

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 28 NOVEMBER 2019****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: CAMBERLEY TOWN CENTRE – PROPOSED 20MPH SPEED LIMITS****DIVISION: CAMBERLEY WEST & CAMBERLEY EAST****SUMMARY OF ISSUE:**

To consider the possible introduction of a 20mph speed limit on a number of roads in Camberley Town Centre.

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is agree that:**

- (i) Authorisation is given to advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to revoke any existing traffic orders necessary and introduce a 20mph speed limit to the lengths of road in Camberley Town Centre indicated on the plan in Annex 5; and
- (ii) any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for Highways in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member, and that this issue only be returned to Committee if any objections prove insurmountable; and
- (iii) the Order be made once any objections have been considered and resolved.

**REASONS FOR RECOMMENDATIONS:**

The above recommendations have been made after considering the following:

- the views of the A30 London Road/Camberley Town Centre Major Scheme Task Group and Surrey Police's Road Safety and Traffic Management Team.
- the results of a speed limit assessment undertaken in accordance with Surrey SCC's Setting Local Speed Limits policy.

## 1. INTRODUCTION AND BACKGROUND:

### Background and details of proposal 20mph speed limit scheme

- 1.1 Local Enterprise Partnership funding has been secured to help introduce a series of measures along the A30 London Road and in Camberley Town Centre as part of a major transport scheme. The aim of these measures is to reduce peak hour delays along the A30, maintain bus reliability and improve accessibility for pedestrians and cyclists on routes to and within Camberley town centre.
- 1.2 As part of this major scheme a proposal has been put forward to introduce a 20mph speed limit over the roads in Camberley Town Centre marked in yellow on the plan shown below in figure 1. These roads are all currently subject to a 30mph speed limit.

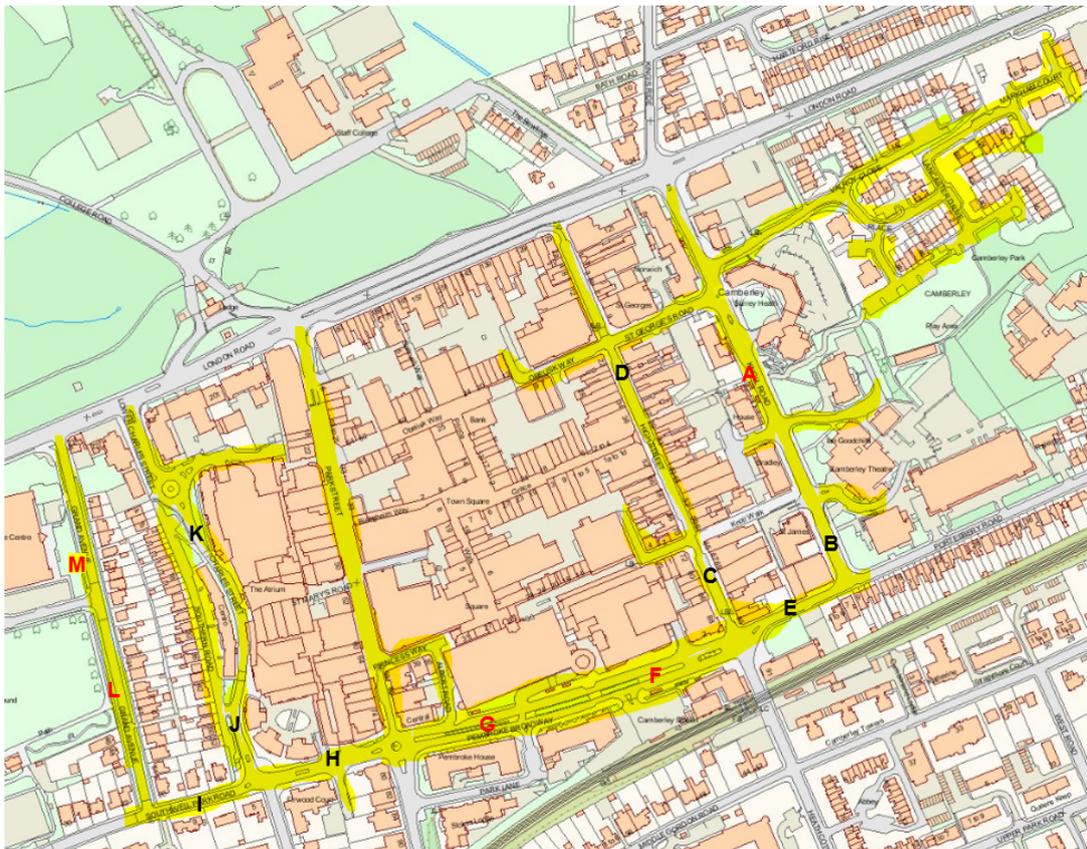


Figure 1: Proposed 20 mph speed limit scheme for Camberley Town Centre

- 1.3 The scheme also includes proposals to introduce raised pedestrian tables at the following locations:
- The Avenue, at its junction with the A30 London Road
  - Grand Avenue, at its junction with the A30 London Road

- Knoll Road, at the location of the existing pedestrian refuge a short distance south of its junction with St George's Road

### **Surrey County Council Setting Local Speed Limits policy**

- 1.4 SCC's Setting Local Speed Limits policy was implemented in July 2014 in line with national guidance issued in 2013. The document (attached at Annex 1) details Surrey County Council's policy for considering changes in speed limits.
- 1.5 When considering a change in speed limits, SCC review the personal injury collision data for the road as well as the mean vehicle speeds recorded on the road. Using this data, SCC will assess the suitability of the proposal in consultation with Surrey Police.

### **20mph Speed Limits**

- 1.6 SCC's Setting Local Speed Limits policy includes specific guidance relating to the introduction of 20mph speed limits. There are two different types of 20mph schemes, a 20mph speed limit and a 20mph zone. A 20mph speed limit is a scheme that relies on signing alone. A 20mph zone is a 20mph area where a combination of traffic calming and signage is used to enforce the speed limit.
- 1.7 SCC policy reflects national guidance (Department for Transport Circular 01/2013) in encouraging 20mph speed limits in "urban areas and built-up village streets that are primarily residential" to ensure greater safety for pedestrians and cyclists. However, it also makes it clear that 20mph speed limits should be self-enforcing and not reliant on Police enforcement.
- 1.8 Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. As such, the county council's policy is to only introduce signed-only 20mph speed limits where average speeds are 24mph or below.
- 1.9 Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures will be required.
- 1.10 It is important to note that where the existing vehicle speeds for a road meet the criteria for a 20mph speed limit (or any other reduced limit) it does not automatically mean a lower speed limit should be introduced. The main function of the road and its nature also need to be considered as part of the assessment when deciding whether it is appropriate to reduce a speed limit. This is because the desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Priority Network.

## **2. ANALYSIS:**

### **Traffic Survey Data**

- 2.1 A series of speed surveys have been undertaken in the roads where the introduction of a 20mph speed has been proposed. The surveys were carried  
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out over the 7 days between 8 and 14 October 2019. The locations of the survey are marked by the letters on the plan in figure 1.

- 2.2 A number of roads included in the 20mph scheme proposed have not had speed surveys undertaken. This is because the nature of these roads means that speeds will inevitably be below the 24mph mean speed threshold at which the introduction of a signed only 20mph speed limit could be considered.
- 2.3 A summary of the results of the speed surveys are shown in the table attached in Annex 2. Where the recorded mean speeds exceed the 24mph threshold at which the introduction of a signed only 20mph speed limit could be considered they have been highlighted in red.
- 2.4 The following comments should be noted in relation to the locations where mean speeds exceeding 24mph have been recorded:
- Sites L and M in Grand Avenue recorded slightly higher mean average speeds in the southbound direction which marginally exceeded 24mph. However, the overall mean speed of all vehicles was below 24mph. In addition, Grand Avenue has existing traffic calming measures. On this basis, the introduction of a signed only 20mph speed limit could be considered.
  - Site F in Pembroke Broadway recorded a slightly higher mean speeds in the westbound direction which marginally exceeded 24mph. However, the overall mean speed of all vehicles was 24mph. On this basis, the introduction of a signed only 20mph speed limit could be considered for this section of Pembroke Broadway.
  - At site G in Pembroke Broadway the mean speeds exceeded 24mph in both directions and the overall mean speed of all vehicles was 26.2mph. It would therefore be necessary to introduce measures to reduce the mean speed to 24mph or less if a 20mph speed limit were to be introduced on this section of Pembroke Broadway.
  - At site A in Knoll Road the mean speeds exceeded 24mph in both directions and the overall mean speed of all vehicles was 26.3mph. It would therefore be necessary to introduce measures to reduce the mean speed to 24mph or less if a 20mph speed limit were to be introduced in Knoll Road. As noted in paragraph 1.3, a raised pedestrian table has been proposed in Knoll Road and this would help reduce vehicle speeds. However, given the distance between the proposed location of the table and the mini-roundabout at the junction with the access to the car park, it may be necessary to introduce additional measures to reduce mean speeds to 24mph or less over the whole road.

### **Collision History**

- 2.5 The 3 plans attached in Annex 3 show the following:
- The total number of personal injury collisions involving all road users that have occurred over the period from 1/1/14 to 31/5/19 (latest available data) and their severity.

- The number of personal injury collisions involving pedestrians that have occurred over the period from 1/1/14 to 31/5/19 (latest available data) and their severity.
  - The number of personal injury collisions involving cyclists that have occurred over the period from 1/1/14 to 31/5/19 (latest available data) and their severity.
- 2.6 As shown by the collisions plots, the greatest number of collisions have occurred in Knoll Road and Pembroke Broadway. This would be expected since these are the roads carrying the highest volumes of traffic and they also have a number of junctions along their lengths. Excessive or inappropriate speed was not recorded as a contributory factor in any of these collisions. An analysis of the nature of the collisions also suggest it is unlikely that they would have been prevented had a 20mph speed limit been in place.
- 2.7 Whilst there are only a relatively small number of collisions involving cyclists there have been a greater number of collisions involving pedestrians (with the majority of these occurring in Knoll Road, Pembroke Broadway and the High Street). This is not unusual in town centre locations due to the high levels of pedestrian activity.

### **Status of Roads**

- 2.8 The Surrey County Council road hierarchy is called the Surrey Priority Network, or SPN. Figure 2 below indicates the position of the various roads included in the proposed 20mph scheme within Surrey's Priority Road Network.
- 2.9 A detailed definition of the different levels of the Surrey Priority Network can be found in the county council's Highway Hierarchy Definition Policy in Annex 4.
- 2.10 The 20mph scheme put forward proposes the introduction of 20mph speed limits on the route around Camberley town centre comprising of Knoll Road, Portesbury Road, Pembroke Broadway, Southwell Park Road and Charles Street. As shown in figure 2 the sections of road in this route are all secondary distributor roads and are classed as Level 3 in Surrey's Priority Network.
- 2.11 These roads differ in nature from the other roads included in the proposal since they form the main access route around the town centre and therefore they carry higher volumes of traffic. They also have less frontage access to buildings and pedestrian crossing movements are more focussed at specific points where crossing facilities have been provided. The greater strategic significance of these roads is reflected in their classification within the road hierarchy.
- 2.12 The remainder of the roads included within the original proposal are less strategic and are therefore classed as either Level 4a or 4b in Surrey's Priority Network. Generally these roads have higher levels of direct frontage access to shops and other buildings and pedestrian crossing movements are more spread over the length of the roads. The introduction of 20mph speed limits would more commonly be considered for roads of this nature rather than on more strategic roads.

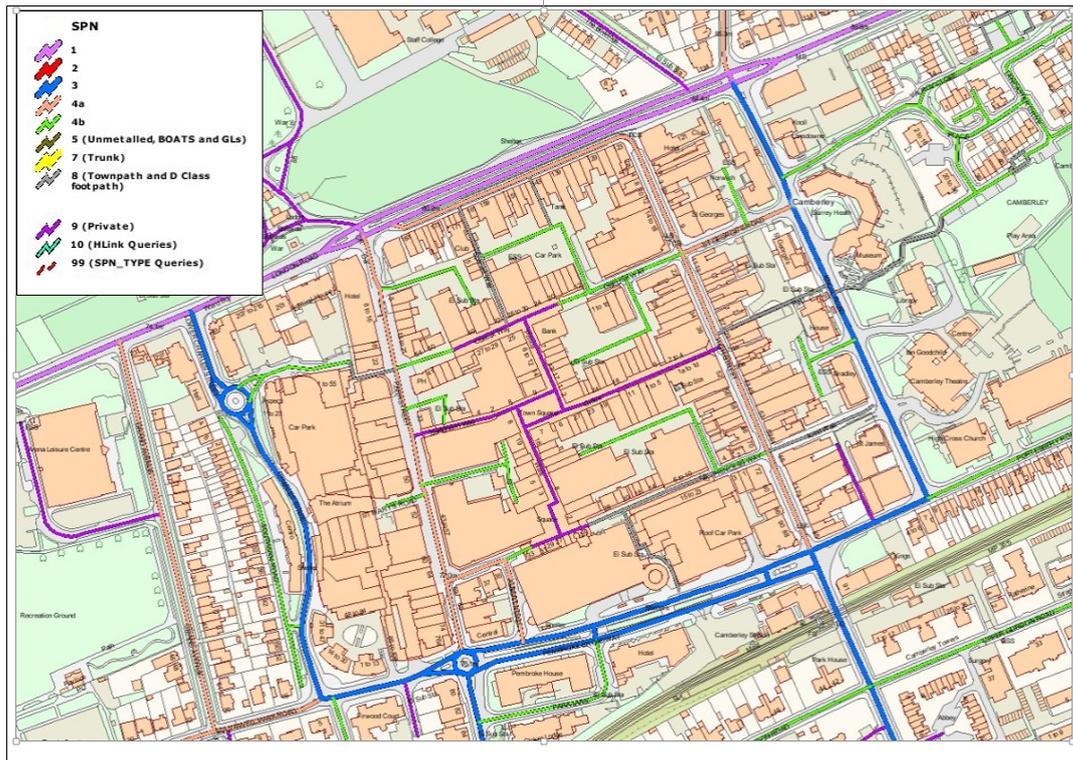


Figure 2 – Position of Roads in Surrey’s Priority Network.

**3. OPTIONS:**

**Recommended Option:**

- 3.1 The Local Committee has the following options available:
- a) Agree the proposed reductions in speed limit as recommended.
  - b) Agree to take no further action and retain the existing speed limits.
  - c) In exceptional circumstances the Local Committee may like to proceed with a change to a speed limit against officer advice. In this instance the Local Committee can request that the final decision is taken by the Surrey County Council Cabinet Member responsible for road safety.

**4. CONSULTATIONS:**

- 4.1 Surrey Police’s Road Safety and Traffic Management Team have been consulted and have confirmed they have no objections to the revised 20mph speed limit proposal shown in Annex 5.
- 4.2 The A30 London Road/Camberley Town Centre Major Scheme Task Group has been consulted and has indicated it does not support the introduction of a 20mph speed limit on the more strategic SPN3 roads through the town centre.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Detailed costings have yet to be determined for introducing the recommended 20mph scheme. However, implementation of the proposals will be fully funded as part of the A30 London Road/Camberley Town Centre major transport scheme. As such, there are no financial implications for Local Committee budgets resulting from the recommendations of this report.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The Highway Service is mindful of its needs within this area and 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.

## **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 A number of sections of road included in the original 20mph scheme proposed are secondary distributor roads which are classed as Level 3 in Surrey's Priority Network. These roads form the main access route around the town centre for vehicles and existing vehicles speeds on some sections of this route exceed the 24mph mean speed threshold at which the introduction of a signed only 20mph speed limit could be considered. As such, additional measures would have to be introduced to reduce vehicle speeds on these sections of road if a 20mph speed limit were to be introduced. In addition, given the nature of these road and their greater strategic importance, the A30 London Road/Camberley Town Centre Major Scheme Task Group has indicated it does not support the introduction of a 20mph speed limit on these roads.
- 9.2 The remainder of the roads included in the original proposal are less strategically important and are therefore classed as either Level 4a or 4b in

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Surrey's Priority Network. As such, the introduction of a 20mph speed limit on these roads would be more appropriate.

- 9.3 It is therefore recommended that the more strategic SPN 3 roads through the town centre are removed from the 20mph scheme originally proposed and that the revised proposal detailed in the plan in Annex 5 is approved for implementation by the Local Committee.
- 9.4 The original proposal would have resulted in drivers passing the main entry signing for the area subject to a 20mph speed limit some distance away from the roads in the central shopping area. The impact of the signs may therefore have been reduced by the time drivers entered busy shopping streets such as the High Street. By removing the more strategic roads from the revised proposal the roads in the central shopping area will now have large speed limit signs at the entry points. This will highlight the 20mph speed to drivers at the point where they enter these roads which will hopefully help improve driver compliance with the 20mph speed limit.
- 9.5 It should be noted that the revised proposal also excludes Townside Place and the other residential roads adjoining it. The nature of these roads means speeds are already relatively low and the introduction of a 20mph speed limit would have very limited impact. However, this residential area is accessed from Knoll Road and was therefore included in the original proposal to minimise changes in speed limit and provide consistency. However, with Knoll Road having been removed from the revised proposal there would be little benefit in including these roads in the scheme and it would result in the need for additional signing. For similar reasons, Southern Road has also been excluded from the revised proposal due to Charles Street having also been removed.

### **10. WHAT HAPPENS NEXT:**

- 10.1 If the Local Committee approve the recommendations of this report, a traffic regulation order will be advertised for the reduced speed limits. Subject to the consideration of any objections received, the order will then be made and the proposed speed limit changes implemented.

#### **Contact Officer:**

Jason Gosden (Senior Engineer – 0300 200 1003)

#### **Consulted:**

Surrey Police

#### **Annexes:**

Annex 1 - Surrey CC Setting Local Speed Limits Policy

Annex 2 - Speed survey results

Annex 3 – Personal Injury Collision Data

Annex 4 – Highway Hierarchy Definition Policy

Annex 5 – Recommended 20mph speed limit scheme

#### **Sources/background papers:**



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