

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 2 JULY 2015****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – SPEED LIMIT & CROSSING ON THE A322 AT 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:**

- (i) Assessment of the options at the junction are being considered through the Local Area Committee's Borough Wide Signals Update scheme,
- (ii) Concerns with speeding along the A322 will be raised with Surrey Police to consider through the traditional means.

**REASONS FOR RECOMMENDATIONS:**

The layout of the junction makes estimation of the cost of providing pedestrian facilities very difficult. Further assessment is required to determine whether additional civil works are required to alter kerb lines and, potentially, realign utilities located under the surface of the highway.

The speed limit along the A322 was assessed in October 2012. Given the time since the assessment, another assessment is unlikely to alter the result of the review. However, by making Surrey Police aware of residents concern, speeding along the road will be reviewed.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The traffic signals are located at the junction with Brentmoor Road and Streets Heath. Typical pedestrian traffic across the junction is from Brentmoor Road, across the A322, towards Gordon School.
- 1.2 The current junction layout includes a section for pedestrians to cross. However, the arrangement has no formal pedestrian crossing phase, relying on pedestrians assessing traffic movement before they cross instead of giving dedicated time for pedestrians to cross.
- 1.3 A controlled crossing has been provided approximately 50m south west of the junction with Brentmoor Road. If pedestrians use this route, it extends the journey from the junction between Brentmoor Road and A322 to the junction between High Street and Streets Heath from approximately 70m to 190m.
- 1.4 The Road Safety Team reviewed the safety of the A322 in late 2012, including assessing the speed limit from the roundabout with Red Road to the boundary with Woking. Speed assessments at the time found that mean speeds around the roundabout with Red Road were 34mph in both directions and showed good compliance with the speed limit. The assessment noted that there were relatively few pedestrian collisions along the A322 (two in three years) and proposed that this was due to the number of formal crossings available.
- 1.5 Assessment of the personal injury collisions at the junction show that there have been no recorded pedestrian accidents at the junction with Brentmoor Road in the last ten years. Including all types of accidents, there have been three personal injury collisions at the junction since Jan 2012. The last personal injury collisions was recorded in Dec 2013. (The data used does not include damage only collisions)

## **2. ANALYSIS:**

- 2.1 Accident data shows that there have been no personal injury collisions at the junction between Guildford Road (A322) and Brentmoor Road in the last ten years. This suggests that pedestrians choosing to cross at the junction are able to do so safely. Visibility at the junction has been maintained for pedestrians to assess traffic movement in most cases.
- 2.2 Although a pedestrian island has been provided on the A322, the widths are limited and are difficult to use for those with pushchairs or wheelchairs. The additional provision of a pedestrian crossing 50 metres south of the junction allows those to cross under controlled circumstances without the need to stop and wait.
- 2.3 The traffic signals and the pedestrian crossing are individually controlled and could lead to restrictions in the flow along the A322 depending on the use of the crossing.
- 2.4 The layout of the junction restricts the option, and provision of wider islands for pedestrians could require widening the current carriageway. If this is necessary, changing the system at the junction could involve movement of

utilities located under the footway and/or carriageway and considerable increase the cost of the scheme.

- 2.5 Given the potential complexity of the scheme, a full assessment and design of the options needs to be undertaken before an estimated cost can be determined for each option. This assessment is currently being progressed under the current Integrated Transport Schemes for Surrey Heath. Once the speed limit
- 2.6 The speed limit along the A322 was assessed less than three years ago under the previous Speed Limit policy and found to be suitable. At the time, Surrey Police did not support the reduction of the speed limit to 30mph along the whole road. If assessed under the current policy, although the data collected near to the roundabout with Red Road would support reducing the speed limit, the policy also encourages providing a consistent speed limit where appropriate and to avoid regularly changing the speed limit.
- 2.7 Residents concern about speeding traffic will be passed to Surrey Police for consideration. If they find that speeding is an issue on Guildford Road then the site will be added to the Speed Management Plan and receive additional monitoring as a result.

### **3. OPTIONS:**

- 3.1 The contents of this report are only for consideration at this point.

### **4. CONSULTATIONS:**

- 4.1 No consultation is required at this point.

### **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 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 Assessment of the options at the junction are being considered through the Local Area Committee's Borough Wide Signals Update scheme,

9.2 Concerns with speeding along the A322 will be raised with Surrey Police to consider through the traditional means.

**10. WHAT HAPPENS NEXT:**

10.1 Formal assessment of the proposed improvements to the junction will be assessed as part of the current ITS scheme and relevant design added to the Local Transport Plan for consideration after the 2015/16 financial year.

**Contact Officer:**

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**Consulted:****Annexes:****Sources/background papers:**