

## **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 –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

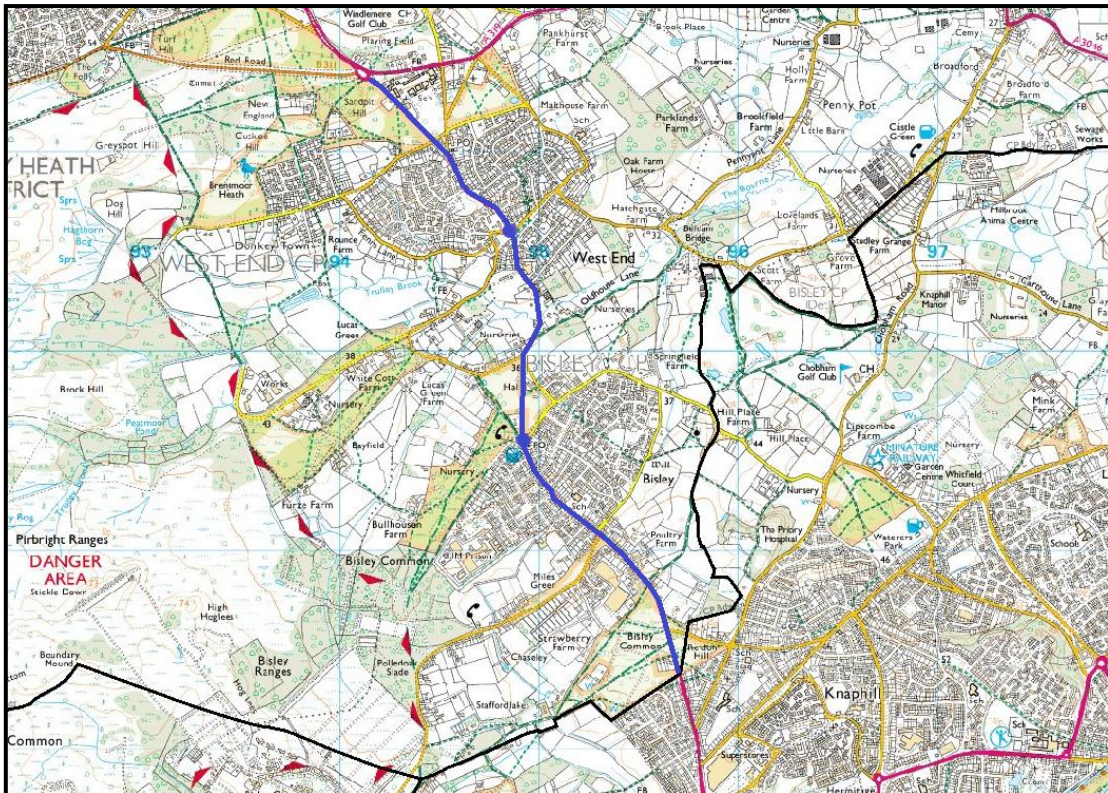
**REASONS FOR RECOMMENDATIONS:**

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 85<sup>th</sup> 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 85<sup>th</sup> 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, 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.
- 2.7 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 85<sup>th</sup> 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

[www.surreycc.gov.uk/surreyheath](http://www.surreycc.gov.uk/surreyheath)

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 85<sup>th</sup> 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.

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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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