

Notice of Meeting

Cabinet Member for Highways, Transport and Flooding Decisions

**Date & time**

Wednesday, 9
March 2016 at 2.00
pm

Place

Mess Conference
Room, County Hall,
Kingston upon
Thames, Kt1 2DN

Contact

Andrew Baird or Rianna
Hanford
Room 122, County Hall
Tel 020 8541 7609 or 0208
213 2662

Chief Executive

David McNulty

andrew.baird@surreycc.gov.uk or
Rianna.hanford@surreycc.gov.uk



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This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Andrew Baird or Rianna Hanford on 020 8541 7609 or 020 8213 2662.

Elected Members
Mr John Furey

AGENDA

1 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

2 PROCEDURAL ITEMS

a Members' Questions

The deadline for Members' questions is 12pm four working days before the meeting 3 March 2016

b Public Questions

The deadline for public questions is seven days before the meeting 2 March 2016.

c Petitions

Notice of Petition

Received from Anna Smith, 139 signatures

Excetera buses are the contractors for the school buses to St Andrews school in Ashtead - the service and communication has been mostly appalling from the start of the school year. We have seen the fares double in price and yet still the bus drivers are not trained to an acceptable and safe standard with drivers not knowing the routes and missing out sections of bus stops until the children point this out to them. The service is often late because of the above and therefore unreliable resulting in the children being left at bus stops for long periods of time with no idea when a bus may arrive and missing the start of school on a very regular basis. The communication with the company is poor - emails are never responded to and calls to the office often go unanswered when trying to complain. We believe this service is unacceptable for our children and too expensive to continue to pay for unless some drastic improvements are made

A response will be tabled at the meeting

Notice of Petition

Received from Diane Doney, 139 signatures

We the undersigned call upon Surrey County Council to agree to undertake traffic monitoring around all new development sites:

1 month after release of each phase for large, phased developments, or completion for smaller sites and again 3 months after full occupation, to validate the data provided by the developer at the time of the application and to assess whether the input data was accurate or flawed, or whether the modelling software used by developers requires to be adapted. This information should include a manual count travel direction survey for larger sites of 50+ new homes, and large retail, school, offices or similar

buildings. The results are to be compiled into a report, to include accident statistics in the vicinity of the new development, and the incremental traffic increases since the last traffic surveys in the vicinity. The report is to be published on Surrey County Council's website within two calendar months of each survey and provided to all SCC Highways Officers responsible for assessing the suitability of planning applications, and all Borough Councils' planning departments, for informing their decisions regarding new planning applications.

3 INTRODUCTION OF A SPEED LIMIT REDUCTION ON THE A322

(Pages 1
- 22)

The Surrey Heath Local Committee have approved the introduction of a speed limit reduction from 40mph to 30mph on the A322 between Red Road and the Surrey Heath Borough boundary with Woking. The Cabinet Member is asked to review this decision as it is contrary to existing County Council policy, and the recommendations of Surrey Highways and Surrey Police.

David McNulty
Chief Executive

Published: Tuesday, 1 March 2016

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SURREY COUNTY COUNCIL

CABINET MEMBER FOR

DATE: 9 MARCH 2016

LEAD OFFICER: ANDREW MILNE, AREA HIGHWAYS MANAGER (NW)

SUBJECT: REVIEW OF A322 SPEED LIMIT DECISION TAKEN BY SURREY HEATH LOCAL COMMITTEE



SUMMARY OF ISSUE:

During the 10 December 2015 Local Committee (Surrey Heath) meeting, the Committee agreed to support a speed limit reduction on the A322 from 40mph to 30mph, between Red Road (B311) and the Surrey Heath Borough boundary with Woking. This decision was contrary to the existing County speed limit policy, and the views of both Surrey Highways and Surrey Police. The Cabinet Member for Highways, Transport and Flooding, is asked to review this Committee decision following consideration of the information presented in this report and accompanying documents.

RECOMMENDATIONS:

It is recommended that the decision taken by Surrey Heath Local Committee to reduce the speed to 30mph not be endorsed and that the speed limit remains at 40mph.

REASON FOR RECOMMENDATIONS:

The decision taken by the Surrey Heath Local Committee is contrary to existing County Council policy and the professional views of both Surrey Highways officers and Surrey Police.

Based on comparative examples, introducing the proposed reduction in speed limit from 40mph to 30mph is likely to result in an increase in vehicle speeds and an increased risk to pedestrians and other highway user groups.

Without physical traffic calming measures, which are largely not appropriate for this class of road, this would also lead to high levels of non-compliance, and ongoing enforcement issues for Surrey Police.

DETAILS:

First Heading/Business Case

1. Surrey Heath Local Area Committee received a petition from residents of West End in March 2015. The petition requested the introduction of a pedestrian phase in the traffic lights at the junction between Guildford Road (A322) and Brentmoor Road as well as reducing the speed limit along Guildford Road from 40mph to 30mph.

2. A formal response to this petition was received by the Local Area Committee at the following public meeting (July 2015) explaining that a traffic survey would be necessary to formally determine the suitability of the proposed speed limit. During the same meeting, a petition from residents of Bisley was received requesting a reduction of the speed limit through the Bisley section of Guildford Road (A322) from 40mph to 30mph. Due to the combination of these two reports, it was agreed that a traffic survey would be undertaken on Guildford Road between the junction with Red Road and the Borough boundary with Woking.
3. A traffic survey was undertaken in six locations along the identified section of road in early November 2015. The results of the survey were included in the petition responses received by the Local Area Committee in December 2015.
4. The data obtained from location 4 was discounted, as the speed recording equipment was placed incorrectly and was approximately 150m from the roundabout between Guildford Road and Church Lane. The results were abnormally low compared to the other results obtained. It was determined that location 4 did not give a true representation of traffic speeds along that section of road.
5. The speed limit was then assessed using the current Setting Local Speed Limits policy.
6. Although results showed that average speeds along built up sections of the road could be appropriate for a lower speed limit, if the speed limit was lowered for these sections only it would result in numerous changes in speeds along the length of road and could result in confusion for highway users. In addition, these lengths would be over a shorter distance than the minimum 600m recommended in the current policy.
7. Based on the Policy, if the speed limit was reduced to 30mph between the junction with Red Road and the borough boundary with Woking, three of the five average speeds recorded would have been above the maximum average speed for the speed limit to be lowered without physical measures to enforce the speed limit. In addition, average 85% of speeds along the full length stay constantly around 40mph.
8. Reducing the speed limit from 40mph to 30mph would require the removal of repeater signs along the full length, together with terminal signs at junctions with adjoining 30mph roads. Drawing on comparative examples where a 40mph speed limit was reduced to 30mph, reduction in such signage has resulted in an increase in vehicle speeds and necessitated further intervention measures to encourage compliance with the speed limit, together with ongoing Police enforcement. It is also considered likely that removal of terminal signs on 30mph roads adjacent to Guildford Road could potentially result in speeding issues along those roads as well.
9. Vertical physical traffic calming measures are not suitable for the A322, and even if suitable would be likely to be in excess of £100,000 due to the length and class of road involved.

CONSULTATION:

10. Surrey Police were consulted on the proposal after the traffic survey results were received. They did not support the proposal and raised the specific points outlined below:
- a. The high 85% indicates that drivers will drive at 40mph in free flow conditions.
 - b. Reducing the speed limit without physical measures would not lower vehicle speeds.
 - c. With an excess of 20,000 vehicles a day, the predicted reduction of 1mph to average speeds would result in some 3,000 vehicles a day travelling between 8 and 10mph over the speed limit.
 - d. The proposed reduction would require the removal of the repeater signs along the full stretch of road. As a result, there would be no positive reminder signing the speed limit along the stretch of road. Similar areas where the speed limit was reduced (example A283 Witley) resulted in an initial increase in overall speeds. It required additional enforcement and signage to return speeds to the same level that were measured before the speed limit reduction was introduced.
 - e. The considerable reduction in police officers engaging in speed enforcement, combined with Surrey's own policy, mean that speed limits should be self enforcing.
11. Surrey Police have also indicated that they would officially object to the proposal if it is taken forward without traffic calming features to permanently enforce the lower speed limit.

RISK MANAGEMENT AND IMPLICATIONS:

12. Reducing the speed limit along the identified section of Guildford Road is likely to result in an increase in vehicle speeds and a high level of non-compliance with the speed limit.
13. Given the intention of Surrey Police to object to the proposal, it is unlikely that the Police would undertake speed enforcement.
14. Based on comparative locations within Surrey where similar reductions have been introduced, a substantial amount of signage would need to be installed to mitigate the impact of the reduction. Physical road narrowing may also be required to reduce vehicle speeds to those appropriate for a 30mph speed limit. Given the length of the identified section, physical measures are likely to be prohibitively expensive and certainly in excess of £100,000.

Financial and Value for Money Implications

15. The basic cost of reducing the speed limit from 40mph to 30mph is likely to be circa £10,000.

16. Assuming the reduction will have a similar effect to comparative schemes, additional signage may cost in the region of £40,000 to bring average speeds back to their present level.
17. Vertical traffic calming features would not be suitable for this road. However, if they were to be introduced this would cost well in excess of £100,000.
18. Given the nature of the road, appropriate physical measures to reduce vehicle speeds along Guildford Road would also cost in excess of £100,000.
19. Assuming the capital budget for the Surrey Heath Local Committee remains unchanged, it would be possible to fund the reduction and additional signage but the introduction of further physical measures is unlikely to be affordable without the provision of additional funding or deletion/deferral of planned works.

Section 151 Officer Commentary

20. Financial implications are explained in paragraphs 15 to 19. Initial costs associated with reducing the speed limit, including additional signage, could be met from the Local Committee's existing budgets. Costs associated with additional physical measures, should they be necessary, could only be accommodated within the Committee's existing budget by deleting or deferring other works.

Legal Implications – Monitoring Officer

21. If the request to lower the speed limit is approved, changes to speed limits are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.

Equalities and Diversity

22. It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

WHAT HAPPENS NEXT:

- There is no fixed timescale for deciding this item.
- The outcome will need to be communicated to the Surrey Heath Local Committee and the Surrey Highway NW Area Team.

Contact Officer:

Andrew Milne, Area Highways Manager (NW), 01483 519580

Consulted:

No specific consultation has been carried out for this report. Consultation was carried out with residents, Local Members, and Surrey Police as recorded in the accompanying reports presented to the Surrey Heath Local Committee.

Annexes:

Annex 1 - Local Committee (Surrey Heath) 10 December 2015 Item 12 – Petition response – A322 at West End Speed Limit

Annex 2 - Local Committee (Surrey Heath) 10 December 2015 Item 13 – Petition response – Bisley Speed Reduction Report

Sources/background papers:

- All background papers used in the writing of the report should be listed, as required by the Local Government (Access to Information) Act 1985.
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Do contact the Community Partnership and Committee Officer if you have any questions about the template.

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Don't repeat previous reports.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 10 DECEMBER 2015

LEAD OFFICER: ANDREW MILNE

SUBJECT: PETITION RESPONSE – SPEED LIMIT & PEDESTRIAN FACILITIES ON THE A322 (WEST END)

DIVISION: SURREY HEATH



SUMMARY OF ISSUE:

Response to petition received at the Local Area Committee in March 2015. The petition requested a 30mph speed limit along the A322 and pedestrian facilities at the junction with Brentmoor Road.

The petition stated: We the undersigned support the content of this petition to Surrey County Council to reduce the speed limit on the A322 at West End to 30mph and to upgrade or provide a safer crossing point adjacent to the Inn at West End and the Brentmoor Road crossroads. Children cross this road to access the primary and secondary schools in West End. Residents with school age children and those with disabled family members have also expressed concern at the difficulty in crossing this road. A confusing mix of the heavy traffic, reduced sight lines, bus stop and pelican crossing in close proximity to road junction traffic signals contribute to the dangers at this natural crossing point. Put simply, the highways infrastructure here is not conducive to road safety.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note that:

- (i) The recent traffic survey does not support reducing the speed limit along this stretch of road down to 30mph
- (ii) The possibility of introducing a dedicated pedestrian phase within the traffic lights is being reviewed with the option to fund during the next financial year.

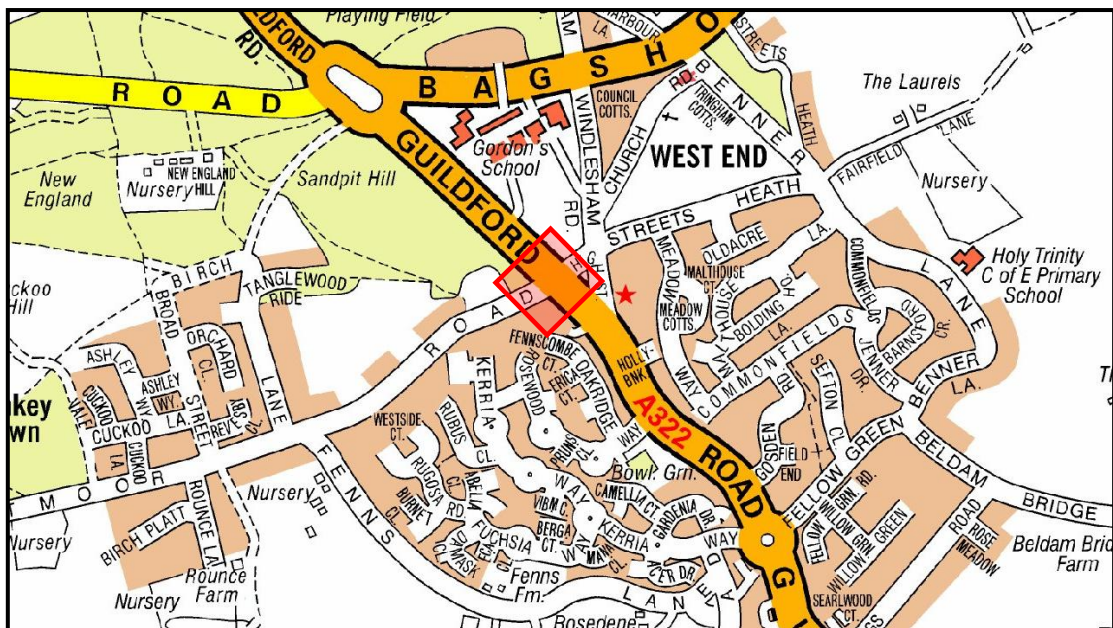
REASONS FOR RECOMMENDATIONS:

The traffic survey undertaken on Guildford Road (A322) in November 2015 indicated that the current Setting Speed Limits policy would not support reducing the speed limit without additional features to enforce the speed limit.

Similar speed reductions in other areas of Surrey have shown that lowering the speed limit on such roads could increase vehicles speeds due to the requirement to remove repeater signs. Being part of Surrey's Priority Network, the A322 is subject to gritting and plowing during winter months. As a result, physical traffic calming features would not be appropriate.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Guildford Road (A322) is part of the Surrey Priority Network and is part of the route from Guildford through to Bracknell, also giving easy access to other locations such as Woking, Lightwater and Reading. The A322 also has junctions with the A30 and the M3.
- 1.2 As part of the primary route, this road is a priority during winter weather and is gritted as a priority when temperatures drop. This route is also plowed during severe snow fall to maintain movement across the county as much as reasonably possible.
- 1.3 The junction between Brentmoor Road and Guildford Road (A322) is located approximately 450m southwest of the roundabout with Bagshot Road (A319) and Red Road (B311). The traffic signals have two phases, one for those on the A322, the second for Brentmoor Road and Streets Heath.
- 1.4 The junction layout includes traffic islands with dropped kerbs to provide safe locations for pedestrians whilst crossing. However, there is no formal pedestrian phase, relying on pedestrians to assess traffic movement before they cross.



- 1.5 Within 50m of the junction there is a controlled pedestrian crossing and a bus stop. Other points of interest for pedestrians near the junction are a number of schools, West End village centre, and West End Common.
- 1.6 An assessment of the junction is currently being progressed under the Local Area Committee's capital spend this financial year. The assessment will consider the impact of an additional phase at the traffic light signals for both pedestrians and motorists.
- 1.7 In addition to this petition, another was received asking for a speed limit reduction through from the junction with Red Road to the borough boundary. As the two petitions cover the same section of road, the review within this

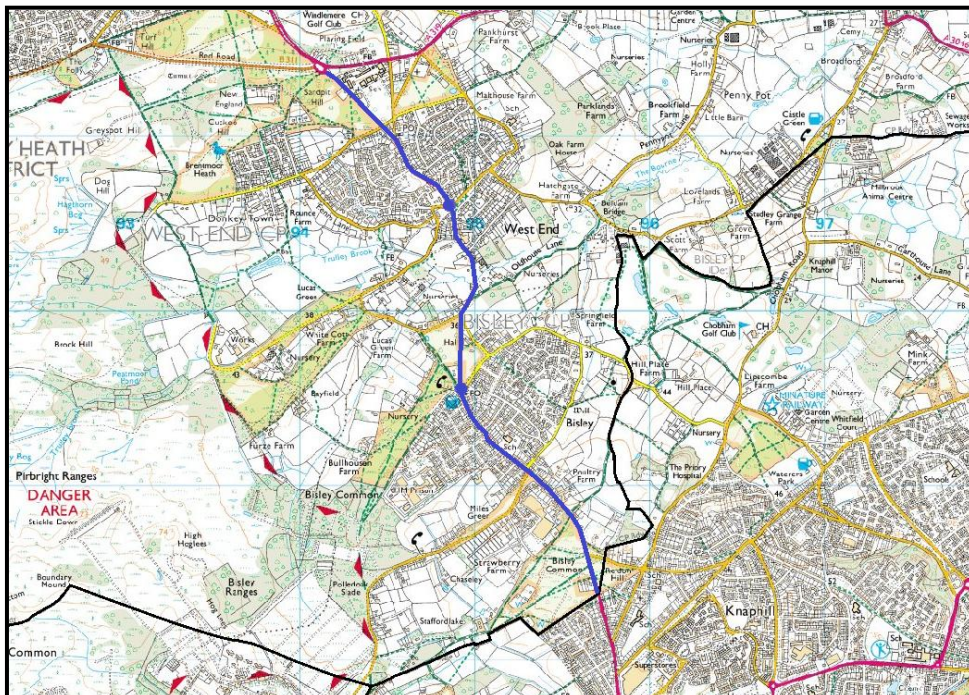
response will also consider the speed limit through Bisley and up to the borough boundary.

2. ANALYSIS:

2.1 Surrey County Council's Setting Speed Limits policy discourages the setting of speed limits less than 600m long. However, given the A322 is a primary route within Surrey, motorists are likely to travel the full length and could subsequently travel through numerous speed limits during their journey and become confused with changes every 600m. As a result, the review of the speed limit has been over the full length of the identified area, between Red Road and the borough boundary.



2.2 The review for a dedicated pedestrian phase at the junction is still ongoing, with a result expected so that the Local Area Committee can consider it as an option for the forthcoming financial year. Given the nature of the A322, and the relatively short distance to Red Road and the Lightwater By-Pass, part of the assessment is to model the impact of the pedestrian phase on vehicle movements to determine what effect it will have on congestion on the road.



- 2.3 Following the original response to the petition, it was agreed that a traffic survey was necessary to determine the extent of the issue and to review whether the proposal would meet Surrey County Council Policy.
- 2.4 Due to the congested nature of the A322, finding locations for surveys was difficult due to the number of features that could affect the free flow speeds and give misleading results. However, six locations were agreed and were surveyed on the week commencing 2 November. The survey was specifically chosen for early November to include school traffic and minimise the influence of road works on traffic flow and speeds along the A322. The location of the surveys, and their subsequent average and 85th percentile speeds have been provided in Annex A.
- 2.5 Although actual traffic counts varied slightly, the typical traffic flow along the road was around 20,000 vehicles a day.
- 2.6 Unfortunately, Site 4, near the junction with Church Road, was positioned incorrectly. The loop was too close to the roundabout and traffic was either slowing down before or speeding up after the junction. As a result, the average and 85th percentile speeds were artificially low.
- 2.7 The data for Sites 5 and 6 are also felt to have been effected by queues for the nearby traffic lights, with average speeds for traffic heading southbound , towards traffic signals, are far lower than the opposite direction.
- 2.8 Although average speeds along the road vary quite considerably, 85th percentile speeds were fairly constant along the whole road. With all 85th percentile speeds around 40mph, it suggests that free flowing traffic along the A322 is likely to be travelling naturally closer to 40mph than 30mph.
- 2.9 Although some of the locations showed lower average speeds, the data provided would not support the reduction of the speed limit to 30mph under the current speed limit policy without additional measures for enforcement. Given the A322 is a primary route, physical traffic calming measures are not supported due to the nature of the road. This includes the requirement the road to be plowed in severe adverse weather.
- 2.10 It should be noted that unlike other speed limits, lowering the speed limit to 30mph on a road with street lighting legally requires the removal of repeater signs. Experience of similar schemes within Surrey have shown that lowering the speed limit to 30mph has lead to an increase in vehicle speeds. Due to the removal of terminal signs at the junctions, the increase is also likely to affect adjacent roads. As a result, Surrey Highways does not support or recommend the reduction of the speed limit to 30mph.

3. OPTIONS:

- 3.1 It is recommended that the decision regarding the pedestrian facilities at the Brentmoor Road junction is delayed until after the review of the junction currently being undertaken.
- 3.2 The recommended option regarding the speed limit is to retain the 40mph speed limit.

3.3 Although it is within the power of the Local Area Committee to implement a 30mph speed limit along the A322, doing so is expected to increase average vehicle speeds along the A322 and adjacent roads.

4. CONSULTATIONS:

4.1 Surrey Police have been consulted on the proposal to reduce the speed limit and do not support the proposed reduction, making specific point of:

- The high 85th percentile indicate that drivers will drive at around 40mph in free flow traffic.
- a predicted average reduction for the speed limit change on the A322 without measures would mean that roughly 3,000 vehicles a day would be travelling in the region of 8-10mph over the speed limit.
- Similar reductions, such as on the A283 Witley, resulted in an increase in vehicle speeds. Additional signage and much enforcement eventually resulted in similar speeds as before, effectively changing nothing.

4.2 It should be noted that the Surrey County Council Setting Speed Limits Policy states “There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as it could result in an unreasonable demand on police resources.”

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of assessment of the junction is being funded through the Local Area Committee’s Borough Wide Signal Update.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

7. LOCALISM:

7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After	No significant implications arising

Children	from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Improvements to the junction between Guildford Road and Brentmoor Road has been added to the ITS scheme list and is being considered for funding during the financial year 2016/17
- 9.2 The traffic survey data collected shows that the current policy would not support the reduction without additional features.
- 9.3 Given the nature of the A322 as a major route through the borough, particularly the gritting and plowing of the route in adverse weather, physical features would not be appropriate on this road.
- 9.4 The recorded 85th percentile speeds were regular along the whole road, being between 38 and 43, indicating that the 40mph speed limit is in line with free flowing traffic.
- 9.5 Experience of similar schemes suggests that lowering the speed limit without additional features could increase average speeds along this road and adjacent roads, because of the removal of repeater and terminal signs
- 9.6 It is recommended that Surrey Heath Local Area Committee consider improvements to the junction between Guildford Road and Brentmoor Road, but do not progress the speed limit reduction any further.

10. WHAT HAPPENS NEXT:

- 10.1 Once the review of the proposed pedestrian phase has been within Guildford Road and Brentmoor Road traffic signals as part of next year's ITS program.

Contact Officer:

Peter Orchard – Traffic Engineer (0300 200 1003)

Consulted:

Surrey Police

Annexes:

Annex A – Traffic survey locations and results

Sources/background papers:

26/15 – *Petition Response – Speed Limit & Crossing on the A322 at West End*

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 10 DECEMBER 2015

LEAD OFFICER: ANDREW MILNE

SUBJECT: PETITION RESPONSE –BISLEY SPEED REDUCTION REPORT

DIVISION: SURREY HEATH



SUMMARY OF ISSUE:

Response to petition received at the Local Area Committee in June 2015. The petition requested a 30mph speed limit along the A322 between Red Road and the borough boundary.

The petition stated: We, the undersigned, petition Surrey County Council to reduce the speed limit from 40 MPH to 30 MPH on the A322 from the Gordons School roundabout to the Knaphill traffic lights through Bisley and West End. Bisley Parish Council, who are sponsoring this petition, consider this measure will contribute to greater road safety and reduce the risk of death and serious injury to pedestrians and others who travel on or who have to cross this increasingly busy road

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note that:

- (i) The recent traffic survey does not support reducing the speed limit along this stretch of road down to 30mph

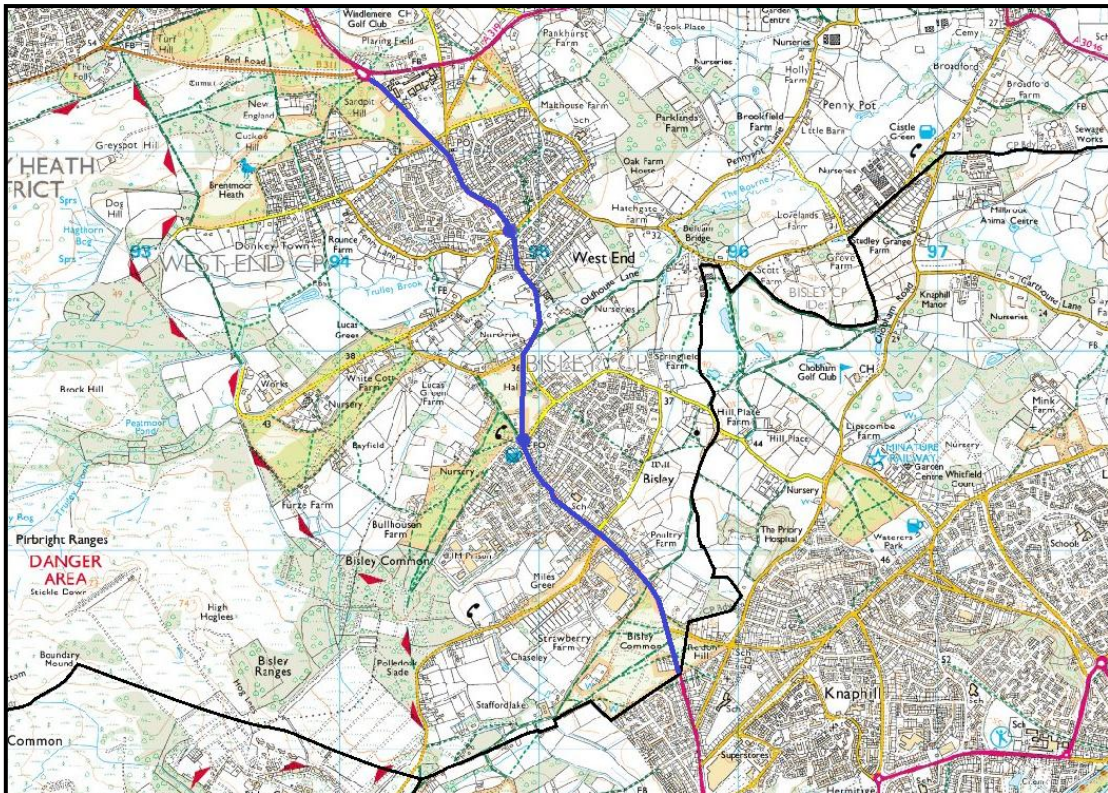
REASONS FOR RECOMMENDATIONS:

The traffic survey undertaken on Guildford Road (A322) in November 2015 indicated that the current Setting Speed Limits policy would not support reducing the speed limit without additional features to enforce the speed limit.

Similar speed reductions in other areas of Surrey have shown that lowering the speed limit on such roads could increase vehicles speeds due to the requirement to remove repeater signs. Being part of Surrey's Priority Network, the A322 is subject to gritting and plowing during winter months. As a result, physical traffic calming features would not be appropriate.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The A322 through West End and Bisley is part of the main route between Guildford and Bracknell, with a junction to the M3. The route is ranked in the top group of roads with Surrey's Priority Network and is expected to be used as a main route across the borough and county.
- 1.2 As part of the priority network, the A322 is regularly gritted when temperatures drop to maintain access across the borough. It is also plowed during severe snow fall
- 1.3 Along the identified section of Guildford Road, there are two roundabout, three traffic signal controlled junctions, five signal controlled pedestrian crossings and a number of other dedicated pedestrian crossing to minimise segregation of the community. From the A322 there is easy access to schools, shops, public transport and other facilities.



2. ANALYSIS:

- 2.1 Surrey County Council's Setting Speed Limits policy discourages the setting of speed limits less than 600m long. However, given the A322 is a primary route within Surrey, motorists are likely to travel the full length and could subsequently travel through numerous speed limits during their journey and become confused with changes every 600m. As a result, the review of the speed limit has been over the full length of the identified area, between Red Road and the borough boundary.



2.2 A traffic survey was undertaken on the A322 between Red Road and the borough boundary. The survey included individual surveys in six locations on the same week. These surveys gave average and 85th percentile speeds along with traffic volume at each point. The survey was undertaken in early November to include school traffic and limit the influence of road works on traffic flow and speeds along the A322. The location of the surveys were agreed with the County Councillor for the area. The locations and speed results have been provided in Annex A.

2.3 The traffic surveys also found that the average number of vehicles per day over a week is around 20,000 vehicles.

2.4 Unfortunately, Site 4, near the junction with Church Road, was positioned incorrectly. The loop was too close to the roundabout and traffic was either slowing down before or speeding up after the junction. As a result, the average and 85th percentile speeds were artificially low.

2.5 The data for Sites 5 and 6 are also felt to have been effected by queues for the nearby traffic lights, with average speeds for traffic heading southbound , towards traffic signals, are far lower than the opposite direction.

2.6 Although average speeds along the road vary quite considerably, 85th percentile speeds were fairly constant along the whole road. With all 85th percentile speeds around 40mph, it suggests that free flowing traffic along the A322 is likely to be travelling naturally closer to 40mph than 30mph.

2.7 Although some of the locations showed lower average speeds, the data provided would not support the reduction of the speed limit to 30mph under the current speed limit policy without additional measures for enforcement. Given the A322 is a primary route, physical traffic calming measures are not supported due to the nature of the road. This includes the requirement the road to be plowed in severe adverse weather.

2.8 It should be noted that unlike other speed limits, lowering the speed limit to 30mph on a road with street lighting legally requires the removal of repeater signs. Experience of similar schemes within Surrey have shown that lowering the speed limit to 30mph has led to an increase in vehicle speeds. Due to the removal of terminal signs at the junctions, the increase is also likely to affect adjacent roads. As a result, Surrey Highways does not support or recommend the reduction of the speed limit to 30mph.

3. OPTIONS:

3.1 It is recommended that the 40mph speed limit is retained.

3.2 Although it is within the powers of the Local Area Committee to implement a 30mph speed limit along the A322, doing so is expected to have a negative effect on vehicle speeds along the A322 and adjacent roads

4. CONSULTATIONS:

4.1 Surrey Police have been consulted on the proposal and do not support the reduction, making specific point of:

- The high 85th percentile indicate that drivers will drive at around 40mph in free flow traffic.
- Without additional measures, a predicted average reduction for the speed limit change on the A322 would mean that roughly 3,000 vehicles a day would be travelling in the region of 8-10mph over the speed limit.
- Similar reductions, such as on the A283 Witley, resulted in an increase in vehicle speeds. Additional signage and much enforcement eventually resulted in similar speeds as before, effectively changing nothing.

4.2 It should be noted that the Surrey County Council Setting Speed Limits Policy states “There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as it could result in an unreasonable demand on police resources.”

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of assessment of the junction is being funded through the Local Area Committee’s Borough Wide Signal Update.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

7. LOCALISM:

7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of

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the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The traffic survey data collected shows that the reduction would not meet the current policy without additional features to enforce the speed limit. However, as the road is key for transport within the borough, the route is regularly gritted in winter, and plowed during severe snowfall to maintain movement.
- 9.2 Experience of locations where the speed limit was lowered to 30mph suggests that lowering the speed limit without additional features leads to an increase in vehicle speeds because of the removal of repeater and terminal signs
- 9.3 The recorded 85th percentile speeds were consistent along the road, being between 38 and 43, suggesting that the 40mph speed limit is appropriate.
- 9.4 Surrey Police were consulted on the proposal but did not support it.
- 9.5 It is recommended that Surrey Heath Local Area Committee do not progress a reduction of the speed limit along the A322, which should remain at 40mph.

10. WHAT HAPPENS NEXT:

- 10.1 If the Surrey Heath Local Area Committee agree that the speed limit remain at 40mph, nothing further is required to happen.

Contact Officer:

Peter Orchard – Traffic Engineer (0300 200 1003)

Consulted:

Surrey Police

Annexes:

Annex A – Traffic survey locations and results

Sources/background papers:

26/15 – Petition Response – Speed Limit & Crossing on the A322 at West End

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