



## WOKING JOINT COMMITTEE

**DATE:** 23 SEPTEMBER 2015  
**LEAD OFFICER:** ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

**SUBJECT:** SPEED LIMIT ASSESSMENTS ON VARIOUS ROADS IN WOKING BOROUGH

**AREA:** KNAPHILL AND GOLDSWORTH WEST, WOKING NORTH, WOKING SOUTH & WOKING SOUTH EAST

### **SUMMARY OF ISSUE:**

This report sets out the results and recommendations following the assessment of the speed limit on the A320 Chertsey Road, A3046 Chobham Road, Barrs Lane, Burdenshott Road, Lock Lane / Wisley Lane, Smarts Heath Road and Warbury Lane.

Requests for these speed limits had been received in the past. They were included on the ITS work programme and the opportunity has been taken to assess a batch of these speed limits.

### **RECOMMENDATIONS:**

#### **Woking Joint Committee is asked to agree that :**

- (i) The speed limit on the A320 Chertsey Road should remain at 50mph;
- (ii) The speed limit on the A3046 Chobham Road should remain at 50mph;
- (iii) The speed limit on Barrs Lane should remain at 40mph;
- (iv) The speed limit on Burdenshott Road should remain as the National speed limit (60mph);
- (v) The speed limit on Lock Lane / Wisley Lane should be reduced to 40mph;
- (vi) The speed limit on Smarts Heath Road should be increased to 40mph;
- (vii) The speed limit on Warbury Lane should be reduced to 40mph.
- (viii) Any agreed speed limit changes should be advertised in accordance with the

Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed changes and revoke any existing traffic orders, as necessary;

- (ix) The Area Highways Manager in consultation with the Chairman of the Woking Joint Committee and the relevant Divisional Member resolve any objections received in connection with the proposals.

#### **REASONS FOR RECOMMENDATIONS:**

Recommendations have been made taking into account the existing vehicle speeds, the guidance within Surrey County Council's Speed Limit Policy and extensive discussions with Surrey Police's Road Safety and Traffic Management Team.

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

1.1 With the exception of Smarts Heath Road and Warbury Lane, all of the speed limit assessments discussed in this report arose from requests for the various speed limits to be reviewed. These were added to the ITS work programme.

1.2 Based on the scoring method used to prioritise the items on the work programme, several of these assessments were ranked in the top 10 schemes. The opportunity has been taken to batch these together with several other items elsewhere in the work programme to deal with a number of speed limit assessments in one go.

1.3 Warbury Lane is currently subject to the National speed limit of 60mph, and is classed as a high-speed road. In the 2014/15 ITS work programme, the width restrictions at each end of the one-way section of the lane were rebuilt with substantial kerbing and steel bollards. Such items are not in keeping with the current speed limit and Warbury Lane was included in this batch of assessments with a view to removing its "high-speed road" status.

1.4 Smarts Heath Road, between the current start of the 30mph on the western side of the village and its junction with Saunders Lane, has consistently experienced speeds higher than would be expected in a 30mph limit. These speeds implied not that there was poor compliance with the speed limit but that the speed limit was inappropriately low. Surrey Police requested that this speed limit be reviewed.

1.5 Surrey's policy for determining speed limits was updated in June 2014. This is an 8 step approach consisting of:

Step 1 – Request to change speed limit is received.

Step 2 – Measure existing speeds and analyse road casualty data.

Step 3 – Compare the existing speeds with the suggested new speed limit.

Step 4 – Conduct feasibility of supporting engineering measures.

Step 5 – Consult with Surrey Police's Road Safety and Traffic Management Team.

Step 6 – Local Committee decision and allocation of funding

Step 7 – Advertisement of legal speed limit order and implementation.

## Step 8 – Monitoring of success of scheme

- 1.6 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.
- 1.7 All speed surveys were undertaken between 16<sup>th</sup> and 22<sup>nd</sup> April 2015 using rubber tubes stretched across the road and attached to a speed recording device.

**2. ANALYSIS:**

- 2.1 **A320 Chertsey Road - currently 50mph.** Length assessed between Six Crossroads roundabout and the borough boundary. It should be noted that a similar assessment has been undertaken on the length of the A320 from the borough boundary to the existing 40/50mph change point that is approximately 390m north of the junction with Brox Road. A report is being presented to the Runnymede Local Committee with the same recommendation as in this report.

## 2.1.1 Analysis of traffic survey data;

A320 Chertsey Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Northbound	12568	45.39	39.03
Southbound	12395	44.26	38.03

## 2.1.2 Analysis of personal injury collisions between April 2012 and March 2015, with an indication of whether excessive speed was cited as a contributory factor;

Road	Date	Number and severity of injuries	Excessive speed ?
A320 Chertsey Road	12/01/2013	2 x Slight	No
	08/02/2013	2 x Slight	No
	19/04/2013	2 x Slight	No
	08/11/2013	1 x Slight	No
	27/03/2014	1 x Slight	No
	15/06/2014	1 x Slight	No
	02/07/2014	1 x Slight	No

- 2.1.3 The A320 has been assessed as a strategic route within Surrey's highway network. It is the main road between Woking and Chertsey and is also a key feeder route to the M25.

- 2.1.4 The recorded speeds suggest that a reduced speed limit of 40mph could be appropriate, based on the County Council's speed limit policy. Additional hand-held speed surveys of free flowing traffic carried out between 11am and noon on a typical weekday gave similar results. However, officers and Surrey Police have concerns about the appropriateness of introducing a 40mph speed limit on either the Woking or Runnymede sections of the A320 and recommend that it remains at 50mph.

2.1.6 In response to these concerns, Officers from Surrey County Council and Surrey Police have visited the site and driven along the road at different speeds to jointly consider the appropriateness of reducing the existing speed limit.

2.1.7 Generally when considering speed data, the mean speeds and the 85<sup>th</sup> percentile speeds are the ones that are of most interest. However, such is the nature of the A320 and the traffic using it that based on the current data on a typical day in the northbound direction, approximately 36% of all vehicles would exceed a 40mph and 11.5% of all vehicles would be above the police's intervention level. In the southbound direction, these figures are slightly less at 26.7% and 7.45% respectively but still demonstrate that despite the recorded speeds and the results of the assessment, a significant number of vehicles could exceed the speed limit.

2.1.8 Following the joint site review, it remains the view of officers and Surrey Police that the speed limit should remain at 50mph. In addition to the risk of criminalising a large number of drivers, as set out in 2.1.7 above, this recommendation is based on ;

- the strategic nature of the road
- the character of the road
- good compliance with the existing speed limit
- no evidence that the existing speed limit is leading to safety issues

**2.2 A3046 Chobham Road – currently 50mph.** Length assessed between Littlewick Road roundabout and existing 30mph limit near the junction with Cheapside.

2.2.1 Analysis of traffic survey data;

A3046 Chobham Road	Average daily flow	Average 85 <sup>th</sup> ile speed (mph)	Average mean speed (mph)
Northbound	12029	39.33	31.93
Southbound	12406	39.36	34.21

2.2.2 Analysis of personal injury collisions between April 2012 and March 2015, with an indication of whether excessive speed was cited as a contributory factor;

Road	Date	Number and severity of injuries	Excessive speed ?
A3046 Chobham Road	25/04/2012	1 x Slight	No
	24/05/2012	1 x Slight	No
	27/03/2013	4 x Slight	No

2.2.3 The residents' request for this review was prompted by the personal injury collisions that have occurred in the vicinity of the Common Close junction. Only one of the collisions listed above was at the junction, although others have taken place outside the period under consideration. Elsewhere along the A3046, closer to Woking where the road is either narrower or becomes much more urban in character and which is already subject to a 30mph limit, there have been ongoing issues with compliance, hence the use of flashing VAS signs along that length. With the assessed length of road looking less like a 30mph road, there are concerns that despite the results of the speed survey, there could be similar issues with non-compliance. It should be noted that some highly conspicuous, yellow backed junction warning signs have been erected on each approach to the

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[www.surreycc.gov.uk/woking](http://www.surreycc.gov.uk/woking)

Common Close junction, which it is hoped will improve the collision history. Consequently, it is recommended that the speed limit remains at 50mph.

### 2.3 **D3624 Barrs Lane, Knaphill – currently 40mph.** Length assessed was the entire length between Chobham Road and Littlewick Road.

#### 2.3.1 Analysis of traffic survey data;

D3624 Barrs Lane	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Northbound	3537	42.43	36.29
Southbound	2368	43.71	37.40

#### 2.3.2 Analysis of personal injury collisions between April 2012 and March 2015, with an indication of whether excessive speed was cited as a contributory factor;

Road	Date	Number and severity of injuries	Excessive speed ?
D3624 Barrs Lane	07/06/2012	1 x Slight	No (speed cited as inappropriate as opposed to excessive)

2.3.3 The recorded speeds suggest that the existing speed limit is appropriate for the road. Without additional engineering measures, it is unlikely that reducing the speed limit will reduce vehicle speeds. It is recommended that the speed limit remains at 40mph.

### 2.4 **D3686 Burdenshott Road – currently national speed limit (60mph).** Length assessed between borough boundary and existing 40mph limit.

#### 2.4.1 Analysis of traffic survey data;

D3686 Burdenshott Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Northbound	1281	50.24	42.86
Southbound	1171	49.06	41.96

#### 2.4.2 Analysis of personal injury collisions between April 2012 and March 2015, with an indication of whether excessive speed was cited as a contributory factor;

Road	Date	Number and severity of injuries	Excessive speed ?
D3686 Burdenshott Road	07/12/2012	1 x Slight	No (speed cited as inappropriate as opposed to excessive)

2.4.3 The recorded speeds suggest that a 40mph limit could be appropriate. However, it is recommended that the limit remains as National speed limit, ie 60mph, for the following reason. The section of Burdenshott Road that is in Guildford Borough is much longer than the length of Wisley Lane (or the length of Warbury Lane that is in Surrey Heath) and as such has not been considered. Although part of

Burdenshott Road and all of Prey Heath Road are subject to a 40mph limit, if this was extended to the borough boundary, it would still leave the railway bridge, pub access and the Hatchingtan Traveller site in the higher limit and this is the location of the majority of the collisions. It should also be noted that although a record of one injury collision has been included here and is shown plotted within Woking Borough, the description of the location and details of the incident are ambiguous and could put the collision in Guildford Borough in the vicinity of the railway bridge.

**2.5 D3744 Lock Lane / D241 Wisley Lane – currently national speed limit (60mph).** Length assessed between junction with Pyrford Road and the existing 30mph limit at Wisley.

**2.5.1 Analysis of traffic survey data;**

D3744 Lock Lane / D241 Wisley Lane	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Northbound	1136	37.90	32.51
Southbound	1267	36.08	30.91

**2.5.2** There were no reported personal injury collisions along the length of assessed road between April 2012 and March 2015.

**2.5.3** A reduction of the speed limit is unlikely to reduce actual vehicle speeds, which are limited by the nature of the road. Although the recorded speeds indicate that a 30mph limit could be introduced, it is recommended that the limit is reduced to 40mph as per Pyrford Road at the western end of the lane. In this way, if the 40mph limit is extended to the existing 30mph limit in Wisley Lane, Wisley, the 30mph gateway can be retained, which it could not if Lock Lane was also subject to 30mph.

**2.5.4** Extending a lower limit as far as the existing 30mph would include a section of road in Guildford and that area's Local Committee would have to agree to any proposed change before it could be advertised and implemented.

**2.6 B380 Smarts Heath Road – currently 30mph.** Length assessed between the start of the current 30mph, entering Mayford and the junction with Saunders Lane.

**2.6.1 Analysis of traffic survey data;**

B380 Smarts Heath Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Northbound	2302	44.00	36.51
Southbound	2333	42.94	36.46

**2.6.2** Analysis of personal injury collisions between April 2012 and March 2015, with an indication of whether excessive speed was cited as a contributory factor;

Road	Date	Number and severity of injuries	Excessive speed ?
B380 Smarts Heath Road	08/07/2014	1 x Serious	No (attempted overtake in rain)

- 2.6.3 As outlined in 1.4, speeds in the assessed length of Smarts Heath Road have always been higher than would be expected or desired in a 30mph limit and this is despite other measures being in place, such as VAS and “virtual traffic calming” (it is acknowledged that this element has never been effective and it is likely that whenever the road is resurfaced, it will not be re-applied). The speed survey results suggest that the 30mph speed limit is inappropriately low and that, from its current start point to a point just to the west of Saunders Lane, the limit should be increased to 40mph to match the rest of Smarts Heath Road.
- 2.6.4 Surrey Police have expressed concern about the large number of motorists who travel fast enough for enforcement action to be taken against them, which is far higher than would be expected and which is an indication that the existing speed limit is inappropriately low. Surrey Police support an increase in the speed limit.

**2.7 D3623 Warbury Lane, Knaphill – currently national speed limit (60mph).** Length assessed was the entire length between Chobham Road and the start of the 30mph in Church Lane, Bisley.

2.7.1 Analysis of traffic survey data;

D3623 Warbury Lane	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
Eastbound (= short two way section)	14	26.52	21.04
Northwestbound (= one way section)	1300	31.09	27.56

- 2.7.2 There were no reported personal injury collisions along the length of assessed road between April 2012 and March 2015.
- 2.7.3 A reduction of the speed limit is unlikely to reduce actual vehicle speeds, which already suggest that a much lower limit would be appropriate. Although the recorded speeds indicate that a 30mph limit could be introduced, it is recommended that the limit is reduced to 40mph as per Chobham Road at the southern end of the lane. In this way, if the 40mph limit is extended to the existing 30mph limit in Church Lane, Bisley, the 30mph gateway can be retained, which it could not if Warbury Lane was also subject to 30mph.
- 2.7.4 Extending a lower limit as far as the existing 30mph would include a section of road in Surrey Heath and that area's Local Committee would have to agree to any proposed change before it could be advertised and implemented.

### **3. OPTIONS:**

- 3.1 There are two options available for the joint committee. These are:
- 3.2 Agree to the recommendations contained within this report.
- 3.3 In exceptional circumstances the joint committee may like to proceed with a change to a speed limit, against officer advice. In this instance the Joint Committee can request that the final decision is taken by the Surrey County Council Cabinet Member for Transport.

**4. CONSULTATIONS:**

- 4.1 Consultation has been carried out with Surrey Police's Road Safety and Traffic Management Team, consisting of extensive discussion and site visits.

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

- 5.1 The Woking Joint Committee has previously approved the allocation of up to £50,000 for the assessment and introduction of these speed limit amendments.

**6. RISK MANAGEMENT:**

- 6.1 There is no risk management arising from this report.

**7. LOCALISM:**

- 7.1 These speed limit assessments are, in most cases, responding to concerns raised by local residents.

**8. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 8.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

**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
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 This report details the assessment of the speed limits on a number of different types of road in Woking Borough. The assessment has been carried out using the County Council's speed limit policy, "Setting Local Speed Limits". The recommendations have been based on the results of the assessment but also on knowledge of each road and the practical implications of a lower limit.
- 10.2 The recommended speed limit changes are listed below;



Road being assessed	Recommendation
A320 Cherstsey Road	Retain existing 50mph limit
A3046 Chobham Road	Retain existing 50mph limit
D3624 Barrs Lane	Retain existing 40mph limit
D3686 Burdenshott Road	Retain existing national (60mph) limit
D3744 Lock Lane / D241 Wisley Lane	Reduce speed limit to 40mph
B380 Smarts Heath Road	<b>Increase</b> 30mph limit to 40mph
D3623 Warbury Lane	Reduce speed limit to 40mph

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

11.1 Any agreed changes to these speed limits should be advertised, subject to similar agreement being given by Surrey Heath and Guildford Local Committees as necessary, with the intention of making the relevant Traffic Regulation Order and amending the speed limits.

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### **Contact Officer:**

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### **Consulted:**

Surrey Police Road Safety and Traffic Management Team

### **County Council Cabinet Member**

John Furey Cabinet Member for Highways, Transport and Flooding

### **Annexes:**

**None**

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

Surrey County Council, "Setting Local Speed Limits", July 2014

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