

**Item 25**

**RESPONSE TO A PETITION REQUEST FOR A 30MPH SPEED  
LIMIT ON A322 GUILDFORD ROAD, WEST END & BISLEY**

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

10 JUNE 2004

**KEY ISSUE:**

To advise members of the receipt of a petition and to receive the officers response.

**SUMMARY:**

Surrey Heath Local Transportation Office has received a petition via Cllr Price from residents of West End & Bisley seeking the current speed limit on A322 Guildford Road of 40mph to be reduced to 30mph.

A speed limit assessment was previously carried out on the A322 Guildford Road in accordance with Surrey's Speed Management and Limit Policies. The results of the appraisal showed the current 40 mph limit was suitable and that any reduction would require physical measures to help reduce actual vehicles speed to comply with policy. The Guildford Road has been subject to the A322 Route Management Study over the past few years, from which a number of schemes have been implemented or are in the process of design and awaiting construction

Surrey is currently re-appraising its Manual of Policies and Standards (MaPS) document, within which the Policy for appraising speed limits is contained. It is likely that this revised policy version may provide more flexibility for setting limits on roads such as those passing through the villages of Bisley and West End.

**OFFICER RECOMMENDATIONS:**

That the Surrey Heath Local Committee:

- i) note receipt of the petition and;
- ii) undertake a further speed assessment of the A322 Guildford Road when the revised Speed Management and Limit Policies have been approved.

## **INTRODUCTION and BACKGROUND**

1. The Local Transportation Office has received a petition via Cllr Price from residents of West End and Bisley, seeking a reduction in the current speed limit of the A322 Guildford Road between the Borough near Stafford Lake, Bisley and Brentmoor Road, West End. The petitioners are seeking to reduce the speed limit from 40mph to 30mph.
2. The Guildford Road has been subject to the A322 Route Management Study over the past few years, from which a number of schemes have been implemented or are in the process of design and awaiting construction.

## **ANALYSIS AND COMMENTARY**

3. A speed limit assessment was previously carried out on the A322 Guildford Road in accordance with Surrey's Speed Management and Limit Policies. The results of the appraisal showed the current 40 mph limit was suitable and that any reduction would require physical measures to help reduce actual vehicles speed to comply with policy.
4. The County Council's Speed Management and Limit Policies aim to identify the most appropriate speed limit for a road by assessing characteristics that should influence vehicle speeds such as roadside development, street lighting, footways, parking and frequency of junctions etc. This helps to establish that any proposal is to a certain degree self-enforcing. Where speeds are not close to the desired limit then engineering measures can be considered to help restrain vehicle speeds.
5. The speed of vehicles along Guildford Road that are routinely recorded from Surrey's Speed Identification Device (SID) and from Radar observations, undertaken by Surrey Police, share relatively similar data to previous surveys. In view of this and that Surrey's Speed Management and Limit Policies have not changed, it is considered that a further appraisal is not likely to result in a different outcome.
6. Surrey is currently re-appraising its Manual of Policies and Standards (MaPS) document, within which the Policy for appraising speed limits is contained. It is likely that this revised policy version may provide more flexibility for setting limits on roads such as those passing through the villages of Bisley and West End.
7. The additional physical measures planned along the Guildford Road may further reduce speeds and affect a subsequent re-appraisal.

## **CONSULTATIONS**

8. The Surrey Heath LTS are already working with Surrey Police who at present would not support a reduction in the limit without the change conforming to the Speed Management Policy or other physical measures being implemented.

### **FINANCIAL IMPLICATIONS**

9. There are no financial implications at this stage. However, Surrey Heath Borough Council has previously agreed to contribute toward any future speed limit assessment and subsequent change.

### **DEVELOPMENT IMPLICATIONS**

10. 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**

11. 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**

12. 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.

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**BACKGROUND PAPERS: None**

Version No. 2      Date: 1/6/04      Time: 15.00      Initials: MSL      No of annexes: 0

G/T&T/Committee Item/A322 Committee