



**PARK LANE, MERROW LANE &  
NEW INN LANE, MERROW:  
PROPOSED 50MPH SPEED LIMIT**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (GUILDFORD)**

**20<sup>th</sup> OCTOBER 2005**

**KEY ISSUE**

This report details an objection received to a proposed 50mph speed limit on Park Lane and recommends implementing the proposed speed limit.

**SUMMARY**

Following representations from the Police, supported by the Merrow Residents' Association, a reduction of the speed limit to 50 mph is proposed on Park Lane and parts of New Inn Lane and Merrow Lane. All consultees including County and Borough Councillors, Burpham Community Association and Merrow Residents' Association supported the proposal. It is therefore proposed that the speed limit on Park Lane should be reduced from 60mph to 50mph.

**Report by**

LOCAL TRANSPORTATION DIRECTOR

**Surrey Atlas Ref.**

Page 110 D2, 3, 4, C4

**GUILDFORD B.C. WARD(S)**

MERROW AND BURPHAM  
CLANDON AND HORSLEY

**COUNTY ELECTORAL DIVISION(S)**

GUILDFORD EAST  
SHERE

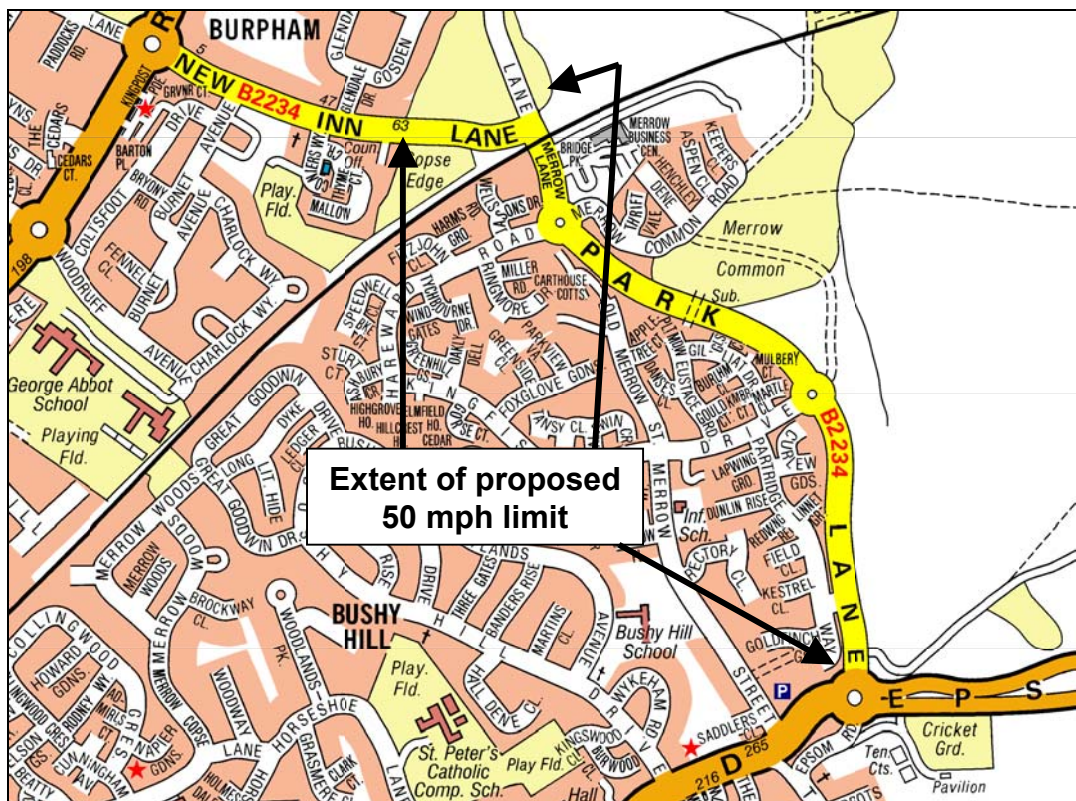
## OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that reduction in the speed limit from 60 mph to 50 mph on Park Lane, New Inn Lane (part), Merrow Lane (part), be approved.
- (ii) that the Speed Limit Order be made.

## **INTRODUCTION and BACKGROUND**

- 1 Park Lane extends from its junction with the A246 Epsom Road north - westwards to its junction with the B2234 Merrow Lane. Although there are a substantial number of residential properties along Park Lane there is only one direct frontage onto the lane, but there are three junctions joining it. B2234 Merrow Lane to its junction with C148 Merrow Lane / B2234 New Inn Lane does not have residential frontages but again does have three junctions. New Inn Lane, from its junction with C148 Merrow Lane to the 30mph terminal signs does not have residential properties and has only one junction. The current speed limit on the above roads is the national speed limit (60mph).



- 2 The Police first requested the reduction in the speed limit, which was supported by the Merrow Residents' Association. Following this request to reduce the existing national speed limit on Park Lane, speed surveys and speed assessment were carried out.

- 3 Speed surveys were taken at 2 locations on Park Lane and the results are detailed below.

	Direction	85 <sup>th</sup> percentile (mph)
Hareward Road to Kingfisher Drive	Northwest bound	48
	Southeast bound	47
Kingfisher Drive to Partridge Way	Northbound	47
	Southbound	45

- 4 There were 5 recorded personal injury accidents on Park Lane for the 3 year period between April 2000 and March 2003.
- 5 Speed limit assessments have been carried out according to Surrey County Council’s (former) speed management policy. The results indicate that the appropriate speed limit for Park Lane is 50 mph.

**THE OBJECTION**

- 6 Mr A Tobin of Paddocks Road, Guildford, objects to the proposal to implement the 50 mph speed limit along Park Lane. He sees no problem with the national speed limit remaining. He feels that too many speed limits are being reduced. A copy of his letter is attached as **ANNEXE A**.

**CONSULTATIONS**

- 7 Officers have consulted Surrey Police, Local Borough and County Members, Guildford Borough Council, Merrow Residents’ Association and Burpham Community Association. All the interested parties supported the proposals. Only Mr Tobin objects to the proposal.

**FINANCIAL IMPLICATIONS**

- 8 The cost of the proposals in this report will be met by LTP capital funds devolved to this Committee.

**SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 9 A reduced speed limit will improve the safety for all road users, especially the vulnerable pedestrians, equestrians and cyclists.

**EFFECTS ON LOCAL TRANSPORT PLAN OBJECTIVES**

10

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Reduction in vehicle speeds is intended to reduce the number and severity of accidents.
Environment	Marginal positive effects.
Economy	No measurable effect
Integration	
Accessibility	

**EFFECTS ON LOCAL TRANSPORT PLAN STRATEGIES**

11	LTP STRATEGIES	EFFECT
	Passenger Transport	No effect
	Walking	Marginal positive effect – reduced vehicle speeds may make walking, cycling and travel to school by sustainable modes more attractive.
	Cycling	
	School Travel	
	Traffic Management	No effect
	Speed Management	Direct positive effect – this is the principal objective of this proposal.
	Transport Telematics	No effect
	Parking	
	Road Safety	Reduction in vehicle speeds is intended to reduce the number and severity of accidents.
	Travel Awareness	No effect
	Highway Maintenance	
	Bridge Management	

**MONITORING CARRIED OUT OR PLANNED**

12	'Before' monitoring	Accident records and speed surveys.
	'After' surveys	Accident records and speed surveys.

**CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 13 Speed limits can help to reduce accidents and improve safety for all road users. It has been shown that the slower a vehicle is travelling, the less likelihood there is of a serious or fatal injury occurring. Given the presence of a footway along only parts of this highway, the proposed lowering of the speed limit from the national speed (60 mph) to 50 mph should improve safety for vulnerable road users, particularly the elderly, disabled and children. This conclusion is supported by the speed assessment and speed survey results.

---

**LEAD OFFICER**                      BRYAN SALWAY, ENGINEER

**TELEPHONE NUMBER**            01483 517419

**BACKGROUND PAPERS:**        CORRESPONDENCE

---

ANNEXE A

The White House  
 Paddocks Road  
 Guildford  
 Surrey  
 GU4 7LL

30<sup>th</sup> August 2005.

S. Lee  
 Head of Transportation  
 South-West Area Office  
 Cross Lanes  
 Guildford GU1 1FA

BF/LEGAL/MISC/GLD/AK

Dear Sir/Madam,

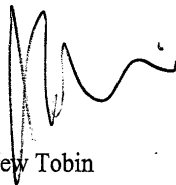
I object to the above referenced reduction in speed limit to 50mph on the B2234.

Your notice gives no reason for the reduction in the limit, which has stood for many years. As a daily user of that road, I see no problems with it being a national speed limit. By reducing the limit for no apparent reason, you merely extend the scepticism that you have already created by applying unnecessarily low speed limits in many other areas of the county.

This, along with the nationwide obsession with lower speed limits, merely deflects attention away from the cause of the vast majority of accidents which is insufficient driver skill.

I think you'd be spending my money more effectively by resurfacing that road where it goes under the railway bridge. The surface there is nothing short of scandalous, more so being just adjacent to the county road maintenance HQ.

Kind regards



Andrew Tobin

