

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: 30 SEPTEMBER 2015**

**LEAD OFFICER: KEVIN PATCHING, Highways Engineer (Woking)**

**SUBJECT: D241 WISLEY LANE – SPEED LIMIT ASSESSMENT**

**DIVISION: HORSLEYS**



**SUMMARY OF ISSUE:**

The Integrated Transport Schemes (ITS) work programme for Woking includes an assessment of the speed limit on Lock Lane, Pyrford.

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 where the road crosses over the River Wey Navigation adjacent to the Anchor public house.

The assessment suggests that a reduction of the speed limit would be appropriate but this would leave a relatively short length of Wisley Lane, between the Guildford / Woking borough boundary and the 30mph speed limit in Wisley.

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

**RECOMMENDATIONS:**

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

- (i) The speed limit on Wisley Lane, Wisley between the Guildford / Woking borough boundary and the start of the 30mph limit in Wisley 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;
- (iii) The Area Highways Manager in consultation with the Chairman of the Guildford 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. These include a request to review the speed limit along the entire length of D3744 Lock Lane, Pyrford, including D241 Wisley Lane as far as the borough boundary.
- 1.2 Ending the assessment at the borough boundary would leave approximately 300m of Wisley Lane between the boundary and the start of the 30mph limit in Wisley. Consequently, with the agreement of the South West Area Team, 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.

## 2. ANALYSIS:

- 2.1 **D3744 Lock Lane / D241 Wisley Lane** – length assessed between junction with Pyrford Road and the existing 30mph limit at Wisley.
- 2.2 Analysis of traffic survey data;

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

- 2.3 There were no reported personal injury collisions along the length of assessed road between April 2012 and March 2015.
- 2.4 A reduction of the speed limit is unlikely to reduce actual vehicle speeds, which are limited by the nature of the road, particularly in Lock Lane. 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 Lock Lane. In this way, if the 40mph limit is extended to the existing 30mph limit in Wisley Lane, Wisley, the 30mph gateway there can be retained in an attempt to influence drivers' behaviour upon entering the village. However, if the 30mph limit was extended along Wisley Lane and Lock Lane, this gateway feature could not be retained in its current form as the large diameter '30' signs would not be permitted and the gateway's impact would be reduced.
- 2.5 A report has been presented to the Woking Joint Committee which includes a recommendation to reduce the speed limit on Lock Lane and part of Wisley Lane to 40mph.

### **3. OPTIONS:**

- 3.1 There are two options available for Local Committee. These are:
- (i) Agree to the recommendations contained within this report.
  - (ii) 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