



## WOKING JOINT COMMITTEE

**DATE:** 3 DECEMBER 2014  
**LEAD OFFICER:** ANDREW MILNE, AREA TEAM MANAGER

**SUBJECT:** WHITE ROSE LANE PETITION RESPONSE

**AREA:** MOUNT HERMON EAST WARD / WOKING SOUTH EAST DIVISION

### **SUMMARY OF ISSUE:**

A petition was received by the Woking Joint Committee at its meeting on 25 June 2014 asking for a 20mph speed limit to be introduced on what is perceived to be the most dangerous section of White Rose Lane, this being at the eastern end of road where there is no footway and few frontagers.

The petition contained 41 signatures.

### **RECOMMENDATIONS:**

**Woking Joint Committee is asked to note the contents of this report.**

### **REASONS FOR RECOMMENDATIONS:**

Speed surveys were carried out in White Rose Lane at locations agreed with the petitioners. The recorded speed data indicates that there is good compliance with the existing 30mph speed limit but that speeds are too high to allow a signed-only 20mph limit to be introduced. It is recommended that no further action is taken with regard to reducing the speed limit to 20mph.

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 White Rose Lane runs between Old Woking Road and Oriental Road and as a result gives direct access from Old Woking to Woking railway station and so is heavily used.
- 1.2 A footpath runs between the Elm Bridge Estate / St John the Baptist School and Ashwood Road / Heathfield Road and is heavily used by school pupils. This path crosses White Rose Lane between its junctions with Rose Wood and Barrens Close.
- 1.3 A traffic calming scheme was introduced in 2003/4 to manage vehicle speeds in the road, particularly where the footpath crosses the road and another path emerges from Woking Park and which is also heavily used by students.

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- 1.4 Residents are concerned about White Rose Lane being dangerous on the section where there is no footway. They acknowledge that the construction of a footway would be expensive and would like consideration being given to the introduction of a 20mph speed limit along the road. This is the basis of the petition.
- 1.5 There is no vertical traffic calming in the section of road without a footway but there is a "priority give way" feature a short way in from Old Woking Road. There is a similar feature at the other end of the calmed area, just to the south of Ockenden Road.
- 1.6 In response to the petition, an undertaking was given was given to carry out speed surveys along the road and officers met with the petitioner to determine the location for them.

### **2. ANALYSIS:**

- 2.1 Speed surveys were undertaken in two locations in the section of road without any footway. These locations were agreed with residents and data was collected between Saturday 13 September and Friday 19 September 2014.
- 2.2 A summary of the speed data and a plan showing the survey locations is shown at Annex A.
- 2.3 The recorded mean speeds are in the region of 29mph in both directions at each location.
- 2.4 The County Council's speed limit policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013".
- 2.5 Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- 2.6 Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Consequently, a signed-only 20mph limit is inappropriate for White Rose Lane.
- 2.7 Speed surveys were not undertaken in the length of road where there is a footway and vertical traffic calming. It is not, therefore, known if a signed-only 20mph limit would be appropriate over that section of road.
- 2.8 The recorded speeds indicate good compliance with the existing 30mph speed limit.
- 2.9 In the last 3 full years plus the current year to date, two personal injury collisions have taken place in the length of road between the two priority give way features.. Each resulted in one slight injury and in neither was excessive speed cited as a contributory factor. No pedestrians were involved.

**3. OPTIONS:**

- 3.1 The recorded speeds are too high to permit a 20mph speed limit to be introduced by signing only. In the length of road where there is no footway and no vertical traffic calming, there is a system of street lights, so speed cushions or speed tables could be introduced. However, there is good compliance with the existing 30mph limit, only one of the recorded personal injury collisions has taken place in this length of road and the nature of the road is not of the urban type in which Circular 01/2013 encourages 20mph limits and zones to be introduced.
- 3.2 Some of the existing vertical traffic calming features elsewhere in the road appear to be in a poor state of repair and will be reconstructed when budgets allow.
- 3.3 If sufficient budgets are available in the next financial year, conspicuous, yellow backed signs warning of the lack of footway / pedestrians in the carriageway could be erected.

**4. CONSULTATIONS:**

- 4.1 The only consultation that has taken place was with the petitioner to determine the speed survey locations.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 There are no financial implications in respect of the 20mph limit. Any reconstruction of the existing traffic calming features or the provision of enhanced warning signs will be funded via the appropriate revenue budget during the next financial year.

**6. RISK MANAGEMENT:**

- 6.1 There are no specific risk related issues. Although there is the potential for a personal injury collision to occur anywhere on the highway network, there is nothing to suggest that there is any greater risk to pedestrians in White Rose Lane than in other roads where there are no footways.

**7. LOCALISM:**

- 7.1 The residents of White Rose Lane and the roads off of it will be most affected by the proposed decision / recommendation.

**8. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 8.1 There are no equalities and diversity implications.

**9. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.

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Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.
Human Resource/Training and Development	No significant implications arising from this report.

### **10. CONCLUSION AND RECOMMENDATIONS:**

- 10.1 The recorded speeds in the section of White Rose Lane that has no footway indicate good compliance with the existing 30mph speed limit but are too high to permit a signed-only 20mph limit.
- 10.2 Two personal injury collisions have taken place on White Rose Lane between the two priority give way features. One took place in the length where there is a footway and vertical traffic calming and one where there is neither a footway nor physical calming. Excessive speed was not listed as a contributory factor in either of them and no pedestrians were involved.
- 10.3 It is recommended not to pursue a 20mph limit but to consider the reconstruction of some of the existing speed cushions that are in a relatively poor state of repair and to enhance the signing along the section without a footway as funds become available in the next financial year.

### **11. WHAT HAPPENS NEXT:**

- 11.1 No action will be taken regarding a 20mph speed limit. Budgets will be identified in the next financial year to allow the reconstruction of the existing speed cushions and the provision of enhanced signing.
- 11.2 The petitioner will be advised.

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#### **Contact Officer:**

Kevin Patching, Traffic Engineer (Woking)

#### **Consulted:**

The petitioner was consulted with regard to the position of the speed surveys. No other consultations have been carried out.

#### **Borough Portfolio Holder**

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#### **County Council Cabinet Member**

John Furey

#### **Annexes:**

Annex A – summary of speed data and survey locations.

#### **Sources/background papers:**

- Surrey County Council Policy – Setting Local Speed Limits, July 2014
- Department for Transport Circular 01/2013 - Setting Local Speed Limits
- Petition received by the Woking Joint Committee, 25 June 2014

## ANNEX A

## WHITE ROSE LANE - SUMMARY OF SPEED DATA

Location 1 – adjacent to guardrailing;

17855 WOKING										
SEPTEMBER 2014										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	85%ile Speed	Mean Speed
Site No: 17855001	Site 1, White Rose Lane, Woking (Railings) TQ 01699 57819	Channel: Eastbound	Sat 13-Sep-14	Fri 19-Sep-14	30	8619	1420	1231	34.3	29.5
		Channel: Westbound	Sat 13-Sep-14	Fri 19-Sep-14		10472	1747	1496	33.5	28.8

Location 2 – Lamp Column 45, near pumping station;

17855 WOKING										
SEPTEMBER 2014										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	85%ile Speed	Mean Speed
Site No: 17855002	Site 2, White Rose Lane, Woking (LC) TQ 31857 56909	Channel: Eastbound	Sat 13-Sep-14	Fri 19-Sep-14	30	8602	1418	1229	33.8	29.1
		Channel: Westbound	Sat 13-Sep-14	Fri 19-Sep-14		10280	1716	1469	33.9	29.0

