

Item 22

**PETITION RESPONSE - REQUEST FOR A 30MPH SPEED
LIMIT ON HALEBOURNE LANE, WEST END & CHOBHAM**

**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN SURREY HEATH**

2ND DECEMBER 2004

KEY ISSUE:

To advise members of the receipt of a petition and to receive the officers response.

SUMMARY:

A petition was received at the meeting of Surrey County Council's Local Committee in Surrey Heath on 28th October 2004, containing 108 signatures from residents, and public who have an interest in Halebourne Lane, (West End & Chobham). The petition requested that the speed limit along the entire length be reduced from 60mph to 30mph.

The current road layout would not comply with the current County Council policy for a speed limit reduction, and Surrey Police have advised that they would not therefore be able to support a speed limit on such a single rural road in isolation. On this basis it is important that the Surrey Heath LTS awaits the publication on rural speed limit guidelines from the 'Department for Transport' before commissioning any assessments or potentially imposing any rural speed limits across the Borough.

OFFICER RECOMMENDATIONS:

That the Surrey Heath Local Committee:

- i) note receipt of the petition and;
- ii) consider assessment of the speed limit along Halebourne Lane, along with other rural roads in the District once guidelines have been received from the 'Department of Transport' on the 'Rural Lanes Initiative.'

INTRODUCTION and BACKGROUND

1. The Local Transportation Office has received a petition from residents and the public, who have an interest in Halebourne Lane, (West End and Chobham). The petition contains 108 signatures, of which 48 are residents residing in 26 different properties. They seek a reduction in the current speed limit of Halebourne Lane between Windlesham Road and the A319 Bagshot Road from 60mph to 30mph.
2. The adjoining A319 Bagshot Road was reduced to 40mph on 1st June 2004, but this did comply with the county policy mainly due to substantially more residential properties and the considerable number of junctions along its length.
3. Other rural lanes in the vicinity such as the adjoining Windlesham Road and Highams Lane have speed limits of 60mph and therefore large-scale assessment would be required on all rural lanes across Surrey Heath, for which there is no current 'Department for Transport' guidance.

ANALYSIS AND COMMENTARY

4. The County Council's Speed Management Policy aims to identify the most appropriate speed limit for a road by assessing characteristics that should influence vehicle speeds such as roadside development, street lighting, footways, parking and frequency of junctions etc. At present Halebourne Lane does not comply with these policy guidelines in terms of enabling a speed limit reduction to be applied.
5. The petitioners wish the speed limit to be reduced to 30mph for the following quoted reasons:
 - The lane is of a residential nature but also includes farming and leisure facilities such as horse riding, walking and cycling.
 - There has been an increase in the general speed of all vehicles following the erection of the de-restriction sign, which is in the middle of the most densely developed section of the lane, and the lowering of the speed limit to 40mph on Bagshot Road.
 - There has been an increase in the amount of traffic recently and particularly following introduction of Windlesham Traffic-calming arrangements.
 - Due to the volume and speed of traffic accelerating off Bagshot Road, residents experience extreme difficulty getting out of their drives during busy times.
 - It is a country lane with no pavement and virtually no lighting, and has become dangerous for pedestrians, cyclists and horse riders.
6. Any speed limit should to a certain degree be self-enforcing, ie speed limits should be seen to be reasonable for the location by the majority of motorists. As such the physical constraints of Halebourne Lane such as its width and bends keep the speeds lower at its southern more populated end. The LTS will investigate whether any other warning signs may assist on the remainder of the road.

7. At present the Surrey Heath LTS does not have any data on current speeds along Halebourne Lane and it would be extremely difficult to locate our Speed Indication Device to collect sufficient data. As there are no lamp columns along the road, the reduction of the speed limit to 30mph would require the installation of a lighting scheme for which no funds are currently available.
8. The 'Department for Transport' do recognise the problems with imposing speed limits along rural lanes and are currently compiling assessment guidelines as part of the development of a Rural Road Hierarchy for Speed Management. Once these have been received and Surrey's Manual of Policies and Standards (MaPS) document revised, assessment of all rural lanes across the Borough will be undertaken.

SAFETY IMPLICATIONS

9. There have been no 'Personal Injury Accidents' (PIAs) along Halebourne Lane in the last 3 years. Since records were instigated, (1987) only two slight injury accidents (collisions) have been reported. Whilst the concerns of petitioners are understood, there is little evidence to promote the necessary investigations as a priority measure.

CONSULTATIONS

10. The Surrey Heath LTS are already working with Surrey Police who at present would not support a reduction in the limit along a rural road in isolation. They would however support a widespread strategy provided this is in line with county policy. This again requires awaiting the revised guidelines for rural roads from the 'Department for Transport' before assessments can take place, and the approval by SCC's Executive of the new assessment procedures within the Joint Road Safety Strategy.

FINANCIAL IMPLICATIONS

11. There are no financial implications at present although funds will be required in future years for rural lane assessment and potentially the implementation of any approved speed limits.

DEVELOPMENT IMPLICATIONS

12. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

CRIME & DISORDER IMPLICATIONS

13. 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

14. Throughout the scheme development process the Local Transportation Service will assess the opportunities and constraints of pedestrian mobility impairment with the aim of achieving the best possible outcomes whilst having regard for budget and practicality. A trained officer also assesses

relevant schemes and consults with the local disabled access group (DASH) regarding any potential difficulties.

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BACKGROUND PAPERS: None

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