

**Item 24**

**A319 BAGSHOT ROAD SPEED LIMITS**

**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE IN SURREY HEATH**

18 MARCH 2004

**KEY ISSUE:**

To advise members of the outcome of the assessment of Surrey County Council's speed policy against the current speeds and speed limit along A319 Bagshot Road, West End.

**SUMMARY:**

Surrey Heath Local Transportation Committee set aside funds in 2003/04 to carry out an assessment of the current speeds along the A319 Bagshot Road, West End with a view of implementing appropriate changes.

The appraisal of speeds against the SCC Speed Management Policy has concluded that changes to limits along the A319 and selected approach roads to the roundabout are appropriate and meet the SCC Policy.

Traffic Orders will need to be advertised and implementation would take place as soon as practically possible.

**OFFICER RECOMMENDATIONS:**

That the Surrey Heath Local Committee:

- i) approve the proposed changes to speed limits along the A319 Bagshot Road (A322 to Pennypot Lane), A322 Guildford Road (A319 to High Street), Gordons Roundabout and approach roads in West End and authorise implementation as shown on Annex 1, and;
- ii) advertise a Traffic Order in accordance with the Traffic Regulations 1984 and to delegate authority to the Local Committee Chairman and Local Transportation Director to determine any objections to the Order.

**INTRODUCTION and BACKGROUND**

1. The Local Transportation Committee approved funding for reviewing and implementing speed limit changes along the A319 Bagshot Road, West End from it's junction with the A322 to the west and the existing 40mph limit between Pennypot Lane and Clappers Lane to the east, and also the length of A322 from it's junction with the A319 southwards to the High Street, West End.

2. A study has been undertaken to assess existing vehicle speeds of these lengths of road and compare these with 'appropriate speeds' determined using the SCC Speed Management Policy. The Speed Management Policy aims to identify the most appropriate speed limit for a road by assessing characteristics that should influence vehicle speeds such as accidents, roadside development, street lighting, footways, parking, frequency of junctions etc.
3. The comparison of 'appropriate speed' with 'actual speed' indicates whether the appropriate speed is realistic or if speed management measures are required.

### **ANALYSIS AND COMMENTARY**

4. The speed limit assessments carried out indicates that 40mph speed limit would be still appropriate on the A319 from A322 to the existing 40mph limit to the east.
5. In addition the A322/A319 roundabout (Gordons Roundabout) and approach roads will be included within the proposed 40mph limit. In order to rationalise the 40mph changes the remaining length of A322 between the roundabout and High Street to the south will be included within the 40mph Order. The roundabout, and length of A322 to the south was shown on the original proposals for changes and these lengths are reflected in the current proposals.
6. The attached Annex 1 shows the proposed changes to speed limits on the A319 Bagshot Road, A322 Guildford Road, and approaches from A322 Lightwater Bypass and B311 Red Road and can be summarised as follows:

<u>Road</u>	<u>Current</u>	<u>Proposed</u>
A319 Bagshot Road (A322 to Pennypot Lane)	Unrestricted	40mph
A322 Guildford Road (A319 to High Street)	Unrestricted	40mph
A322 Lightwater Bypass approach	Unrestricted	40mph
B311 Red Road approach	Unrestricted	40mph

7. The proposed changes will help bring speed limits in line with the Surrey County Council policy on speed management and is likely to be welcomed by the residents.
8. There have been 24 reported collision accidents along the A319 over the full length under review, and 3 accidents at Gordons roundabout over the 3 year period 2001-2003. The majority of the accidents have occurred in the vicinity of the Halebourne Lane junction and the bends to the east, and the Benner Lane junction.
9. Two fatal accidents occurred in November 2003 and March 2004 on the A319 east of Halebourne Lane. The outcome of the police investigations is yet to be received.

10. The A319 Bagshot Road has been subject to consideration at the County Council's Accident Working Group meetings, from which part of the A319 was resurfaced and signing enhanced.

### **CONSULTATIONS**

11. Surrey Police have been consulted on the proposals and are supportive of the change from unrestricted to 40mph, on the A319 Bagshot Road between the Gordons roundabout to the existing 40mph limit to the east. Surrey Police do not support inclusion of the roundabout or short section of A322 to the south of the roundabout within the changes. They consider including the roundabout will reduce the effectiveness of the limit change as drivers concentrate on the roundabout approach.
12. Surrey Police consider the 40mph signs will be far more effective if they are located after drivers have negotiated the roundabout and are not distracted by other features on the highway. They would like to see the new limit on the A319 beginning approximately 50 metres after the roundabout exit, and the limit on the A322 remaining in its present location. Surrey Police are not objecting to the proposals but would like their suggestions to be fully considered.
13. Local residents will be notified of the proposals, the Traffic Order will be displayed on site and in the local press, and West End and Chobham Parish Councils will be written to separately.
14. Residents have been seeking a lower speed limit along the Bagshot Road for a number of years and have, from their perspective, cited the accidents and presence of many houses as justification for reducing the speed limit. They are likely to support any reduction in speed limits.
15. Some residents have written previously requesting a 30mph limit, particularly in the vicinity of Gordons School. However this is not in accordance with the SCC Traffic Management Policy and is not supported by Surrey Police. The LTS is nevertheless in discussion with Gordons School assisting with their School Travel Plan and reducing vehicle movements from Bagshot Road.

### **FINANCIAL IMPLICATIONS**

16. The estimated cost to implement the scheme is estimated at £12,000. The costs will be met by the LTP for 2003/04 within budget set aside for the A319/Benner Lane junction improvements

### **DEVELOPMENT IMPLICATIONS**

17. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

### **CRIME & DISORDER IMPLICATIONS**

18. The promotion of quality schemes and projects that improve Surrey's highway infrastructure will assist in reducing the fear of crime and decrease the potential for injury accidents.

### **EQUALITIES IMPLICATIONS**

19. Throughout the scheme development process the Local Transportation Service will assess the opportunities and constraints of pedestrian mobility impairment with the aim of achieving the best possible outcomes whilst having regard for budget and practicality. A trained officer also assesses relevant schemes and consults with the local disabled access group (DASH) regarding any potential difficulties. Reduction in speed limits may encourage greater use of non-car related transport thus making travel along this road more attractive to those who cannot or prefer not to drive.

### **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

The proposed changes bring speed limits along A319 Bagshot Road into line with the SCC policy on speed management and will assist in enhancing the perceived safety and quality of life for residents.

In order to progress the scheme it is recommended the proposals be approved, advertised and implemented as soon as is practically possible.

**Report by: Martin Leppard, Senior Transportation Engineer, Surrey Heath Transportation Office**

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**BACKGROUND PAPERS: None**

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