

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE: 29 SEPTEMBER 2016****LEAD OFFICER: ANDREW MILNE - AREA HIGHWAYS MANAGER (NW)****SUBJECT: PETITION RESPONSE: CHURCH LANE (D33) / WARBURY LANE (D3623) (TWO WAY) 30MPH SPEED LIMIT PETITION****DIVISION: LIGHTWATER, BISLEY AND WEST END****SUMMARY OF ISSUE:**

The Local Committee received a signed petition by 129 local residents on requesting the Local Committee to extend the current 30mph speed limit on Church Lane from St John the Baptist Church to the start of the one way system from Woking.

The petition stated "We the undersigned petition Surrey County Council to move the start of the 30mph speed limit in Church Lane back from the existing gateway marker at the entrance to St John the Baptist Church in Church Lane, through the blind bend to the start of Warbury Lane at Hill Place Farm. It is this part of Warbury Lane/Church Lane which attracts the most speeding, accidents and danger. Warbury Lane is one way from Chobham Road direction through the width restrictions. It then becomes two way at the junction with Hill Place Farm. All vehicles accelerate away after the last width restriction in the one way part of Warbury Lane, around the blind bend to be currently faced with a 30mph sign at the church entrance in Church Lane."

RECOMMENDATIONS:

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

- (i) The speed limit terminal sign remains in the current location and the 30mph roundel is installed as previously planned.

REASONS FOR RECOMMENDATIONS:

The layout of the current terminal sign provides drivers with good forward visibility ahead of the junction with St John the Baptist Church. Altering the position of the terminal signs is likely to cause issues with visibility of the signs as well as remove the benefit of positioning the sign at a natural gateway.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Church Lane, Bisley (D3628) connects the edge of the Surrey Heath boundary into Woking, at which point it changes to Warbury Lane, to Guildford Road (A322). The section identified is located near to the boundary, extending approximately 140m from the boundary to the one way section of Warbury Lane in Woking. The section of road is narrow with limited forward visibility at certain points. Although the road is technically two-way, through traffic is restricted from the Woking direction due to the width restrictions installed on Warbury Lane. A section of Warbury Lane is also one way towards the A322, limiting the amount of through traffic to smaller vehicles.
- 1.2 On this section of road is Hill Place Farm. The property attracts HGV traffic. Due to the restriction on Warbury Lane, access to the site for many vehicles is via Church Lane, Bisley.
- 1.3 Church Lane is predominately a 30mph speed limit road through virtue of the system of street lighting. The speed limit ends at the junction with St John the Baptist's Church where the system of street lighting ends.

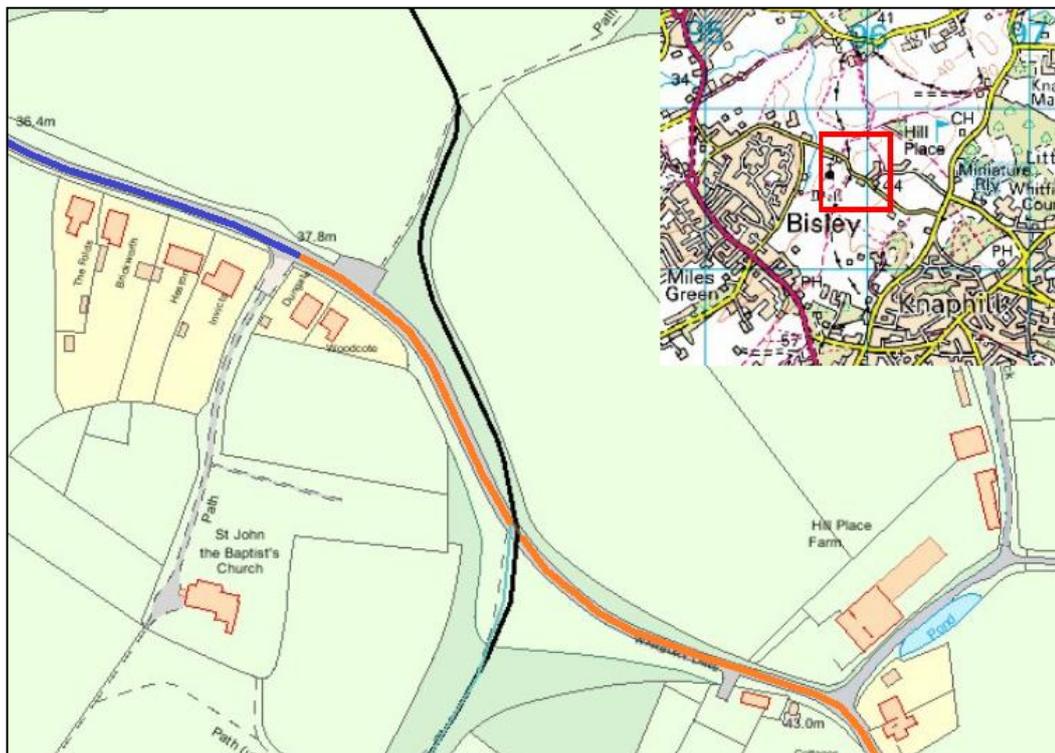


Figure 1: Church Lane and Warbury Lane - Blue = 30mph, Orange = 40mph (Black = Borough Boundary)

- 1.4 Previously, the speed limit along the rest of the road was 60mph. However, in April 2016, Surrey County Council made a traffic order on behalf of Woking Joint Committee to lower the speed limit on Warbury Lane from national speed limit to 40mph. As part of that scheme, it was agreed to extend the new speed limit from the boundary with Surrey Heath to the 30mph terminal within Surrey Heath. This was done to avoid creating 140m long national speed limit between the boundary and current terminal.
- 1.5 Data collected by Surrey County Council suggested that a 30mph speed limit along Church Lane and Warbury Lane may have been appropriate. However,

lowering the speed limit to that of the rest of Church Lane would have required the removal of the 30mph terminal signs at the junction with St John the Baptist Church. Removal of the signs could have had an adverse effect on the speed of traffic along the rest of Church Lane. As a result, the Committee decided to reduce the national speed limit to 40mph rather than 30mph, to minimise the effect.

- 1.6 The 40mph speed limit was introduced in April 2016. Additional work to enhance the terminal was put on hold when the Parish Council made Surrey County Council aware they intended to challenge the situation. It was decided that, pending the outcome of the review, the intended roundel marking should not be installed on the carriageway at the terminal sign. Should Surrey Heath Local Committee decide to alter the speed limit on Church Lane then the new markings would need to be removed at considerable cost. However, should the Local Committee decide to retain the current speed limit then the markings could be installed at limited cost at a later date.

2. ANALYSIS:

- 2.1 As previously mentioned, much of Church Lane is subject to a system of street lighting which defines the road as urban and legally creates the 30mph speed limit. As the system of street lighting is the indicator of the speed limit, no repeater signs are permitted in a system of street lighting. 30mph repeater signs should only be installed in rural areas where the speed limit has been altered through a Traffic Regulation Order.



Figure 2: Church Lane 30mph terminal signs

- 2.2 The Department for Transport's Setting Local Speed limits explains that lowering a speed limit only by adjusting the signage has limited impact on actual driver speeds. It is recommended that speed limit terminals are positioned at natural gateways, such as bridges or changes in the environment surrounding the road. These features naturally make the situation feel different for drivers and encourage people to be more considerate of the speed limit change.
- 2.3 The vegetation through the area can become overgrown and has the potential to impact on the visibility of potential terminal sign locations. Although the current signs can be obscured for traffic heading eastbound, the speed limit rises in this direction, and more importance is given in the direction where the speed limit reduces. In addition to branches obscuring the sign, consideration should also be given to algae collecting on the front of the sign. This typically happens in locations where vegetation overhangs the sign and limits the amount of light on the sign.
- 2.4 Having reviewed the accident statistics for the section of road identified, there has been one personal injury collision between July 2013 and June 2016. The accident happened in 2014 and involved a motorcyclist slipping on a patch of ice.
- 2.5 When Surrey County Council undertook a speed survey on Warbury Lane and Church Lane as part of the consideration of speed limits, they establish that average speeds on each road were reasonable for a 30mph speed limit. However, the 40mph speed limit was introduced as it was felt to better protect vehicle speeds on Church Lane by retaining the existing gateway.

3. OPTIONS:

- 3.1 Officer recommendation is for no action to be undertaken. The terminal signs can be retained and a 30mph roundel installed on the carriageway to encourage better compliance. The current terminal signs are clearly visible to traffic coming from Woking with minor maintenance of a private tree necessary at times. The entrance to the church creates a natural gateway for the speed limit and encourages drivers to be more considerate of the speed limit as they travel further along Church Lane.
- 3.2 Consideration was given to the below options, but further consideration should not be given due to the points raised with them.
- Extend the 30mph speed limit from the current point, approximately 30m to the public footpath (Footpath 135) opposite Woodcote - This option retains a natural gateway feature when entering a residential area from Woking. However, location is very close to a corner and forward visibility of the terminal signs would be limited. Although there are signs placed on either side of the road, as HGV traffic is restricted from Chobham Road, the chance of high sided vehicles obstructing the sign is raised.
 - Extend the 30mph speed limit from the current point, approximately 140m to the county boundary – This section of road is currently cut back, and visibility of signs is good. However, there is no natural gateway feature at this point and that is likely to affect driver

behaviour further along Church Lane, including at the entrance to St John the Baptist Church.

- Extend the 30mph speed limit from the current point to the entrance of Hill Place Farm - This is the option requested in the petition. The proposal would require Woking Joint Committee to agree to the lowering of the 40mph speed limit only recently introduced. In addition to requiring permission from Woking Joint Committee, locating the terminal sign so close to the width restriction on Warbury Lane is likely to reduce the chance of drivers seeing and taking into consideration the 30mph terminal signs. In addition, positioning the terminal sign so far from the start of the residential area is likely to minimise the gateway effect and lead to higher speeds along Church Lane.

4. CONSULTATIONS:

- 4.1 Consultation will be progressed as part of the review process required in the order making process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 No funds have been identified for any alterations. Should the Committee chose to alter the current situation then the scheme will be added to the Local Transport Plan for consideration in future years.

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 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.
- 7.2 This report responds to concerns raised by members of the local community in Bisley.

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.
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9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Church Lane and Warbury Lane connect across the Surrey Heath and Woking Boundary in Bisley. The section of road previously national speed limit (60mph) had the speed limit reduced from national speed limit (60mph) to 40mph in April 2016 by Woking Joint Committee.
- 9.2 Although the route connects Chobham Road and Guildford Road (A322), traffic flow along the route is limited by the combination of width restriction and one-way section on Warbury Lane. As a result, HGV access to Hill Place Farm is limited to via Church Lane.
- 9.3 The section of road identified in the petition is reasonably narrow with restricted forward visibility. The residential part of Church Lane starts approximately 30m east of the junction with St John the Baptist.
- 9.4 Although the data collected as part of the reduction suggested a 30mph speed limit may be appropriate, it was believed that removal of the terminal signs would have had an adverse effect on the rest of Church Lane.
- 9.5 Officer recommendation is to retain the current arrangement on Church Lane and not add the scheme to the Local Transport Plan for Surrey Heath. Progression of alternative schemes has the potential to increase average vehicle speeds along the rest of Church Lane should the terminal signs be positioned badly.

10. WHAT HAPPENS NEXT:

- 10.1 Should the committee agree to Officer recommendations then no further action is necessary.

Contact Officer:

Peter Orchard (Assistant Engineer) – 0300 2001003

Consulted:

None

Annexes:

None

Sources/background papers:

None
