following the review of Speed Limit policy and this committee recommended that three sites, WodeLand Avenue, Guildford, A246 Guildford Road (Mole valley boundary to existing 50mph limit) and A246 Guildford Road (the 50mph section) be referred to Ian Lake, Cabinet Member for Transport and Environment for decision.

4.2 A site meeting was under taken on 26th January 2012, where Local Elected members for the area were also present. The decision of the Cabinet Member for Transport and Environment was as follows:

- **Wodeland Avenue:** I consider the existing 30mph limit should be retained until such time as measures are introduced to ensure speeds fall to the requested 20mph. We drove in a comfortable/safe manner and noted our speed in the mid-20's for most sections, so below the existing 30 limits, but significantly above the requested 20. We also had to stop at times at lines of parked cars to let opposing traffic pass. David advised one of the issues was this 'give-take' encourages some drivers to speed up to clear lines of parked cars and I doubt a reduction in the speed limit alone would alter this behaviour. John advised vertical traffic calming would be required to ensure speeds close to the desired 20. David also advised that 'rat-running' is an issue, with traffic using Wodeland Avenue and Mount Pleasant to avoid the town centre, which I can see would have its attraction for drivers, and would suggest traffic counts are undertaken to qualify the scale of the problem.
- **A246 Guildford Road, Effingham (From existing 50mph toward East Horsley boundary):** the requested 30 limit is reasonable provided some

accompanying physical measures are introduced to encourage drivers to adhere to the lower limit. This decision is based on driving the road at the two speeds (40 & 30), the of nature fronting development, which to some extent has the character of a village, the presence of the pelican crossing and traffic signal junction, and the proximity of the Howard of Effingham School which Bill advises means many schoolchildren walk along and cross the road along this stretch. Given all these factors, the 30 limit seems to me reasonable and will engender a greater sense of security in the local community. Given the rather open aspect for drivers through this section, I suggest John is asked to develop appropriate physical measures, possibly 30 roundels and gateways as discussed when we met. I would also support the idea of a Community Speedwatch, which Bill agreed to investigate.

- **A246 Guildford Road, Effingham (From existing 50mph toward East Horsley boundary):** the requested 40mph limit is reasonable. This decision is based on driving the road at the two speeds (40 & 50) as well as its character. The road is relatively narrow and enclosed by trees, with quite tight bends and pronounced gradients between crests and troughs, all of which restrict sensible driving speeds to well below 50mph over much of this section. The road is unlit, and having driven this route in darkness I know speeds drop further at night. I consider a 40 limit will see a reduction in speeds and improve road safety. Officers may consider additional physical measures, but in my view the nature of the road is more suited to a 40mph limit than the existing 50mph.

4.3 If members are minded, as indicated in **ANNEXE A** these could be statutory advertised and consulted upon subject to availability of funds. Following this stage, if no objections are raised, implemented.

5. FINANCIAL & VALUE FOR MONEY IMPLICATIONS

In past years the typical cost of implementing one site has been quoted as approximately £6,000, including legal, advertising and staff costs, plus the costs of signage and road markings. Detailed costs for individual schemes are not known until each scheme has been assessed. Funding of these proposals will be from the LTP allocation to Guildford.

6. SUSTAINABLE DEVELOPMENT IMPLICATIONS

The implementation of schemes on the Speed Limit Priority list will have a positive impact on the environment and on safety by addressing speed related accidents and perception about safety in the communities concerned.

7. OPTIONS

The Committee may choose to accept or reject any of the recommendations of its Transportation Task Group.

8. CONSULTATIONS

All proposed speed limits will be subject to appropriate consultation and formal advertisement as they are developed.

9. EQUALITIES AND DIVERSITY IMPLICATIONS

This report has no implications for equality and diversity.

10. CRIME AND DISORDER IMPLICATIONS

This report has no implications for crime and disorder.

11. CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

This report sets out the officer and task group recommendations for schemes to be included in the speed limits programme.

12. WHAT HAPPENS NEXT

Subject to available funds, those speed limits that have been approved, would be Statutory advertised and implemented and those under investigation would be reported back to committee in due course and will be implemented if they meet the Speed Limit Policy, subject to no objections being maintained.

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BACKGROUND PAPERS:	TRANSPORTATION TASK GROUP REPORTS: Speed Limit update 2011/1 2 New Speed Limit Requests 2011/12
