



## OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

### RESPONSE TO PETITION REGARDING BREWERY ROAD

7 JULY 2010

#### KEY ISSUE

To advise the committee of the response to a petition received at the 3 February 2010 meeting.

#### SUMMARY

Petition urging Surrey County Council to install traffic calming on the bend in Brewery Road. The petition has 140 signatures.

#### Wording of Petition

“To reduce the speed of cars traveling along Brewery Road around the blind bend between Horsell Park Road and Old Malt Way, by installing speed tables on this part of the road. Traffic speeds here far exceed the speed limit on a regular basis. Residents cannot pull out of driveways safely and members of WHCC/Jimney Cricket Play Group and visitors to the doctors' surgery (which are all situated here) cannot cross the road safely due to restricted sightlines on this bend. Residents' fences and walls have been damaged or knocked down on numerous occasions by speeding motorists. We the undersigned call upon the Local Authority to implement speed prevention measures on the bend in Brewery Road, by installing speed tables.”

#### Concerns

Traffic travels too fast along Brewery Road and vehicles occasionally leave the carriageway on the bend, destroying roadside furniture. It is also difficult for pedestrians to cross Brewery Road.

#### OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to note the contents of this report.

## INTRODUCTION and BACKGROUND

1. The issue of speeding vehicles along Brewery Road has been raised before and in response, a Community Speed Watch team was established in Horsell and permanent Vehicle Activated Signs were erected close to Horsell Park and the middle access to Horsell Moor. The latter sign gives additional warning of the bend to traffic coming from Woking and the sign by Horsell Park flashes a reminder of the speed limit for traffic heading towards the town.
2. Traffic calming and a pedestrian crossing in the vicinity of the bend have previously been requested and are included as an item for consideration in our work programme. Physical traffic calming, such as speed tables or cushions, should only be introduced between existing speed reducing features and not in isolation such as around the bend in Brewery Road. This could potentially mean traffic calming from the mini-roundabout at Chobham Road to the mini-roundabout at Arthurs Bridge Road. The extent of forward visibility around the bend will determine if a pedestrian crossing could be constructed and if so, where.
3. We are aware that there have been a number of incidents where vehicles have left the carriageway on the bend although the majority have not resulted in recorded personal injury. During the last 3-year period, two personal injury collisions were recorded between Chobham Road and Arthurs Bridge Road. One of these, in July 2007, involved a single vehicle leaving the road on the bend and colliding with a lamp column in the early hours of the morning. The other injury collision resulted from the misuse of the crossing adjacent to Brewery Road car park, some distance from the bend.
4. At the end of March 2010, a series of 19 hazard marker posts were installed around the outside of the bend in Brewery Road to better define the bend, particularly at night, when the instances of vehicles leaving the carriageway tend to happen; the markings on the posts reflect the light from vehicle headlights and this will obviously be more effective at night time. A speed survey that our colleagues at Surrey Police undertook for us before the marker posts were installed suggested that there was quite good compliance with the speed limit. The recorded 85<sup>th</sup> percentile speeds (35.2mph) and average speeds (30.4mph) were not high enough for Surrey Police to take enforcement action. Although the intention of these marker posts was to highlight the bend rather than to reduce speeds, we would anticipate a slight speed reduction as a result of their introduction. Repeat speed readings will be arranged in due course.
5. In April 2010, residents, two borough councillors and a representative of Surrey Police met with SCC officers to discuss the situation and the latter gave an undertaking to investigate the possibility of installing

traffic calming along the road. The residents also asked for some idea of cost, based on recent, similar schemes.

## ANALYSIS AND OPTIONS

6. Consideration was given to whether the amount of traffic calming could be reduced, so that it did not have to extend from the mini-roundabout at Arthurs Bridge Road, all the way to Chobham Road. The provision of a mini-roundabout at the junction of Horsell Park was suggested at the meeting in April 2010 as a possibility of achieving this, with physical traffic calming being provided between that junction and Arthurs Bridge Road only.
7. A survey was undertaken of the various highways features along both sides of the road, such as the position of vehicles crossovers, lamp columns, manhole covers etc. These were plotted in order to assess whether traffic calming could be fitted in amongst them.
8. Although it would appear that speed cushions could be positioned along the road, the problem lies with providing a mini-roundabout at the Horsell Park junction. There is insufficient room within the extent of highway to provide any deflection into mini-roundabout, which is desirable to maintain low approach speeds and to prevent “straight lining” through the junction. In the absence of any deflection, vehicles can drive straight through the junction without having to slow down. This is of particular concern because a mini-roundabout would change the priorities at the junction and a vehicle could exit Horsell Park if there is no traffic approaching from its right. However, if a vehicle was approaching from the left, at speed because there is no deflection to negotiate, it could collide with the emerging vehicle. If the give way marking in Horsell Park needed to be moved further back, this would have a detrimental effect on the sightlines of vehicles emerging from the junction. It should be noted that in the last 3 years, there have been no personal injury collisions at the Brewery Road / Horsell Park junction.
9. It is possible to install mini-roundabouts with minimal or no deflection but the success of these is dependent upon the approach speeds of traffic on all arms of the roundabout. In this case, the crucial approach speeds would clearly be those on Brewery Road. Unfortunately, we have not been able to survey the speeds on these approaches. We do not have a budget for this work and due to staffing issues, our colleagues at Surrey Police are not able to help us as they have previously.
10. Further assessment and design work is needed to determine if a mini-roundabout could safely be installed at the Horsell Park junction. If it cannot be accommodated, it is likely that traffic calming would need to be continued to Chobham Road. This length of Brewery Road has not been surveyed but locations for traffic calming should be relatively

easy to identify, although it would more than double the length of road to be treated and, therefore, at least double the number of speed cushions that would be required. It should be mentioned that ground-borne vibrations can result from traffic calming (very rarely is this likely to cause structural damage) and street lighting improvements may be required, even though there is an existing system of street lighting. Additional signs, warning of the presence of traffic calming, would also be required; most of these would be in adjoining roads. Some residents, particularly those away from the bend, may consider this to be detrimental to their quality of life.

11. There is currently no Integrated Transport Scheme budget and it is unlikely that there will be for 4 years or so

### **CONSULTATIONS**

12. Apart from the site meeting mentioned earlier, no formal consultations have been carried out.

### **FINANCIAL IMPLICATIONS**

13. There is currently no budget available for any work along this road. A recent traffic-calming scheme utilising speed cushions elsewhere in the county cost approximately £60,000. When funds are made available to us again, the cost of such work could be significantly different and it should not be assumed that traffic calming in Brewery Road, if deemed appropriate, could be achieved for a similar price.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

14. There are no sustainable development implications.

### **CRIME & DISORDER IMPLICATIONS**

15. A traffic calming scheme should reduce the number of instances of vehicles travelling excessively fast along Brewery Road and reduce the number of vehicles leaving the carriageway and causing damage to private or county property.

### **EQUALITIES IMPLICATIONS**

16. There are no equalities implications.

### **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

17. The recommendation to note the contents of this report is the only one that can be given due to the budget position. The scheme should remain on the ITS programme for consideration at the appropriate time when funding is made available again.

## WHAT HAPPENS NEXT

- 18 No other work can be undertaken until the reinstatement of the Integrated Transport Scheme budget. Further work will be undertaken when the scheme is reached on the ITS programme and the rate of progress through that programme to this scheme will be dependant upon the budget that is received.

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**BACKGROUND PAPERS:** None

Version No. 1 Date: 23/06/2010 Time: 0900 Initials: KP No of annexes: 0