



**Chobham, Road Knaphill / Guildford
Road, Chobham - Proposed
Amendment To Speed Limit**

**Local Committee for Woking
12 June 2003**

KEY ISSUE:

To seek approval for a change in the existing 60 mph speed limit to 40 mph on Chobham Road, Knaphill and Guildford Road, Chobham.

SUMMARY:

The Committee's approval is sought for a change of the existing 60 mph speed limit on Chobham Road, Knaphill and Guildford Road, Chobham to improve road safety.

CONSULTATIONS:

The residents of the thirty properties that abut these roads have been consulted, as have the relevant Borough and County Councillors, for this area. No objections were received.

The Police have been consulted and support this proposal.

The general public will be consulted as part of the legal process when the proposals are advertised in the local press, on street and on the Council's website.

OFFICER RECOMMENDATIONS:

The committee is asked to agree

- a. to advertise a Traffic Regulation Order under the Road Traffic Regulation Act 1984 to change the existing 60 mph in Chobham Road, Knaphill and Guildford Road, Chobham to 40 mph; and
- b. that authority be delegated to the Local Transportation Director, in consultation with the Chairman and Divisional Member, to consider and determine any objections and to make the order.

Introductions and background

1. Chobham Road and Guildford Road form part of the C11 route between Knaphill and Chobham (see location plan 11492 at Annex A). Speed limits vary throughout its length. There is a section between Barrs Lane and the Borough boundary some 1.5 kms in length, which is rural in character and subject to a 60 mph speed limit.
2. The Safety Engineering and Education section of Surrey County Council identify sites with high injury accident rates. They meet with Local Transportation Service Officers and Surrey Police on a regular basis in Accident Working Groups to discuss and plan remedial measures for these sites. This section of road has been identified for this analysis because of the number of accidents occurring.
3. It is proposed that the existing 60 mph speed limit is reduced to 40 mile per hour limit on the grounds of road safety.

ANALYSIS AND COMMENTARY

4. A number of factors have influenced the proposal to reduce the 60 mph speed limit to 40 mph:
5. Fifteen injury accidents have occurred in this length of road over the last five years of which nine involved vehicles turning right out of Barrs Lane. Of the remainder, four accidents were speed related. Discussion has been held with the Police who support the proposal as a means of reducing the number of accidents.
6. Chobham Golf Club has a split course with 15 holes on the clubhouse side and the remaining three holes requiring members to cross over Chobham Road. Whilst sight lines are adequate this proposal will increase safety.
7. Carhouse Lane when approached from either direction appears after a bend in the road. This restricts sight lines for both drivers using Guildford Road or Chobham Road and turning out from Carhouse Lane. The situation is exacerbated travelling North by trees and high hedges down to the carriageway edge. Reducing the speed limit will increase safety.
8. Currently the speed limits from Knaphill to Chobham Village, are not consistent. The limit is 30 mph at Knaphill increasing to 40 mph at Larks Way, 60 mph at Barrs Lane then 40 mph at the Borough Boundary returning to 30 mph immediately before Chobham Village. This proposal will standardise limits with 30 mph in areas of highest housing density and 40 mph in the rural areas.

9. The 60 mph speed limit has been assessed in accordance with SCC's Speed Management Policy and a reduction to a 40 mph speed limit is appropriate.

Financial implications

10. The cost of changing the speed limit, including advertising, making the order and signing is estimated to be £2000 and can be funded from the Aids to Movement budget for 2003/4.

Sustainable development implications

11. The proposed changes are expected to bring road safety benefits by reducing vehicle speeds and therefore incidents of conflict.

Crime & disorder implications

12. There are no crime and disorder implications.

Equalities implications

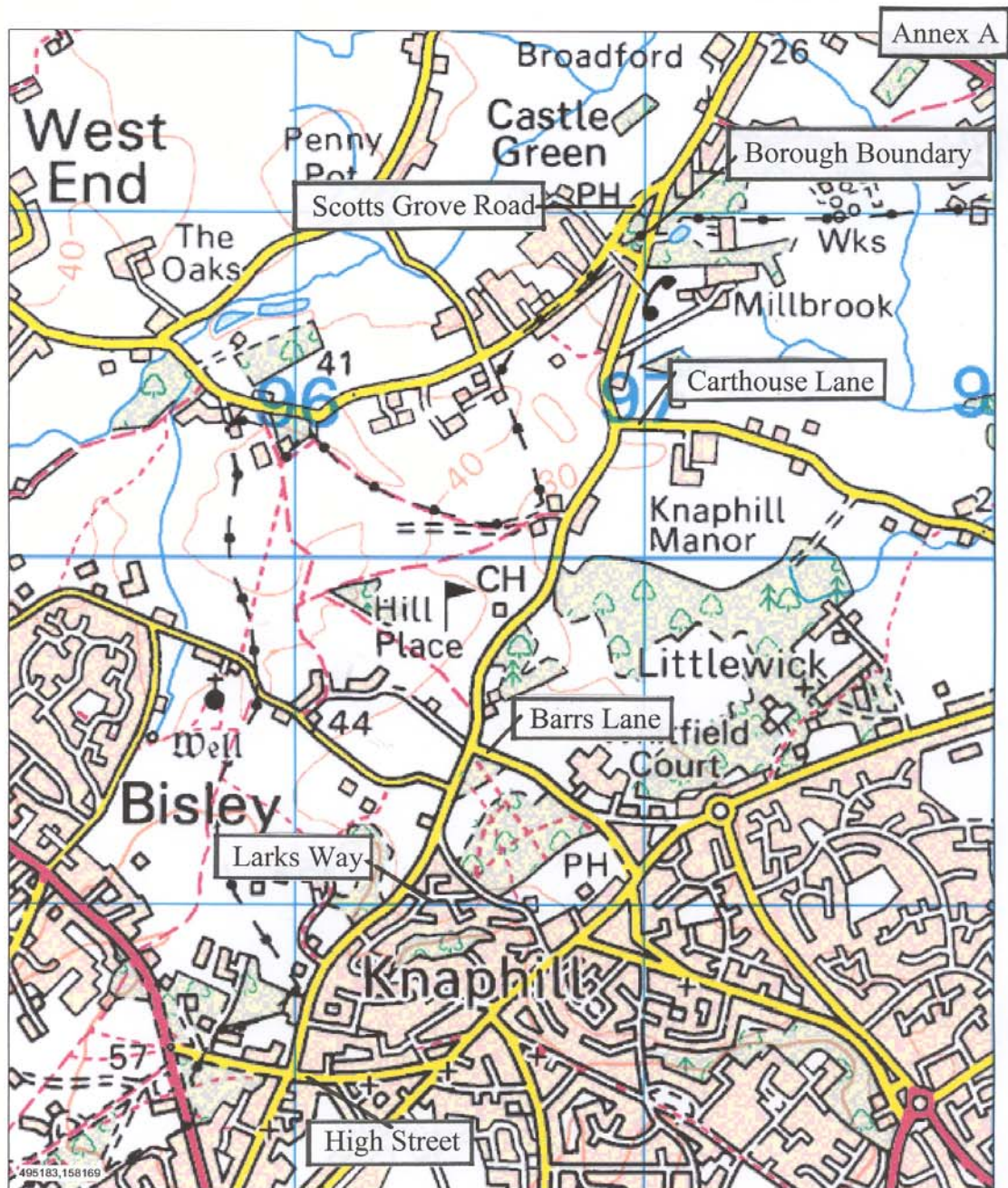
13. There are no equalities implications.

Conclusions and reasons for recommendations

14. The change in the speed limit will improve road safety generally with a probable reduction in the number of injury accidents.

Report by: Stephen Child, Local Transportation Director, Woking
LEAD/CONTACT OFFICER: David Durrant
TELEPHONE NUMBER: 01483 518300
BACKGROUND PAPERS: None

ANNEX A



C11 CHOBHAM ROAD & GUILDFORD ROAD - LOCATION PLAN

	Date: 23/05/2003	*Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.*	
	Printed by: DD		
Drawing No.: 11492			
Scale 1:15000			