



## OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

### Speed Limit Assessments 26<sup>th</sup> February 2009

#### KEY ISSUE

To report the outcome of speed limit assessments recently undertaken and to seek authority to advertise changes to those speed limits where applicable.

#### SUMMARY

Speed limit assessments have recently been undertaken for:

- The Maultway (between A30 and Old Bisley Road);
- Deepcut Bridge Road (between Old Bisley Road and the borough boundary);
- Old Bisley Road (between The Maultway and The Ridgewood Centre);
- Red Road (between The Maultway and Guildford Road);
- Guildford Road (between Red Road and the borough boundary);
- Fellow Green (between Guildford Road and Beldam Bridge Road);
- Beldam Road (between Fellow Green and Scott's Grove);
- Lucas Green (between Kerria Way and Priest Lane);
- Ford Road (between Lucas Green and Guildford Road);
- Queens Road (between Guildford Road and the borough boundary);
- Woodlands Lane, Windlesham (between Windlesham Park and the existing 30mph limit).

Some of the roads assessed are urban in their character, the others being rural. The 'preferred limits' have all be determined using appropriate hierarchy from Surrey's speed management policy document, 'Determining and Applying Speed Limits'. The hierarchy of preferred speed limits in rural areas determines those lengths of road to be assessed as villages, those that have just partial roadside development and lastly any other rural roads. For the urban roads the hierarchy of preferred speed limits determines lengths of roads within home zones, residential roads, busy town centre shopping streets, local distributor roads and strategic routes. Consideration is also given as to whether the length of road falls within Tier 1, primary roads and Surrey County distributor roads, or Tier 2, Surrey district distributors, local distributors and access roads.

The data to undertake the assessments have been collected and these along with the assessments are shown in Annex A. Plans of the proposed changes are shown in Annexes B & C.

## OFFICER RECOMMENDATIONS

### The Local Committee (Surrey Heath)

- i. notes the results of the speed limit assessments undertaken as listed in Annex A to the report,
- ii. gives authority to advertise a notice in accordance with the Traffic Regulation Act 1984 the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes as shown on Annexes A, B & C; and  
subject to no objections being maintained the order be made,
- iii. the Local Transportation Manager in consultation with the Chairman of the Local Committee and Local Member resolve any objections received in connection with the proposals.

## INTRODUCTION AND BACKGROUND

1. Surrey's policy for determining speed limits was approved and published in August 2005. This is a 4 step approach consisting of:

Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.

Step 2 – Determining of the preferred speed limit. Each road or site being considered under its respective location category: urban or rural. The road or site is then assessed against a number of pre-determined factors and definitions – a formulaic hierarchy – to determine the preferred speed limit. Further information about the 'hierarchy of preferred speed limits' is given in the analysis section of this report.

Step 3 – Comparison of the preferred limit to existing speeds. This determines the reality of the 'preferred limit' and the likelihood of driver compliance. Where existing speeds are at or close to, below, the preferred limit then changes would be considered appropriate. Where existing speeds are above the 'preferred limit' then either an appropriate higher limit is recommended, the existing limit retained, or speed management measures are introduced to achieve speeds closer to the preferred limit. It is essential therefore, that Step 3 of this process is conducted in close discussion with the Police so that a collective agreement can be reached on the implications of the 'preferred limit'.

Step 4 – Monitoring of a change in speed limit. Monitoring of any introduced speed limit to ensure levels of compliance is satisfactory or if a speed management measure would be useful in ensuring compliance.

2. Speed limit assessments and any subsequent changes to limits are generally undertaken to improve the overall safety of the road but in some cases are for environmental considerations. When requests are made a view is taken as to whether a speed limit assessment is beneficial. If so, the road or site is added to the assessment list. There are a number of roads in Surrey Heath on the assessment list: generally those roads with higher collision rates are given priority

## ANALYSIS AND COMMENTARY

3. The 'preferred limits' for all roads recently assessed as urban in their character have been determined using the urban hierarchy from the speed management policy document.

The hierarchy determines:

- (a) Home zones
    - specially designated residential streets
    - low speeds achieved through road layout and design
  - (b) Residential roads
    - off main routes
    - local residents needs have priority over "through" traffic
  - (c) Busy town centre shopping streets
    - easy access to public facilities (public transport, shops, businesses, schools) for pedestrians, cyclists, children and the elderly
    - pedestrians, cyclists, children and the elderly are given priority over "through" traffic
  - (d) Local distributor roads
    - routes in towns where maintenance of traffic movement is important
    - adequate provision of facilities for vulnerable road users
  - (e) Strategic routes
    - primary roads and county distributors within Surrey Distributor Network
    - priority given to movement of traffic
    - adequate facilities for vulnerable road users provided where necessary
4. The 'preferred limits' for all roads recently assessed as rural in their character have been determined using the rural hierarchy from the speed management policy document.

The hierarchy determines:

- (a) Quiet lanes
    - minor single-track lanes
  - (b) Road lengths within a village
    - 20 or more houses
    - a minimum length of 600m
    - density of at least 3 properties per 100m
  - (c) Road lengths with a partial roadside development
    - partial development but not great enough to be classed as a village.
  - (d) Other rural roads
    - sub divided between tier 1 & tier 2 roads. Tier 1 being trunk or A-class roads and tier 2 being district, local distributors or access roads.
5. When determining the preferred limit of 'other rural roads' as in 5(d) above then the collision rate per 100 million vehicle kilometres is required. This

collision rate determines the 'preferred limit' for tier 1 and tier 2 roads. For tier 1 roads a collision rate higher than 35 injury collisions would be designated 50mph whereas a collision rate of less than 35 would be designated as the national limit. For tier 2 roads the threshold is higher with locations of greater than 60 injury collisions designated as 40mph and those less than 60 designated as 50mph.

6. This requires the collection of speed and volume data, the number of collisions along each length for the preceding period (in this case 3 years plus the year to date) and the length of road to be assessed. This information along with the assessments is tabled in Annex A.
7. **B3015 The Maultway, Heatherside** – The entire length of the road, from the junction with the A30 to the Old Bisley Road junction, has been assessed. With the presence of a system of street lighting between the A30 and the junction of Red Road, The Maultway falls into two categories: urban (A30 to Red Road) and rural (Red Road to Old Bisley Road). In both cases this road is deemed to be a Surrey District distributor road.
8. Within the conditions set by the speed management policy the section of The Maultway between the A30 and Red Road is considered an urban road. As a result the policy suggests that a preferred limit of 40 mph may be suitable. However, further consideration suggests that whilst a system of street lighting exists the road is more rural in character due to its lack of frontage development on the eastern side. Assessing the road as a rural Tier 2 road this would result in a preferred speed limit of 50 mph.
9. There is concern that compliance would be an issue if a 40 mph limit were introduced particularly with the number of daily vehicle movements. Speed management measures could be investigated but it is considered that a reduction of limit to 50mph that would provide repeater signing along the length would have a positive impact on collisions and that of driver behaviour. In view of this Surrey Police are agreeable for a 50mph limit but not a reduction to 40mph.
10. Although there are a couple of access roads – leading to residential areas – off the length of road between Red Road and Old Bisley Road, and properties with direct access, there is insufficient development to assess this section of road other than for that of a Surrey District distributor road. For this reason the length has been assessed as a Tier 2 road. The accident level does not exceed the threshold of 60 collisions per 100 million kilometres for the section between Old Bisley Road and Cumberland Road but does for the section of Red Road to Cumberland Road: the result is a preferred limit of 50mph for the former section and 40 mph for the latter. To avoid fluctuations in speed limits along the full length of The Maultway, the recommended speed limit for this section of road (Red Road to Old Bisley Road) needs to be consistent and for this reason it is recommended a 50 mph limit be introduced for this section of road, which again has the agreement of Surrey Police.
11. **B3015 Deepcut Bridge Road, Deepcut** – The length of road between the Old Bisley Road junction and the existing 30 mph speed limit has been assessed. This road is a rural road and deemed to be a Surrey District distributor road. There are a couple of access roads along this length although there is insufficient roadside development to assess this section other than that of a Surrey District distributor road. For this reason the length has been assessed

as a Tier 2 road. The accident level exceeds the threshold of 60 collisions per 100 million kilometres and as such results in a preferred limit of 40mph. Existing mean speeds are above this level but following discussions with Surrey Police, it is considered that this section would act as a buffer zone to the existing 30mph limit in Deepcut. Clearly the length of this buffer could be reduced but as Old Bisley Road has been assessed as a 40mph limit, this junction is a practical location with which to commence. Therefore, it is recommended a speed limit of 40 mph can be introduced for this section of road.

12. **Old Bisley Road, Heatherside** – The length of the road between The Maultway junction and the existing 30 mph speed limit has been assessed. This road is deemed to be a local distributor road. The preferred limit under the policy assessment indicates that a 40mph limit is suitable. Existing mean speeds are below 40mph and for this reason the recommended speed limit for this section of road should be 40 mph.
13. **B311 Red Road, Lightwater** – The full length of the road, from the junction with the B3015 The Maultway and the A322 Guildford Road junction, has been assessed. Red Road is a rural road, is deemed to be a Surrey County distributor road and considered to form part of a strategic route. Although there are a couple of access roads, leading to residential areas and some properties with direct access, in general there is insufficient development to assess this section of road other than for that of a Surrey County distributor road. For this reason the length has been assessed as a Tier 1 road. The accident level exceeds the threshold of 35 collisions per 100 million kilometres and as such this results in a preferred limit of 50mph. Existing mean speeds are below this level and so the limit change from the existing 60 mph is recommended.
14. **A322 Guildford Road, West End and Bisley** – The length of the road from the junction with the B311 Red Road to the Surrey Heath Borough boundary has been assessed. With the presence of a system of street lighting Guildford Road is deemed to be an urban road: it is deemed to be a Surrey County distributor and is considered to form part of a strategic route. The existing mean speeds are above 30 mph and therefore compliance would be a problem given the number of vehicle movements per day.
15. The review of the speed limit along the A322 originated through the A322 route management work. A previous assessment also deemed the length to be unsuited to a reduction in the limit to 30mph and it was agreed that a further assessment would be undertaken once more measures, developed through the route management work, had been implemented. The recent assessment has been undertaken because further measures have now been implemented. However, in view of the current assessment, resulting in the recommendation to retain the 40mph limit, it is suggested that a specific meeting be arranged with the Surrey Police to review the length of road and to determine what strategies could be developed, the aim of which would be to ultimately reach a point where a 30mph limit would be acceptable in policy terms and to The Police for enforcement purposes.
16. **Fellow Road, West End** – The entire length of the road has been assessed. This road can be considered as urban, due to the system of street lighting in place, and to be a local distributor road. The preferred limit determined by the policy is 30mph and whilst mean speeds are slightly above 30mph, the Police

have no concern about the change and driver compliance. In view of this it is recommended the speed limit be reduced from 40 mph to 30 mph.

17. **Beldam Bridge Road, West End** – The length of the road between the junction with Fellows Road and the Kings Road junction has been assessed. This road can be considered as urban, due to the system of street lighting in place, and to be a local distributor road. The preferred limit determined by the policy is 30mph and whilst mean speeds are slightly above 30mph, the Police have no concern about the change and driver compliance. In view of this it is recommended the speed limit be reduced from 40 mph to 30 mph.
18. **Lucas Green Road, West End** – The unrestricted length of the road has been assessed. Although a short section between the existing 30 mph and the west entrance to Lucas Green Manor has street lighting (part of the street lighting system) the whole section assessed is deemed rural and considered to be a distributor road. For this reason the length has been assessed as a Tier 2 road. The accident level is below the threshold of 60 collisions per 100 million kilometres and as such results in a preferred limit of 50mph. However, bearing in mind the lack of facilities for vulnerable road users further discussion was held with Surrey Police. With mean speeds already considerably less than the assessed preferred limit and with so few traffic movements it was considered that a 30mph limit could be recommended without any problems of driver compliance. This has the full support of Surrey Police.
19. **Ford Road, Bisley** – The entire length of the road has been assessed. This road is considered to be rural and under the rural hierarchy is a distributor road. For this reason the length has been assessed as a Tier 2 road. The accident level is below the threshold of 60 collisions per 100 million kilometres and as such results in a preferred limit of 40mph. However, bearing in mind the lack of facilities for vulnerable road users further discussion was held with Surrey Police. With mean speeds already considerably less than the assessed preferred limit and with so few traffic movements it was considered that a 30mph limit could be recommended without any problems of driver compliance. This has the full support of Surrey Police.
20. **Queens Road, Bisley** – An assessment of the speed limit between the junction with the A322 Guildford Road and the Surrey Heath Borough boundary has been undertaken. The length of this road can be considered as either an urban road – there are systems of street lighting – or a rural single carriageway with frontage development – there are more than 20 houses with a density of at least three dwellings per 100 metres. Taking either definition the policy indicates a limit of 30 mph should be recommended. The section between the A322 Guildford Road and Chatton Row could be reduced to 30 mph; however, the existing mean speed is above 30 mph, nearing 40 mph in the vicinity of Mile Green. In view of this it is likely that there will be a problem with compliance, if the limit is reduced to 30 mph, without putting into place some form of traffic management measure(s). In view of this, it is recommended the existing speed limit remain at 40 mph at this stage, with the recommendation to arrange for this particular section to receive further consideration at the time the specific strategy review meeting, with Surrey Police, for the A322 Guildford Road is undertaken.
21. **Woodlands Lane, Windlesham** – An assessment of the speed limit for unrestricted the length of Woodlands Lane was undertaken in the Autumn of 2007 and the results reported to the meeting of the November 2007



Committee. This recommended no change to the speed limit, as the existing mean speeds were already lower than the 'preferred limit' assessed under the policy. Since that time discussion has been held with the Surrey Police about introducing a 40mph limit between Windlesham Park and the existing 30mph limit by the motorway bridge. Following discussion with local residents the Police have requested consideration of a 40mph limit in advance of the 30mph limit as they consider this would aid compliance of the 30mph limit through the outer section of the village. The data collected in 2007 indicates that the mean speeds along this length are below 40mph and the proposed new speed limit would be acceptable for compliance. The proposal is shown in Annex D.

### **CONSULTATION**

22. 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**

23. Where existing speed limits are reduced to 40 mph or below there is a requirement to reduce the road markings. The cost for changing road markings will include: removal of existing, placement of new, and traffic management (which may involve road closures).
24. The cost to advertise and implement the changes recommended is approximately £14,500. Budget provision has been made available from the local allocation budget and subject to satisfactory completion of the statutory procedures could be implemented prior to the new financial year.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

25. 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**

26. 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**

27. 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.

### **CONCLUSION & REASONS FOR RECOMMENDATIONS**

28. Speed assessments have been undertaken in accordance with Surrey's Speed Management Policy resulting in potential changes. As referred to earlier, speed is a main concern of Surrey Heath residents and the proposed changes would assist in helping provide a level of reassurance to the community and residents of those roads. Amending speed limits is one method of helping to manage speed and the speed management policy

seeks to ensure that any proposal recommended for change is realistic. The changes recommended in this report are realistic and are supported by the Police.

**WHAT HAPPENS NEXT**

29. Subject to approval, documentation would be prepared to enable the changes to be advertised. This would be taken forward as resources allow but with a view to the new limits being in place (subject to the satisfactory completion of statutory processes) during the first quarter of the 2009/10 financial year.

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**BACKGROUND** Speed & volume data

**PAPERS:**

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