

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 24 September 2014



LEAD OFFICER: Duncan Knox, Road Safety Team Manager

SUBJECT: Guildford Speed Management Plan

DIVISION: All Divisions

SUMMARY OF ISSUE:

Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking, scooting and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. Excessive speed is often cited as prime concern of Surrey residents. Consequently Surrey County Council and Surrey Police have joined together through the Drive SMART partnership to create local speed management plans. The Guildford speed management plan lists the stretches of road where speeding vehicles are of prime concern either because of a history of collisions or because of public concerns. The plan is presented here for comment. The aim of the plan is to ensure that the roads with the worst speeding problems are identified so that Drive SMART resources are targeted at the sites that need them the most.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to:

- (i) review and comment on the Guildford Speed Management plan.

REASONS FOR RECOMMENDATIONS:

The Guildford speed Management plan lists the stretches of road where speeding vehicles are of prime concern. Officers would welcome the comments of Members so that their views and suggestions can be taken into account to ensure that Surrey Police and county council road safety colleagues are targeting Drive SMART resources at the sites that need them the most.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking, scooting and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. Excessive speed is often cited as a prime concern of Surrey residents. Consequently Surrey County Council and Surrey Police have joined together through the Drive SMART partnership to create local speed management plans. The Guildford speed management plan lists the stretches of road where speeding vehicles are of prime concern either because of a history of collisions and/or because of public concerns.

2. ANALYSIS:

- 2.1 Annex A lists the “Live Enforcement” sites within the Guildford speed management plan along with the length of the stretch of road, the number of casualties within that stretch for the three years to the end of 2013, a summary of speed data, and the proposed interventions. These are the sites that due to the casualty and/or public concerns being raised and speed data confirming the extent of the problem, are receiving additional attention from the police to encourage improved compliance with the speed limit.
- 2.2 The type of police interventions will depend upon the site characteristics and the extent of the problem. For example it may be possible to position a police camera van at the side of the road at some sites, whereas other sites may require hand held laser enforcement, or may benefit from a community speed watch (whereby local volunteers record speeding vehicles so that a warning letter can be issued to the registered keeper).
- 2.3 Annex C contains a map for each electoral division within Guildford showing all the “Live Enforcement sites” within that area, along with casualty data by mode, and severity for the most recent three years to the end of May 2014.
- 2.4 With limited resources it is not possible for police colleagues to provide regular enforcement on all the roads throughout Guildford. However the speed management plan system ensures that all sites will be investigated and then resources will be allocated and prioritised depending upon the extent of the problem and the resources available. Annex B lists the “Non-Live Enforcement” sites within the Guildford speed management plan. These are sites that have been investigated, or are due to be investigated, and where data has shown that the extent of the problem does not warrant the site currently being designated as a priority.
- 2.5 If members or residents raise concerns over any new site, then this will be added to the list of sites to be investigated. The County Council Road Safety Team will then assess the level and nature of collisions on that stretch, and the police will deploy their speed detection radar to measure speeds. These are black boxes that can be mounted on lamp columns or other street furniture to measure speeds without drivers knowing they are there. The speed detection radar will be used to collect data over a one week period.
- 2.6 A review meeting is held between County Council Road Safety Team, local highways colleagues and police every six months so that new data can be added to the plan and amendments can be discussed and agreed.

3. OPTIONS:

- 3.1 The list of live enforcement sites is determined through inspection of collision and speed data alongside the level of concern that may have been expressed by the local community. Experience shows that local people may raise their concerns in different ways, for example at police neighbourhood panel meetings, through submission of complaints to the police or county council contact centres, by letter to police or county council highway teams or through contact with local elected members. Therefore it is important for county council and police colleagues to work together to take into account all the concerns that have been raised alongside the data when deciding which sites need the most attention.
- 3.2 In some cases the perception over the level of speeding on a road is not as great as the measured speeds. If this is the case then there is no point attempting to provide speed enforcement when speeds are already mostly in compliance with the speed limit. Officers would be very happy to share speed data with local people to demonstrate the extent of vehicle speeds. This will often provide reassurance that the issue has been investigated and the concerns have been taken seriously, even if no further regular enforcement is proposed.
- 3.3 It is not possible to provide precise criteria as which sites will be added to the live enforcement site list. This is because there are so many different variables in terms of the number of collisions, the severity, the level of vulnerable road user involvement, the level of speeding, the nature, use and characteristics of the road, the level of public concerns being expressed and the resources available.
- 3.4 Instead through discussion between police and county council colleagues that takes these factors into account and through consultation with elected members, it is hoped that roads are prioritised in a sensible way that will both reduce casualties as well as provide reassurance to the public.
- 3.5 The local speed management plan does not highlight which roads need a new speed limit. Rather it is a method of identifying which roads need the most attention to ensure compliance with existing speed limit. Requests to change speed limits should be dealt with separately with reference to the county council's new policy "Setting Speed Limits on Local Roads".

4. CONSULTATIONS:

- 4.1 The local speed management plan is continually refined through regular consultation between County Council Road Safety Team, local highways colleagues and police, and in response to complaints and concerns raised by local people.
- 4.2 Elected members are invited to provide comment on the plan presented here so that these comments can be taken into account. Elected members are also reminded that they would be welcome to raise concerns over speeding at any time with the county council's road safety team or area highway colleagues so that these can be taken into account when determining the priority "Live Enforcement" sites.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The speed management plan system ensures that existing resources are prioritised at the sites that need the most attention.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:
--

- 6.1 The drivers that are subject to speed enforcement will be self selecting through their deliberate or accidental inattention to the speed limit. The enforcement provided does not therefore discriminate by race, gender, age, religion or disability.
- 6.2 The number of vulnerable road user casualties and the presence of vulnerable road users including those with mobility impairment, older people and children will be assigned a greater importance when deciding upon the level of enforcement that is required on a stretch of road. It is intended that the speed management plan system will therefore have a positive outcome for these groups.

7. LOCALISM:

- 7.1 The speed management plan is developed in response to concerns expressed by local people alongside data on road casualties and speeds. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking, scooting and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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	Set out below.

8.1 Crime and Disorder implications

Effective speed management will reduce the level of speeding offences.

8.2 Sustainability implications

Effective speed management will reduce the level of excessive speeding which will reduce carbon emissions and other pollution from vehicle engines. Reducing speeds successfully can also encourage more walking, scooting and cycling which will reduce emissions if it replaces motorised travel.

8.3 Public Health implications

Reducing speeds successfully can reduce the risk of road casualties and can encourage more walking, scooting and cycling which is better for the cardiovascular health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Guildford Speed Management Plan is presented here so that views and suggestions from Members can be taken into account to ensure that Surrey Police and county council road safety colleagues are targeting Drive SMART resources at the sites that need them the most.

10. WHAT HAPPENS NEXT:

- 10.1 Comments from Members will be taken into account when updating the speed management plan.

Contact Officer: Duncan Knox, Road Safety Team Manager, 020 8541 7443

Consulted:

Surrey Police, County Council Road Safety Team, Area Highway Colleagues

Annexes:

Annex A: Guildford Speed Management Plan “Live Enforcement Sites”
 Annex B: Guildford Speed Management Plan “Non-Live Enforcement Sites”
 Annex C: Guildford Speed Management Plan – Maps of Electoral Divisions

Sources/background papers:

None

This page is intentionally left blank