

## **GUIDANCE AND TEMPLATE FOR REPORTS TO LOCAL COMMITTEES**

**The template must be used for all reports to Local Committees – please select the relevant Borough/District from the drop-down menus (labelled “Choose an Item”).**

### **Report style and length**

In writing a report officers must aim to produce a paper that could be distributed at a public meeting, and used as the basis for presenting, not just to Members, but also to the public, the press and other organisations.

As such, the report must be written in plain English, with minimal use of jargon or specialist expressions. Where these, or acronyms, have to be used, they must be explained. The report should be as concise, whilst containing sufficient information on which to take an informed decision. Ideally, the report should be self contained and not longer than 5 pages.

### **Consultation / Information Reports**

Reports that do not require a decision under delegated powers should be marked clearly as for consultation or information only.

### **Draft Reports, Consultation and Deadlines**

Consultation on draft reports should be undertaken with relevant parties, including both officers and Members, well in advance of the final report deadline. Draft reports may be required by the Chairman at the agenda planning meeting.

The Community Partnership and Committee Officer will advise you of the deadlines for submitting the draft and final report.

**If final reports are not in the prescribed format** (i.e. if they do not follow the requirements of the Local Committee report template), by the final report deadline **they may be removed from the agenda** for that meeting, and deferred for resubmission in the required format at the next meeting.

### **Dos and Don'ts**

**Do** complete every section.

**Do** keep the report concise, whilst providing enough information to enable the Committee to take the decision.

**Do** include local information.

**Do** include all annexes when submitting the report.

**Do** contact the Community Partnership and Committee Officer if you have any questions about the template.

**Don't** change the margins – these are set for archiving purposes.

**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.

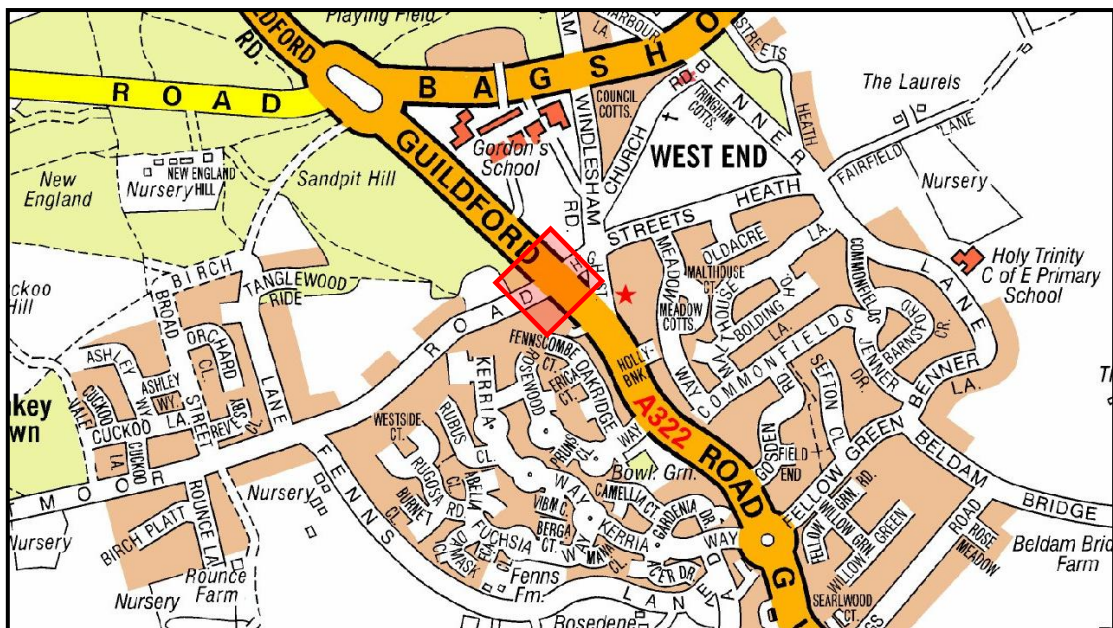
**REASONS FOR RECOMMENDATIONS:**

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

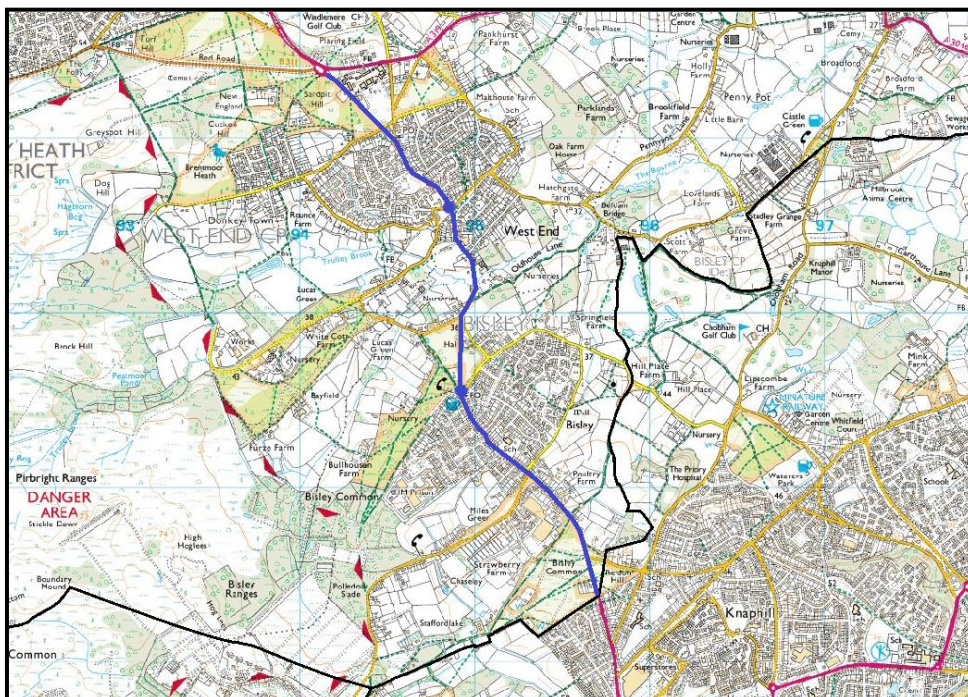
response will also consider the speed limit through Bisley and up to the borough boundary.

## 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 85<sup>th</sup> 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 85<sup>th</sup> 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, 85<sup>th</sup> percentile speeds were fairly constant along the whole road. With all 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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.

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### 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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