



OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

Response to a Petition

6th March 2008

KEY ISSUE

To receive the officer response to the petition for traffic calming measures throughout Windlesham.

SUMMARY

The Local Committee at its meeting on the 8th November 2007 received a petition from residents of Surrey Heath, containing 710 signatures. The petitioners '***call upon Surrey County Council (highways), Surrey Heath Borough Council and Windlesham Parish Council to undertake the necessary speed calming measures throughout Windlesham village in order to enforce the current 30mph speed limit***'.

Speeding has been highlighted as a main concern of residents in Surrey Heath and both Surrey County Council and Surrey Police continue to work together to help manage speed related problems wherever possible. The report outlines the current position with regard to speed management in Windlesham.

OFFICER RECOMMENDATIONS

This report is for information only.

INTRODUCTION AND BACKGROUND

1. The Local Committee at its meeting on the 8th November 2007 received a petition from residents of Surrey Heath, containing 710 signatures. The petitioners '***call upon Surrey County Council (highways), Surrey Heath Borough Council and Windlesham Parish Council to undertake the necessary speed calming measures throughout Windlesham village in order to enforce the current 30mph speed limit***'. The residents highlight Thorndown Lane, Woodlands Lane, Church Road, Kennel Lane, School Road and Heath Park Drive of particular concern.
2. Speeding has been highlighted as a main concern of residents in Surrey Heath and both Surrey County Council and Surrey Police continue to work together to help manage speed related problems wherever possible. This includes such initiatives as the speed poster and vehicle activated sign programmes and police community speed watch. Where practicable other measures may be considered, for example the County Council revised speed limits in the village in

2005 including the use of speed roundels and has more recently extended the 30mph limit in School Road up to the A30.

ANALYSIS AND COMMENTARY

3. **School Lane & Kennel Lane** - School Lane and Kennel Lane are already due to receive additional measures to assist with speed problems. Both roads and the 30mph section of Chertsey Road are due to receive permanent vehicle activated signs shortly. These are a 30mph reminder signs, which have been used successfully in another part of the District and it is hoped they will improve driver compliance in a similar way to those installed elsewhere. It should be noted that these signs will have a permanent power supply and are not the same type used more recently in Kennel Lane. It is fair to say that the reliability of these units has been poor. Since removal of the signs they have been fault checked and one is currently on test elsewhere in the District. In addition a vehicle activated bend sign will be installed on the Chertsey Road approaching the village. The works are part of a larger County Council programme but funding has also been made available by the Local Committee to increase the size of the programme. Work to install these will commence shortly and will be completed during March.
4. **Collision Data** - A review of collision data for the remaining roads does not indicate a speed related accident problem. In the last 3 years (Data January 2005 to November 2007 only) there has been one injury accident in Church Road, two in Woodlands Lane/Thorndown Lane and none in Heath Park Drive. On this basis physical traffic calming could not be considered a priority at the present time and any speed related problems would need to be addressed by other means.
5. **Church Road** - No recent speed data is available for Church Road and a request has been made for this to be obtained to determine the current position.
6. **Heath Park Drive** - Speed data had previously been sought for Heath Park Drive but the device used to obtain this could not be mounted in the road due to the shape of the lamp columns. A new mounting bracket has recently been obtained which overcomes this problem and data will now be sought to determine the current position.
7. **Woodlands Lane** – Again no recent data is available for the 30mph section of Woodlands Lane and currently it is not planned to obtain any. This is due ongoing discussions with the Highways Agency over the long-term arrangements to the M3 over bridge. The Highways Agency is currently researching safety improvements to the bridge parapets and has discussed outline proposals with Surrey and Surrey Police. These discussions indicate a desire to extend the 30mph limit to cover the bridge, which would be beneficial in two ways. Firstly, the design requirements for the parapet safety are less stringent with a 30mph limit and secondly in order to achieve this, engineering measures would be needed to influence driver speed at that point. Discussion has centred on reducing the carriageway width at the bridge and providing other features to influence speed and act as an ‘entry gateway’ to the village. The timescale is yet unknown for the work but Surrey will help develop proposals in conjunction with the Highways Agency programme.

8. **Thorndown Lane** – Speed data is available for Thorndown Lane and this indicates the mean speeds to be 32.14mph in a south westerly direction and 33.62mph in a north easterly direction. From the data 61% of vehicles were recorded exceeding the speed limit in the southwesterly direction and 68% in the northeasterly direction. The level of vehicles exceeding the limit is why Thorndown Lane has been included on both the speed poster and vehicle activated sign programmes. Vehicle activated signs have yet to be used in the road and this should be the initial course of action. The Committee will discuss the use of vehicle-activated signs elsewhere on the agenda, as there are ongoing revenue funding and resource issues to consider with the current units. Once a way forward is established the details of the rotational programme can be made known.

CONSULTATION

9. The Surrey Police have been consulted and support the recommendations. No direct consultation has been undertaken with local residents but this would be undertaken, subject to approval, in conjunction with the statutory advertising for the speed limit changes.

FINANCIAL IMPLICATIONS

10. There are no direct cost implications to this report. Clearly if measures were required in the future then funding would have to be considered along with other schemes and projects in the District when priorities are reviewed. The team will also seek to take advantage of any other funding streams or opportunities that may become available and make suitable bids to attract additional funding.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

11. Surrey has embraced the concept of sustainable development, which is the foundation of the County Council's Local Transport Plan, and it is committed to the vision of making Surrey a better place. The proposed Speed Management Programme will contribute towards making Surrey's roads safer for all users.

CRIME & DISORDER IMPLICATIONS

12. Speeding is identified as a main concern for residents in Surrey Heath. Surrey remains committed to working with the Surrey Police to tackle issues of speeding and to improve speed management measures wherever possible.

EQUALITIES IMPLICATIONS

13. 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.

WHAT HAPPENS NEXT

14. Speed data will be obtained for Heath Park Drive and Church Road following which this will be assessed with the casualty reduction officer to determine if any further action is required. The local team will continue to discuss proposals with the Highways Agency regarding Woodlands Lane.

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BACKGROUND PAPERS: Speed & volume data

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