



**OFFICER REPORT TO LOCAL COMMITTEE  
(SURREY HEATH)**

**MACDONALD ROAD, LIGHTWATER  
SPEED LIMIT ALTERATION  
13 DECEMBER 2012**

**KEY ISSUES**

To seek authorisation to implement a reduction in speed limit to 30mph.

**SUMMARY**

The previously authorised speed limit reduction along Red Road, Lightwater would create an anomaly whereby a 90 metre section of MacDonald Road would officially have a national speed limit of 60mph upon it.

The 'preferred limit' for the mentioned length of road has been determined as 30mph based on the density of residences over the 90 metres and the appropriate hierarchy from Surrey's speed limit policy document.

**OFFICER RECOMMENDATIONS**

The Local Committee is asked to:

- (i) approve the advertising of a Traffic Regulation Order, the effect of which will be to introduce a 30mph speed limit on MacDonald Road, between the start of the existing 30mph limit and its junction with Red Road, a distance of approximately 90 metres;
- (ii) approve that any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for Highways in consultation with the Divisional Member and Chairman and that this issue only be returned to Committee if any objections prove insurmountable;
- (iii) approve that, once any objections have been considered and resolved, the Order be made.

## **1.0 INTRODUCTION AND BACKGROUND**

- 1.1. One of Surrey County Council's highways schemes for this financial year is to reduce the speed limit of Red Road, Lightwater from the existing national speed limit down to a limit of 50mph. The extent of this scheme was only on Red Road and no mention was made of MacDonald Road.
- 1.2. Upon further investigation, MacDonald Road currently has two speed limits imposed on it. The majority is 30mph, imposed by virtue of the system of street lighting in the road. The last 90 metres of the road, up to its' junction with Red Road, has no system of street lighting and is subject to the national speed limit.
- 1.3. If the current Red Road 50mph speed limit proposal goes ahead, subject to objections etc., it would not apply to MacDonald Road. This would leave a 90m length of 60mph road between the 50mph on Red Road and the 30mph on the illuminated length of MacDonald Road.

## **2.0 ANALYSIS**

### **Length of Road Being Assessed**

- 2.1 The length of MacDonald Road covered by this report is the initial 90 metres of the road from its junction with Red Road. It is the only section of the road without a system of street lighting.

### **Preferred Speed**

- 2.2 Surrey County Council's current speed limit policy warns against having speed limits of any length less than 600 metres. This restricts the number of speed limit changes and reduces the chances of confusing drivers.
- 2.3 When comparing the length of MacDonald Road with the current speed limit policy, the density of residences along the 90 metre section would suggest a 30mph limit, which is in keeping with the rest of MacDonald Road.

## **3.0 CONSULTATION**

- 3.1 The police have been consulted on this speed limit reduction and give their full support.

## **4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 4.1 The financing for this reduction will be covered by the funding for the speed limit reduction on Red Road.

## **5.0 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 There are no equalities and diversity implications arising from this report.

## **6.0 CRIME AND DISORDER IMPLICATIONS**

- 6.1 Speeding traffic has been identified as a major concern for residents in Surrey. SCC remains committed to working in partnership with Surrey Police to tackle issues of speeding and improving road safety through the implementation of a combination of appropriate enforcement, education and engineering measures.

**7.0 CONCLUSION AND RECOMMENDATIONS**

- 7.1 This report details the speed limit assessment conducted, and how the 'preferred limit' has been obtained.
- 7.2 It is recommended that the speed limit is reduced to 30mph for the small section of MacDonald Road not currently subject to a system of street lighting.

**8.0 REASONS FOR RECOMMENDATIONS**

- 8.1 The reason for this proposal is to remove an anomaly created by the speed limit reduction on Red Road, which is turn would reduce the likelihood for driver confusion.

**9.0 WHAT HAPPENS NEXT**

- 9.1 Any formal objections to the Order would have to be considered. Subject to no irresolvable objections being received the 30mph speed limit would then be introduced.

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<b>BACKGROUND PAPERS:</b>	None

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