

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)**

**DATE:** 1 OCTOBER 2015  
**LEAD OFFICER:** KEVIN PATCHING, ENGINEER (WOKING)



**SUBJECT:** D33 CHURCH LANE – SPEED LIMIT ASSESSMENT

**DIVISION:** LIGHTWATER, WEST END & BISLEY

**SUMMARY OF ISSUE:**

The ITS work programme for Woking includes an assessment of the speed limit on Warbury Lane, Knaphill.

The road is currently subject to the national speed limit of 60mph. The road is a very narrow country lane and includes a width restriction at each end of a one-way section of the road. The road is used as a cut-through between Chobham Road and the A322.

The assessment suggests that a reduction of the speed limit would be appropriate but this would leave a relatively short length of Church Lane, between the Surrey Heath / Woking borough boundary and the 30mph speed limit in Bisley as national speed limit.

Rather than leave this short length, it is proposed to reduce the speed limit over this length of Church Lane to 40mph to correspond to the lower limit that is proposed for Warbury Lane.

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to agree that:**

- (i) The speed limit on Church Lane, Bisley between the Surrey Heath / Woking borough boundary and the start of the 30mph limit in Bisley should be reduced to 40mph.
- (ii) The speed limit change should be advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed change and revoke any existing traffic orders, as necessary;

The Area Highways Manager in consultation with the Chairman of the Surrey Heath Local Committee and the relevant Divisional Member resolve any objections received in connection with this proposal.

**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 A number of speed limit assessments are included in the Woking ITS work programme for the North West Area highways team. Warbury Lane has been included in the assessment of these speed limits because its speed limit, which classes it as a high speed road, is not in keeping with the nature of the robust kerbs and bollards that were installed when the width restrictions were rebuilt during the 2014/15 financial year.
- 1.2 Ending the assessment at the borough boundary would leave approximately 140m of Church Lane between the boundary and the start of the 30mph limit in Bisley. Consequently, this length of road was included in the assessment process.
- 1.3 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 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
- 1.4 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.
- 1.5 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.

**ANALYSIS:**

- 2.1 **D3623 Warbury Lane, Knaphill** – length assessed was the entire length between Chobham Road and the start of the 30mph in Church Lane, Bisley.

## 2.1.1 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

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

2.1.3 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 on Warbury Lane and on Church Lane as far as the existing 30mph limit is reduced to 40mph. This would correspond to the speed limit on Chobham Road at the southern end of Warbury 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 and the short length of Church Lane was also subject to 30mph.

2.1.4 A report has been presented to the Woking Joint Committee which includes a recommendation to reduce the speed limit on Warbury Lane to 40mph.

### **3. OPTIONS:**

- 3.1 There are two options available for local committee. These are:
- 3.2 Agree to the recommendations contained within this report.
- 3.3 In exceptional circumstances the local committee may like to proceed with a change to a speed limit, against officer advice. In this instance the Local 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.

### **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. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

**7. LOCALISM:**

7.1 Local communities would be affected by having to comply with the speed limit agreed upon by the Local Committee.

**8. 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

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 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 practical application of this policy since its introduction in July 2014 has raised some concerns about the speed limits that it has suggested for some roads. 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. WHAT HAPPENS NEXT:**

10.1 Any agreed changes to these speed limits should be advertised with the intention of making the relevant Traffic Regulation Order and amending the speed limits.

**Contact Officer:**

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**Consulted:**

Surrey Police Road Safety and Traffic Management Team

**Annexes:**

None

**Sources/background papers:**

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