

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE: 29 SEPTEMBER 2016****LEAD OFFICER: ANDREW MILNE - AREA HIGHWAYS MANAGER (NW)****SUBJECT: PETITION RESPONSE: PETITION TO REDUCE THE SPEED LIMIT ON GIBBET LANE AND LARCHWOOD GLADE TO 20MPH****DIVISION: EAST CAMBERLEY****SUMMARY OF ISSUE:**

The Local Committee received a petition on the 30 June 2016 signed by 106 local residents requesting the Local Committee to reduce the speed limit along Gibbet Lane and Larchwood Glade to 20mph.

The petition stated that "Gibbet Lane, a very popular shortcut for cars between the A30 and Portsmouth Road, and also Larchwood Glade are becoming increasingly dangerous for those pedestrians that use the daily. This is due to the excessive speed of the traffic and the problem is worsened by the poor parking of drivers dropping off and picking their children up from the neighbouring schools in the morning and the afternoon. Both roads are very narrow and Larchwood Glade has several tight corners and I fear that an accident is looming which is totally unacceptable. I therefore propose that there is a lowering of the speed limit to 20 mph on these two roads to ensure the safety of all those people using them."

RECOMMENDATIONS:**The Local Committee (Surrey Heath) is asked to:**

- (i) Note that Surrey County Council Parking Team have added a scheme for Gibbet Lane to the proposals being brought to the Local Committee at the next Local Committee meeting;
- (ii) Agree that, should the surveys show that average speeds recorded on Gibbet Lane are below 24mph, a scheme is added to the Local Transport Plan (LTP) to assess the reduction of the speed limit along Gibbet Lane, Larchwood Glade and The Buchan to 20mph.

REASONS FOR RECOMMENDATIONS:

Comments made in the petition raise concerns with the easy movement of traffic that adjustments to the waiting restrictions will assist with.

With regards to the speed limit, the accident history of Gibbet Lane would not support the introduction of traffic calming features. As a result, reduction of the speed limit would need to be self enforcing.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Gibbet Lane (D3509) is a section of public highway approximately 390m long that extends between London Road (A30) with Portsmouth Road (A325). The road is naturally segregated into two areas by the bridge over the railway line. North of the bridge the road is two way with junctions with Larchwood Glade and The Buchan. The section of Gibbet lane over the railway is one way towards Portsmouth Road until the junction with Crawley Ridge where it returns to being a two-way up until the junction with Portsmouth Road.
- 1.2 Due to the one-way section of Gibbet Lane and the layout of the junction with the London Road, only traffic heading westbound on the A30 can access the Gibbet Lane, Larchwood Glade and The Buchan. The central reservation constructed to segregate the two flows of traffic stops traffic heading eastbound from turning right, requiring them to use the roundabout further along the A30.

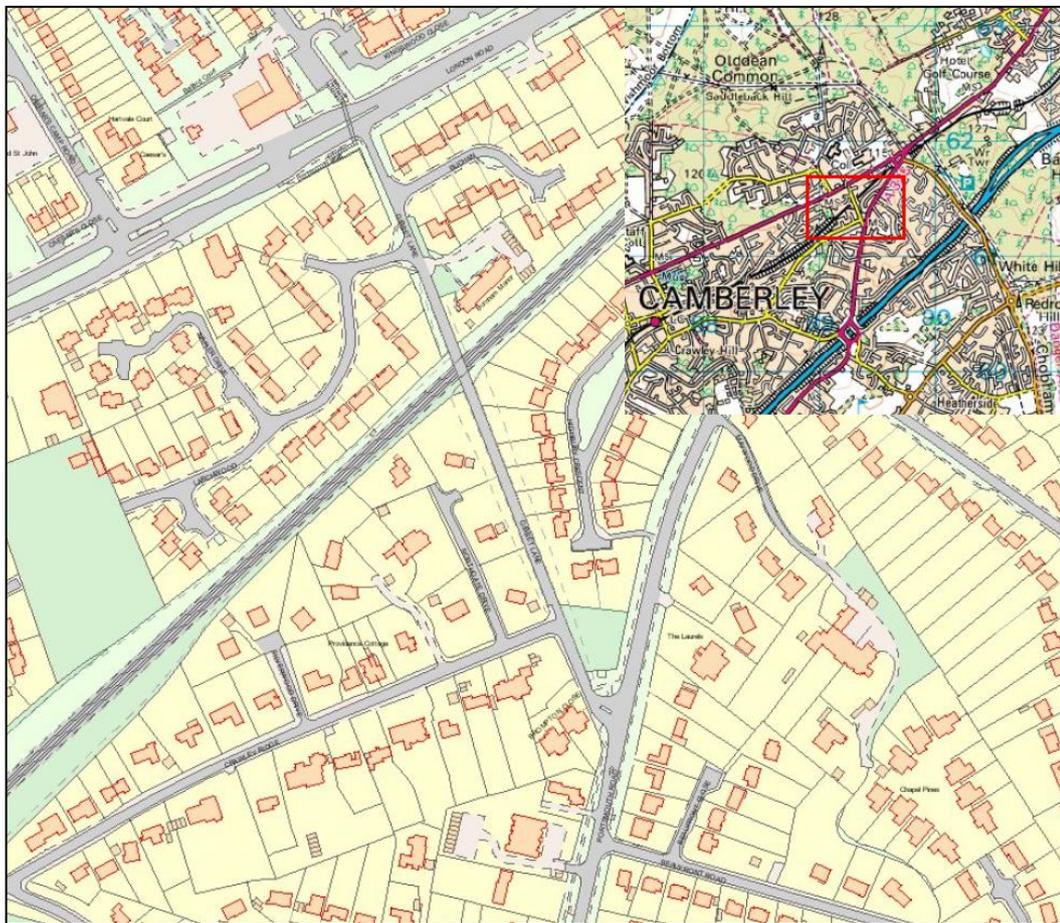


Figure 1: Plan of Gibbet Lane, Larchwood Glade and The Buchan

- 1.3 Both Larchwood Glade and The Buchan are residential in nature and provide no through access to other locations. Crawley Ridge is primarily residential with Crawley Ridge Infant School and Crawley Ridge Junior School located approximately 600m from the junction with Gibbet Lane. Crawley Ridge, in addition to Gibbet Lane, provides access to Crawley Hill and Church Hill.
- 1.4 Issues with parking on Gibbet Lane and the surrounding roads primarily relate to drop off and pick up of students attending Collingwood College on Kingston Road. A combination of uncontrolled crossings and a bridge over

London Road (A30) allows students from across the A30 easy access to Gibbet Lane. The avoidance of the junction between London Road and Caesars Camp Road, and congestion by the school seem to be factors that encourage the situation.

- 1.5 Surrey County Council previously installed wooden bollards along the bridge to segregate pedestrians and cyclists from motor vehicles. However, there is no barrier between bollards meaning that pedestrians and cyclists can easily pass into the carriageway should it be necessary to pass.



Figure 2: Picture of one-way section of Gibbet Lane over the railway

2. ANALYSIS:

- 2.1 On 7 July, between 14:30 and 16:00, Surrey County Council Officers visited the site to experience the issues raised in the petition and assess the best means of resolving the concerns. The weather on the day was recorded as warm and dry.
- 2.2 On that day of the site visit a total of five cars stopped on Gibbet Lane to pick up school children. No vehicles were recorded as having parked on Larchwood Glade or The Buchan to pick up students. However, a combination of the weather and a number of students are taking exams, it seemed as though this represented the best circumstance. It is possible that the situation would be different during the winter months of the year, when students are less willing to walk to and from school.
- 2.3 Besides the lack of activity, Surrey County Council were able to put together a proposal for waiting restrictions along Gibbets Lane. The restrictions primarily restrict vehicles from waiting around the junctions and on the approach to the A30. However, scheme was designed to maximise the amount of reasonable parking on site to minimise the amount of

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displacement the restrictions cause on the adjoining roads, Larchwood Glade and The Buchan. *In addition, parking on street has a traffic calming effect and total removal of parked vehicles can adversely affect vehicle speeds on the section of road.*

2.4 Surrey County Council's Setting Local Speed Limits policy covers the introduction of 20mph speed limits, including referencing the Department for Transport's guidance document. Research has found that speed limit changes enforced solely by new signage has a minimal impact on recorded average speeds on the road. Should a 20mph speed limit be introduced on a road with average speeds above 24mph then additional features will be necessary to enforce the new speed limit. This reflects the recommendations identified in Department for Transport's Setting Local Speed Limits (01/2013).



Figure 3: Picture of Gibbet Lane junction with The Buchan

2.5 Surrey County Council Officers reviewed personal injury collision data for Gibbet Lane, Larchwood Glade and The Buchan over the past three years (July 2013 to June 2016). In that time there have been no recorded personal injury collisions on any of the three roads. As a result, traffic calming features would not be supported to enforce a 20mph speed limit.

2.6 Surrey County Council have ordered a traffic survey for 12 September on Gibbet Lane for seven days. The survey has been ordered to establish average speeds on Gibbet Lane. Should the surveys show average speeds of 24mph or below then a 20mph speed limit may be possible without the need for physical traffic calming features.

3. OPTIONS:

- 3.1 The Committee is asked to accept the waiting restrictions being brought to the Committee as part of the Parking Report at the next local committee meeting by Surrey Highways Parking Team. The proposal has been designed to improve the flow of traffic on Gibbet Lane whilst minimising the amount of displacement caused to the adjoining roads.
- 3.2 In addition to new waiting restrictions, the Committee is asked to delay progressing adding a 20mph scheme to the list of Local Transport Schemes until the results of the survey have been determined. Should the results of the survey show an average speed below 24mph then a scheme can be added to the Local Transport Plan to introduce a 20mph speed limit on Gibbet Lane, Larchwood Glade and The Buchan.
- 3.3 Should the Committee not support the above options, the lack of personal injury collisions suggests that the road should remain as is.

4. CONSULTATIONS:

- 4.1 Should the Committee agree to the proposed waiting restrictions, consultation will be progressed as part of the review process required in the order making process
- 4.2 Should the traffic survey give average speeds below 24mph, consultation with key stakeholders will be progressed as part of the scheme. Statutory shareholders will also be consulted as progressed as part of order making process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of implementing the waiting restrictions will be covered by the parking review.
- 5.2 No funding is currently available for implementing a 20mph speed limit.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

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.
- 7.2 This report responds to concerns raised by members of the local community in Camberley.

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 Gibbet Lane connects London Road (A30) and Portsmouth Road (A325) over the railway line between Bagshot and Camberley. The section of road over the railway line is one-way southbound towards Portsmouth Road. Access to Gibbet Lane from the A30 is restricted to those heading westbound on the A30 through the central reservation on the A30.

9.2 The northern section of the road connects to Larchwood Glade and The Buchan. Both roads are residential in nature without through access. As a result, traffic on these roads are typically seeking access rather than travelling through.



Figure 4: Gibbet Lane junction with London Road (A30)

9.3 Surrey County Council Officers undertook a site visit on 7 July. The Officers recorded five vehicles stopping to pick up students on Gibbet Lane. Students

were not picked up from the two adjoining roads. However, the weather was recorded as good, and some elder students were sitting exams at this time of year. It is suggested that the situation may be different during the winter months.

9.4 Surrey County Council policy on 20mph speed limits, enforced solely by signage, should not be introduced on roads with average speeds above 24mph. Surrey County Council have ordered a speed survey on Gibbet Lane from the 12 September for a seven day period to establish the average speed on the road.

9.5 It is recommended that the Local Committee agree the waiting proposals for Gibbet Lane and adjoining roads when brought in the Parking review in December.

9.6 The traffic survey data will not be available at the time of writing the report. Should the results show that average speeds are around 24mph then it is recommended that a scheme is added to the Local Transport Plan. It would then be considered for progression along with other highway schemes by the Local Committee in future financial years.

10. WHAT HAPPENS NEXT:

10.1 The Parking Team will bring their recommendations for waiting restrictions on Gibbet Lane for consideration at the next Local Committee meeting in December.

10.2 Should the Committee agree with the recommendations, the traffic survey will be reviewed after the Local Committee meeting to determine average speeds. Should the report show average speeds of 24mph or below then a scheme will be scored and added to the Local Transport Plan for Surrey Heath and considered for funding in the next financial year.

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Consulted:

None

Annexes:

None

Sources/background papers:

None

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