



**CONSIDERATION OF OBJECTIONS TO
PROPOSED SPEED LIMITS IN
VARIOUS LOCATIONS**

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

14th JUNE 2007

KEY ISSUE

This report considers objections received following the advertisement of two proposed speed limits, and recommends that the objections be overruled and the orders be made as proposed.

SUMMARY

The purpose of this report is to consider and resolve objections to the proposed speed limits on the B3000 New Pond Road, Compton and Tannery Lane & Paper Court Lane, Send/Ripley.

Report by

Surrey Atlas Ref.

LOCAL HIGHWAYS MANAGER

1 D, E & F page 129 and 1A Page 130
4D, 5D, 5E, 5F, & 6F page 89

GUILDFORD B.C. WARD (S)

COUNTY ELECTORAL DIVISION (S)

PILGRIMS & SHALFORD
SEND & LOVELACE

SHALFORD
SHERE & HORSLEYS

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

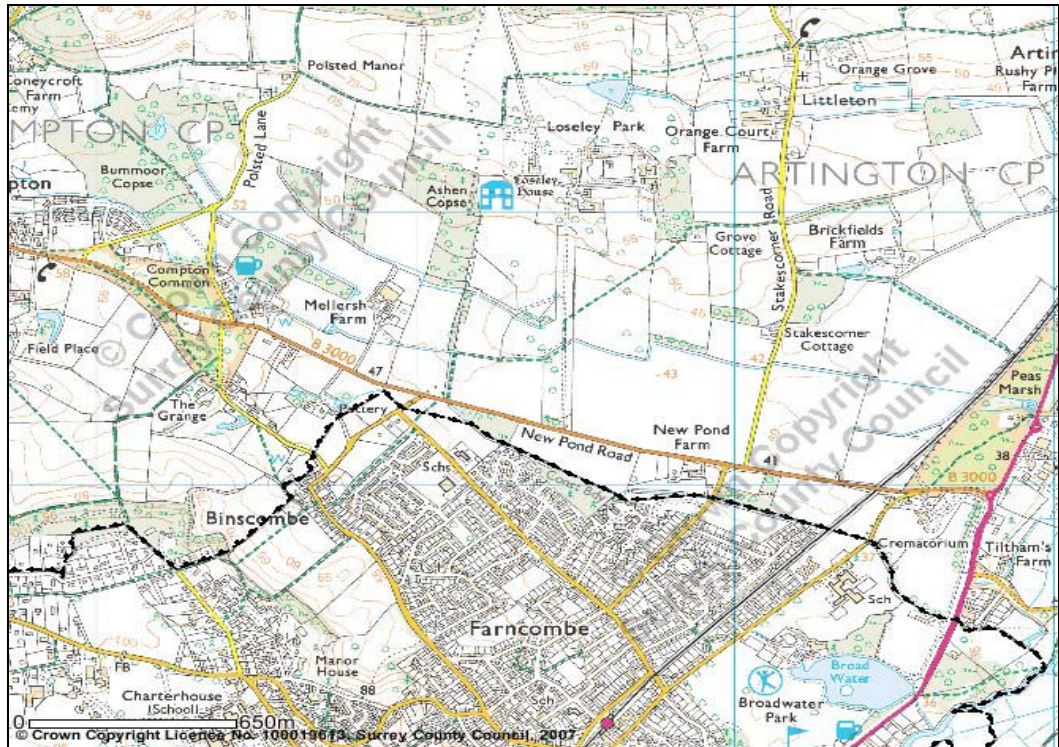
- (i) that the objection to the proposed speed limit on New Pond Road, Compton be overruled and that the intention of the County Council to make a Speed Limit Order under Section 84 of the Road Traffic Regulation Act 1984, the effect of which would be to lower the existing speed limit of 60mph to 40mph on the B3000 New Pond Road, Compton, be published, the Order be made and the scheme implemented.
- (ii) that the objections to the proposed speed limit on Tannery Lane, Send and Paper Court Lane, Ripley be overruled and that the intention of the County Council to make a Speed Limit Order under Section 84 of the Road Traffic Regulation Act 1984, the effect of which would be to lower the existing speed limit of 60mph to 40mph on Tannery Lane and Paper Court Lane, be published, the Order be made and the scheme implemented.

INTRODUCTION and BACKGROUND

- 1 On 9 December 2004, the Committee gave approval to the investigation of various speed limits including New Pond Road, Compton. Similar approval was given on 9 February 2006 for Tannery Lane, Send and Paper Court Lane, Ripley. These have been assessed against the County Council's speed limit policy. 40 mph limits are proposed for both roads and these proposals have been advertised, as a result of which objections have been received.

B3000 NEW POND ROAD, COMPTON

- 2 B3000 New Pond Road, Compton is a single carriageway carrying two-way traffic and presently has a speed limit of 60mph. The road connects the A3100 Portsmouth Road to the A3. The annual average daily traffic is some 16000 and mean speed measured for eastbound traffic was 42 mph and for westbound traffic was 43 mph. A location plan is shown overleaf.
- 3 The road runs through the village of Compton, where it is subject to a speed limit of 30mph. A speed limit of 40mph is proposed from its junction with Portsmouth Road in to a point 15 metres east of the eastern boundary of the properties known as Welldiggers Cottage, the termination point of the existing 30mph speed limit. This section of road is rural in nature with no housing or development and with 5 minor roads joining the road at various points.
- 4 There have been 20 recorded personal injury collisions in the period from November 2002 to October 2005, when the assessment was carried out. Since that date to 31/01/2007, there have been 5 further injury collisions recorded, making a total of 25 over a period of 4 years and two months.

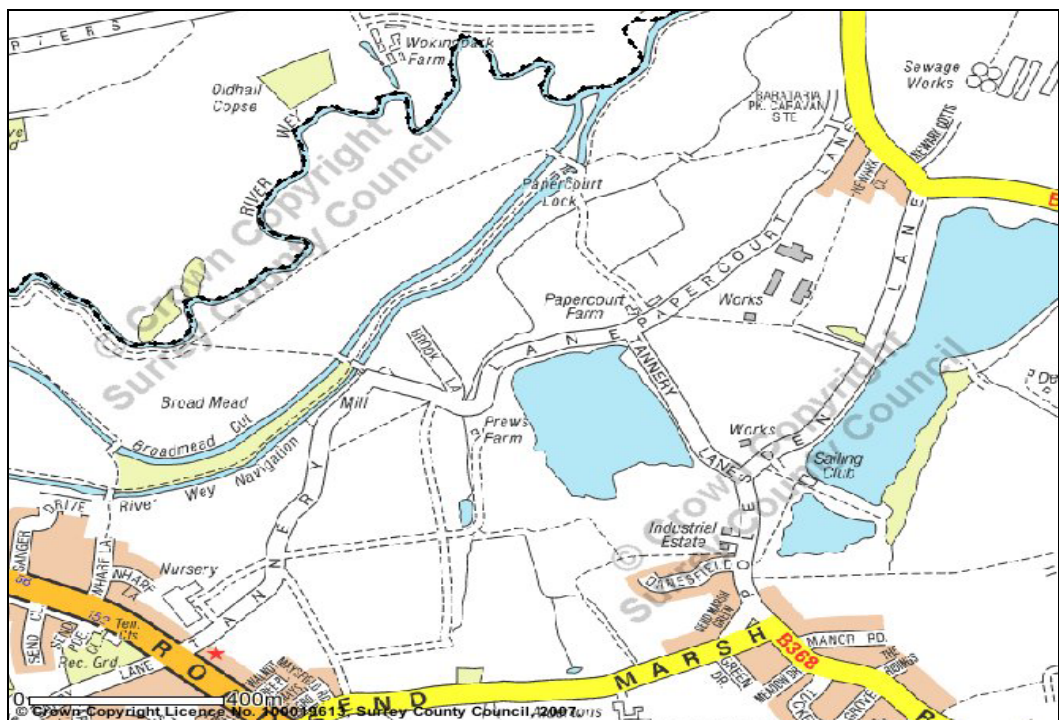


- 5 Speed surveys were carried out at three locations on the section of New Pond Road in question - one near Binscombe Lane, one near Furze Lane and one on the east side of Stakescorner Road. The appropriate speed limit was determined using the new County Council Speed Management Strategy, and was found to be 40mph, which is lower than the existing national speed limit (60 mph).
- 6 There has been one objection to the proposed speed limit from Mr D McLachlan. Correspondence with Mr McLachlan on this matter is shown in **ANNEXE A**. The principal grounds for the objection are shown in **bold** below, with the officer comments in normal type:
- **Lack of consultation with users of the road.** It is not cost effective to consult with all road users. The advertisement of the proposals is in accordance with law and the practice of other highways authorities.
 - **Need to take other measures to improve safety before reducing the speed limit.** Speed limit alterations are probably the least expensive of the available measures to improve safety.
 - **It is not true that lower speed limits lead to fewer accidents.** Agreed. Speed limits should be appropriate to the circumstances – neither too high nor too low.
 - **SCC has not followed government advice.** SCC policy broadly follows government advice, but is consulted on and agreed locally to reflect local circumstance and opinions. Advice is only advice, and carries no compulsion.

- **The character of the road is not that of a 40 mph road.** This is a subjective statement. The SCC policy is designed to take account of the character of the road.
- **The speed surveys are unrepresentative and do not support the case for a 40 mph limit.** It is not practical to conduct surveys at different times of year, since this would add both delay and cost. Mean speeds slightly above the appropriate limit are the norm.
- **No cost benefit analysis has been carried out.** The type of analysis sought would cost more than the proposed speed limit and its accuracy would be questionable. There is little evidence if any to suggest that the imposition of a speed limit will cause significant diversion to other routes.
- **SCC speed limit policy is flawed.** Again, this is a subjective statement. Most of the complaints received along these lines are to effect that the policy produces limits which are too high, rather than too low (as the case below illustrates).

D235 TANNERY LANE, SEND & PAPERCOURT LANE, RIPLEY

- 7 D235 Tannery Lane, Send and Papercourt Lane, Ripley are single carriageway roads carrying two-way traffic and presently have speed limits of 60mph. The roads run between the villages of Send and Ripley and are of mixed character, partly rural but also with residential and business properties. The lanes are twisting and narrow and at some points their width is as little as 4 metres. The volume of traffic using the lanes is very low. A location plan is shown below.



- 8 The current speed limit on Tannery Lane from its junction with Send Road for approximately 450 metres is 30mph. The rest of the road, up to its junction with Polesden Lane, is derestricted (60 mph). The entire length of Papercourt Lane, from its junction with Tannery Lane to Newark Lane is derestricted (60 mph).
- 9 There has been 1 recorded personal injury collision for the period from July 2003 to June 2006 when the assessment was carried out. Since that date to 01/01/2007 there have been no further injury collisions recorded.
- 10 Papercourt Lane was previously assessed under the former Speed Limit Policy and found to meet the criteria for a 30mph limit from its junction with Newark Lane to the south of property number 39. A number of residents objected to the proposed limit and indicated that they did not want to see any 30 mph signs as they considered them intrusive and did not want to spoil the environment of the road. The proposal to introduce the limit was abandoned.
- 11 Following recent changes to the Speed Limit Policy and a fresh request from Tannery Lane Residents Association, both roads were reassessed and found to meet the criteria for a 40mph speed limit for the whole of Papercourt Lane and Tannery Lane from its junction with Polesden Lane to a point north of the property known as Maybanks, the termination point of the existing 30mph speed limit.
- 12 14 Letters of objection to the proposals have been received from residents of Tannery Lane and Papercourt Lane, as shown in **TABLE A** below. This represents 16% of the properties in the lanes.

TABLE A	Total number of properties	Total number of objections (%properties response)
Tannery Lane	46	5 (11%)
Papercourt Lane	29	5 (17%)
Brook Lane	12	4 (33%)
Others	-	5
Total	87	19

- 13 **TABLE B** below shows the objectors and the grounds of their objections. In addition to the 14 residents, objections were also received from one resident of Ripley, two from outside the immediate area, the SCC Division Member and Ripley Parish Council. All of the objections were on the grounds that the proposed speed limit is too high, although respondents differ as to what limit they consider appropriate.

TABLE B : DETAILS OF OBJECTIONS RECEIVED			
No:	Objectors Name	Address	Request for
1	Martin O'Donohue	Brook Lane	25mph
2	Philip & Christine Mathews		20mph, if not 30mph
3	Simon Willock		20mph
4	Mr P Harwood		20mph
5	D Gribble	Papercourt Lane	20mph or 30mph
6	John H C Gilbert		20mph
7	Mrs J Botha		20mph
8	Mrs H I Adams		30mph
9	P H Spindler		30mph
10	Mrs P Tickner	Tannery Lane	30mph
11	R H Medhurst		20mph
12	Mrs Veronica K Singha		Less than 40mph
13	Chrissie & Austen Runnicles		20mph
14	Douglas French		30mph
15	Pam & Gilbert Runnicles	Iver Heath, Bucks	20mph
16	Chris Lee	Polesdon La, Ripley	30mph
17	Ray & Jill Tee	Knipp Hill, Cobham	20mph
18	Cllr Bill Barker		30mph
19	Ripley Parish Council		30mph

- 14 The following expressed a preference during the informal consultation period prior to the statutory advertising of 40mph speed limit. They did not write to object during the notice period.

	Cllr Terence Patrick		30mph
	Cllr John Garrett		20mph or 30mph
	Philip Matthews Tannery & Papercourt Traffic Action Group		30mph
	Send Parish Council		30mph
	Guildford Borough Council		30mph

FINANCIAL IMPLICATIONS

- 15 The cost of making the order and the appropriate signage have been allowed for in the Committee's allocation for Speed Management during 2007/08 at an average of approximately £6,000 each. If either or both proposed limit were to be abandoned, this would represent a small saving. If the proposed limit were to be amended in the light of objections the further assessment and design involved may result in small additional costs.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 16 The proposed speed limits objected to have all been considered and assessed in accordance with approved Speed Limit Management policy. Some of the sites have been assessed on two separate occasions.
- 17 In case of Tannery Lane and Papercourt Lane, these have been assessed using both the new Speed Management Strategy and the old Speed Limit Policy and the appropriate limit has been found to be 40mph.
- 18 In the case of the New Pond Road assessments and surveys suggest that a 40mph speed limit is appropriate, taking account of the environment and personal injury collisions record.
- 19 Therefore it remains the officers' view that the proposed 40 mph limits are appropriate in both cases and the Committee is recommended to overrule the objections and proceed with the speed limits as proposed.

LEAD OFFICER	KAZ BANISAIED, PRINCIPAL ENGINEER, GUILDFORD
TELEPHONE	01483 517523
BACKGROUND PAPERS	None
