

Item 20

WINDLESHAM VILLAGE SPEED LIMITS

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN SURREY HEATH

29th April 2004

KEY ISSUE:

To advise members of changes to the Speed Limit Order to be made for Windlesham village.

SUMMARY:

The Local Committee of 15 January 2004 agreed the introduction of new speed limits throughout periphery roads in the village of Windlesham, consisting of reductions in limits from the current unrestricted status to 50mph, 40mph and 30mph.

Further to the advertised Notice of the proposed Order and comments received regarding Hatton Hill, it has come to light that a discrepancy in one result indicated an incorrect speed.

Further to a re-appraisal of Hatton Hill, the speed limit to be implemented will be 30mph.

OFFICER RECOMMENDATIONS:

That the Local Committee agree that Hatton Hill be excluded from the proposed 40mph limit in Windlesham, due to the adequate number of street lighting units that allow justification of a 30mph limit and the interpretation under the Speed Management Policy supports the introduction of a 30mph speed limit.

INTRODUCTION AND BACKGROUND

1. A Committee Report was presented to the Local Committee on 15 January 2004 detailing a study of speed limits in Windlesham village against Surrey County Council's Speed Management Policy. The report concluded changes were justified on the majority of periphery roads.
2. The Committee recommended to approve the proposed changes and authorise implementation, and to advertise a Traffic Order in accordance with the Traffic Regulations 1984 and delegate authority to the Local Transportation Director in consultation with Committee Chairman to determine any objections to the Order.

ANALYSIS AND COMMENTARY

3. A Notice was published on 12 February 2004 in local papers, together with on street Notices, a letter drop to local residents and Councillors, and further copy displayed at Windlesham Post Office.
4. Two objections to the entire proposal were received but were not upheld.
5. Four objections to the proposal to restrict Hatton Hill to 40mph were received, suggesting a 30mph limit would be more appropriate.
6. Further analysis of the speed study revealed a discrepancy in the data for Hatton Hill that showed speeds in the low 40's rather than 30's in one direction. Together with the SCC policy of introducing limits that are consistent and enforceable, a limit of 40mph was appropriate.
7. Following the recent introduction of 3 new lighting columns, and that the correct current speeds are close to 30mph, it is appropriate to introduce a 30mph speed limit in Hatton Hill.
8. Roads that have the required minimum level of street lighting do not require a separate Speed Limit Order to implement a 30mph limit (unless an Order is already in place). Hatton Hill can therefore be subject to a 30mph speed limit as at the same date.
9. The Speed Limit Order that will be made on, or close to 3 May 2004, will now exclude Hatton Hill, subject to approval of the recommendation.
10. The start of the 30mph limit in Snows Ride would be moved from south of it's junction with Hatton Hill, to north of the junction, to rationalise the number of signs.

CONSULTATION

11. Letters to Hatton Hill residents have been sent notifying them of the change. The majority of letters received were from Hatton Hill residents.
12. Surrey Police are supportive of the change.

FINANCIAL IMPLICATIONS

13. The change has no financial implications and will not effect the implementation date.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

14. Implications remain as the original report, other than introducing a more suitable limit for Hatton Hill.

CRIME & DISORDER IMPLICATIONS

15. The promotion of quality schemes and projects that improve Surrey's highway infrastructure will assist in reducing the fear of crime and decrease the potential for injury accidents.

EQUALITIES IMPLICATIONS

16. Reduction in speed limits may encourage greater use of non-car related transport thus making travel around the village more attractive to those who cannot or prefer not to drive.

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BACKGROUND PAPERS: **Committee Report 15 January 2004.**

Number of Annexes: **None**