

Item 24

**A30 LONDON ROAD, SUNNINGHILL ROAD, SCHOOL ROAD, GROVE END AND
HALEBOURNE LANE SPEED LIMIT ASSESSMENTS**

**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE (SURREY HEATH)**

8th December 2005

KEY ISSUE:

To advise members of the outcome of speed limit assessments undertaken by Surrey County Council in conjunction with Surrey Police and current speed limit policy along the A30 London Road, Sunninghill Road, School Road, Grove End and Halebourne Lane, and seek approval for their alteration.

SUMMARY:

Surrey Heath Local Transportation Service has carried out an assessment of current speeds along the A30 London Road, (Pantiles – existing 40mph to limit to the borough boundary near Sunningdale), Sunninghill Road, (A30 London Road to the Borough Boundary), School Road, (between the existing 30mph limit and the A30), Grove End, (between the A30 and the existing 50mph for the A322) and Halebourne Lane, (between Windlesham Road and the A319 Bagshot Road) with a view of implementing appropriate changes.

The appraisal of speeds against the revised Surrey County Council Speed Management Policy has concluded that changes to all of the above sections of road would be appropriate and can be implemented within the current financial year.

Traffic Orders will need to be advertised and implementation can be undertaken this financial year.

OFFICER RECOMMENDATIONS:

That the Local Committee in Surrey Heath approve that:

- (a) a permanent traffic order be advertised under the Road Traffic Regulation Act 1984, the purpose of which will be to:
alter the speed limits on the A30 London Road, Sunninghill Road, Grove End, School Road and Halebourne Lane as shown in Annex A and B,

and subject to no objections being maintained, the traffic Order be made,

- (b) the Local Transportation Manager in consultation with the Chairman of the Local Committee resolve any objections received in connection with the proposal.

INTRODUCTION AND BACKGROUND

1. Following a consultation with residents around the junction of the A30 with Sunningdale Road the issue of speed was raised along the A30. Following a further review of accidents along the A30 London Road, Grove End, School Road and Sunningdale Road it was proposed to carry out speed limit assessments in conjunction with Surrey Police and the 'Road Safety Partnership,' under the County Council's Speed Management Policy.
2. The speed assessment for Halebourne Lane was brought about by a petition from local residents. The residents have paid, (via the parish council) for the cost of the assessment.
3. Surrey's Speed Management Policy aims to identify the most appropriate speed limit for a road by assessing the definition of the road whilst taking into account residential frontages, proximity to schools, pedestrian usage and accident history.
4. Once the preferred speed limit is identified through the assessment, a comparison can be made between this and the actual speeds recorded along the road. This will ascertain whether the preferred speed limit is realistic or whether speed management measures are required.

ANALYSIS AND COMMENTARY

A30 London Road/Sunninghill Road/School Road:

5. The speed limit assessments indicate that:
 - a. A change from the national speed limit to a 50mph speed limit would be appropriate for the A30 London Road, between the existing national limit/40mph terminal point near to Pantiles and the County Boundary near Sunningdale.
 - b. A change from the national speed limit to a 50mph speed limit would be appropriate for Grove End, between the existing national limit/50mph terminal point near to its junction with the A322 Bracknell Road and the A30 London Road.
 - c. A change from the national speed limit to a 30mph speed limit would be appropriate for School Road, between the existing national limit/30mph terminal point at Poplar Avenue and the A30 London Road.
 - d. A change from the national speed limit to a 40mph speed limit would be appropriate for Sunninghill Road, between the A30 London Road and the County Boundary. In addition Bracknell Forest have approached Surrey Heath Transportation Service as they are intending to introduce a 40mph limit through their section of the road.

Halebourne Lane:

- e. The assessment, undertaken in August, for Halebourne Lane concluded that a 30mph speed limit would be appropriate on the southern part of the Lane. This section of the road is more developed and has higher pedestrian/equestrian activity. North of Blind Lane the assessment indicated that a 40mph limit would be appropriate under the policy. However, this section of the lane is more rural with little residential development and the implementation of such a short length

of 40 mph limit where other similar roads would still be subject to the national limit were a concern.

Following discussion with the Police it was agreed that the short length of 40mph along the lane might lead to compliance problems. Furthermore, as a result of a request to undertake a speed assessment of Windlesham Road it was considered appropriate that the northern section of Halebourne Lane be determined later in conjunction with this assessment. It was also agreed that all the roads in the immediate area should be assessed in the near future including Highams Lane, Valley End Road, Chestnut Lane, Sparrow Row, Steep Hill, Woodcock Lane, Windlesham Road, Woodlands Lane, Rye Grove, Hook Mill Lane, Burnt Pollard Lane, Blackstroud Lane East, Hookstone Lane and Windlesham Road, (West End). This area review would also include the junction of Windsor Road/Windlesham Road and Red Lion Road.

It is therefore suggested that the 30-mph limit to the southern end of the lane be implemented now and that the change to the northern section of the road be considered along with the area wide review.

6. The following annexes show the extent of the alterations:
 - Annex A – Plan of proposed speed limit alterations to A30 London Road, Sunninghill Road, School Road and Grove Road.
 - Annex B – Plan of proposed speed limit alterations for Halebourne Lane.

CONSULTATIONS

7. Surrey Police have been consulted on the proposals and are supportive of the changes proposed. Surrey Police support is essential as they are responsible for subsequent enforcement.
8. A notice advertising the proposed Traffic Regulation Order will be displayed on site and in the local newspapers.

FINANCIAL IMPLICATIONS

9. If approved the costs for advertising of the speed limit changes for the A30 London Road, Grove End, School Road and Sunninghill Road will be charged to the Local Allocation Budget. It is proposed that the advertising of the changes to Halebourne Lane will coincide with the advertising of a change to the speed limit along Windsor Road, Chobham. This already forms part of an approved highway improvement scheme. The cost of the signs required to implement the speed limit on the above roads will be charged to the Local Allocation Budget.

SUSTAINABLE 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.

EQUALITIES IMPLICATIONS

11. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

CRIME & DISORDER IMPLICATIONS

12. The Surrey Heath Crime and Disorder strategy seeks to continually improve the safety of the community. The prohibition of U turn' movements at the junction will assist in doing so by helping to reduce vehicular conflict.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

13. Having carried out the assessments these indicate changes are in accordance with the Speed Limit Policy and as such it is recommended that these changes be advertised at the earliest opportunity.

RECOMMENDATIONS

That the Local Committee in Surrey Heath approve that:

- (a) a permanent traffic order be advertised under the Road Traffic Regulation Act 1984, the purpose of which will be to:
- i) alter the speed limits on the A30 London Road, Sunninghill Road, Grove End, School Road and Halebourne Lane as shown in Annex A and B,

and subject to no objections being maintained, the traffic Order be made,

- (b) the Local Transportation Manager in consultation with the Chairman of the Local Committee resolve any objections received in connection with the proposal.

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BACKGROUND PAPERS: None

Number of Annexes: 2