



WOKING JOINT COMMITTEE

DATE: 20 SEPTEMBER 2017
LEAD OFFICER: ANDREW MILNE, AREA TEAM MANAGER

SUBJECT: WHITE ROSE LANE - REQUEST FOR 20MPH

AREA: MOUNT HERMON EAST WARD / WOKING SOUTH EAST DIVISION

SUMMARY OF ISSUE:

At its meeting on 28 June 2017, the Woking Joint Committee received a petition asking for a 20mph speed limit and an HGV restriction (7.5T weight limit) to be introduced on what is perceived to be the most dangerous section of White Rose Lane, this being at the eastern end of road where there is no footway and few frontagers. The petition, which contained 63 signatures, also asked for a commitment to complete a footway along the entire route as soon as practicable.

It was resolved that a further report be brought to the Joint Committee on how a 20mph zone could be achieved within the current SCC Speed Policy, together with associated costs of any scheme.

RECOMMENDATIONS:

Woking Joint Committee is asked to agree that:

- i) neither a 20mph limit or zone be introduced in White Rose Lane;
- ii) the traffic calmed length of White Rose Lane is resurfaced, including the reconstruction of the speed cushions, when funds are available.

REASONS FOR RECOMMENDATIONS:

Speed data recorded in September 2014 indicates that there is good compliance with the existing 30mph speed limit but that speeds are too high to allow a signed-only 20mph limit to be introduced. 20mph could only be introduced in White Rose Lane in accordance with Surrey County Council's speed limit policy if physical traffic calming features were introduced to reduce vehicle speeds.

Two personal injury collisions have occurred along White Rose Lane, neither of which was attributed to excessive speed. This suggests that there is not a speed related personal injury collision problem and that a 20mph zone would not represent good value for money.

The length of road that already has traffic calming features would benefit from being

resurfaced and the existing speed cushions rebuilt as soon as funds allow.

1. INTRODUCTION AND BACKGROUND:

- 1.1 White Rose Lane runs between Old Woking Road and Oriental Road and as a result gives direct access from Old Woking to Woking railway station and so is heavily used.
- 1.2 A footpath runs between the Elm Bridge Estate / St John the Baptist School and Ashwood Road / Heathfield Road and is heavily used by school pupils. This path crosses White Rose Lane between its junctions with Rose Wood and Barrens Close, at the location known as Jack and Jill Steps.
- 1.3 Traffic calming features were introduced in 2003/4 to manage vehicle speeds in the road, particularly where the footpath crosses the road and another path emerges from Woking Park and which is also heavily used by students.
- 1.4 A petition was submitted to the Woking Joint Committee on 25 June 2014 asking for a 20mph speed limit to be introduced over the section of the road that the residents consider to be the most dangerous, this being the length of road where there is no footway or vertical traffic calming features.
- 1.5 In response to the 2014 petition, speed surveys were undertaken at two locations along that section of the road at locations determined by officers and residents on site.
- 1.6 Speed surveys were carried out between Saturday 13 September and Friday 19 September 2014. At one of the locations, the mean speeds were 29.5mph (towards town) and 28.8mph (away from town). At the other location, these were 29.1mph and 29mph respectively.
- 1.7 Speed surveys were not carried out in the section of road between Jack and Jill Steps and the priority give way kerb build out near Ockenden Road.

2. ANALYSIS:

- 2.1 The County Council's speed limit policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013", which emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only a small reduction in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- 2.2 Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Consequently, given the recorded mean speeds, a signed-only 20mph limit is inappropriate for White Rose Lane and the only way that 20mph could be introduced in accordance

with the County Council's Speed Limit policy would be via a 20mph zone with traffic calming measures to physically reduce vehicle speeds.

- 2.3 It is assumed that a 20mph zone would start at the junction with Old Woking Road at one end and in the vicinity of the priority give way island close to Ockenden Road at the other.
- 2.4 The Department for Transport's Traffic Advisory Leaflet 09/1999 "20mph speed limits and zones" suggests that traffic calming features within a 20mph zone should be spaced at 60 - 70m in order to reduce speed to an appropriate level and to maintain that speed throughout the zone. The DfT's Local Transport Note 01/2007 "Traffic calming" also refers to these spacings.
- 2.5 Based on this suggested spacing, a desk-top exercise suggests that at least 13 traffic calming features would be required. The existing priority give way islands could be left as they are, as could the speed table at Jack and Jill Steps.
- 2.6 Options for the remaining calming features would be speed cushions, full width speed tables or priority give way islands. Any of these features would have to be at the spacings mentioned in paragraph 2.5.
- 2.7 Although priority give way islands are already in use at two locations in the road, they tend to be less successful in reducing vehicle speeds, particularly if a driver's forward visibility is too great. In some situations, it has been known for speeds to increase if drivers who should give way decide to get around the island before any oncoming vehicle. Without any opposing flow, speeds are unlikely to reduce. In addition, the relevant priority signs and bollards that are required at each island make these features much more expensive than speed cushions.
- 2.8 A speed table is already in use in White Rose Lane at Jack and Jill Steps. This slows vehicles down and allows pedestrians to cross the road "on the level" rather than requiring dropped kerbs. However, as these features go from kerb to kerb, they can affect drainage unless additional gullies are installed to stop rainwater from ponding. As a result, these can also be expensive features.
- 2.9 Speed cushions do not impede drainage and do not rely on opposing flows of traffic. They are relatively inexpensive and depending on the road width, can be up to 2m wide. It is therefore assumed that a 20mph zone would use speed cushions as the calming measure. The existing speed cushions would either have to be rebuilt or relocated.
- 2.10 It should be noted that only a desk-top exercise has been carried out and no detailed measurements have been taken to determine possible conflicts with driveways etc. It has also been assumed that pairs of speed cushions would be employed. However, it is possible that if the spacings have to be modified to accommodate driveways and manhole covers and the like, that additional cushions might be required. Similarly, detailed design might indicate that speed tables would be a better solution in some of the locations.

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- 2.11 Using the Westfield Avenue traffic calming scheme as a guide to the likely cost of implementing a 20mph zone in White Rose Lane, it is estimated that such a scheme would cost in the region of £30,000.
- 2.12 The carriageway surface is poor in parts of the road that are already traffic calmed and Members might recall that it had been the intention to resurface the road but that the cost estimate of approximately £90,000 was prohibitively expensive. If a 20mph zone was to be progressed, some, if not all, of this resurfacing should be undertaken in order to give any speed reducing features a level, regular base on which to be constructed.
- 2.13 In the last 3 full years plus the current year to date, two personal injury collisions have taken place in the length of road between the two priority give way features, one of which is close to the Old Woking Road junction and the other is close to the Hill View Road junction. Each collision resulted in one slight injury and in neither was excessive speed cited as a contributory factor. No pedestrians were involved. One of the incidents took place in the traffic calmed area during icy conditions and the other was in some roadworks that were underway just outside the traffic calmed area. It is debatable whether any engineering measures would have prevented either of these incidents.
- 2.14 It should be noted that there is growing concern about the effect that traffic calming can have on vehicle emissions and the resultant air quality.

3. OPTIONS:

- 3.1 The recorded speeds are too high to permit a 20mph speed limit to be introduced by signing only. Consequently, 20mph could only be introduced in accordance with SCC's speed limit policy if additional closely spaced traffic calming measures were introduced.
- 3.2 Although a 20mph zone could be introduced in just the section of road between Old Woking Road and Jack and Jill Steps, it would seem odd not to include the other section of White Rose Lane where there are pedestrian movements and turning vehicles - resident complaints about the speed of traffic have also been received from that section.
- 3.3 Vertical traffic calming, in the form of speed cushions or road tables, will be the most effective in consistently reducing vehicle speeds, although cushions would have to be wider than the existing ones in order to be beneficial. Priority give way islands are likely to have a calming effect only if there is an opposing flow to which traffic should give way but it is not unknown for vehicle speeds to increase as drivers speed up to avoid having to give way.
- 3.4 Scoring the scheme using the same criteria that have been used to prioritise all of the schemes on the Woking ITS work programme, ranks it approximately half way down the list of over 70 schemes.

4. CONSULTATIONS:

- 4.1 Only informal consultation with Surrey Police has taken place.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 If no further action is taken, there will be no financial implications.

5.2 If a 20mph zone is progressed between Old Woking Road and Ockenden Road, the scheme would cost in the region of £30,000, which in the current financial climate represents a significant proportion of the available budget. It would be inadvisable not to resurface the road beforehand and this would add up to £90,000 to the scheme. In terms of casualty reduction, given the nature of the 2 personal injury collisions that have taken place, a 20mph zone would represent relatively poor value for money but if the cost of the carriageway resurfacing is included, it would be very poor.

6. RISK MANAGEMENT:

6.1 There are no specific risk related issues.

7. LOCALISM:

7.1 The residents of White Rose Lane and the roads off of it will be most affected by the proposed decision / recommendation.

8. EQUALITIES AND DIVERSITY IMPLICATIONS:

8.1 There are no equalities and diversity implications.

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 Two personal injury collisions have taken place on White Rose Lane between the two priority give way features. One took place in the length where there is a footway and vertical traffic calming and one where there is neither a footway nor physical calming. Excessive speed was not listed as a contributory factor in either incident, no pedestrians were involved and it is questionable whether engineering measures would have prevented either of them.

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- 10.2 The recorded speeds in the section of White Rose Lane that has no footway indicate good compliance with the existing 30mph speed limit but are too high to permit a signed-only 20mph limit. There is no speed data for the traffic calmed area of the road but it is suggested that any 20mph zone should also include that section.
- 10.3 The County Council's speed limit policy states that signed-only 20mph limits are most appropriate where existing mean speeds are 24mph or lower. If existing mean speeds are higher than this, a 20mph zone would be required in which speeds are kept low by the use of physical traffic calming measures.
- 10.4 No detailed design has been undertaken but at least 13 pairs of speed cushions would be needed to comply with the design guidelines for a 20mph zone. The carriageway surface in the traffic calmed section of the road is in poor condition and should, ideally, be resurfaced before any such features are introduced.
- 10.5 Based on the circumstances of the recorded personal injury collisions, there seems to be minimal casualty reduction benefit from a 20mph zone. Even without resurfacing the road, such a scheme is likely to cost in the region of £30,000. If the cost of resurfacing the road is included, the scheme would cost around £120,000. Consequently, it is recommended not to pursue a 20mph zone on White Rose Lane. However, if sufficient maintenance funds become available for the resurfacing work this should be considered, including the reconstruction of any speed cushions in the resurfaced length of road.

11. WHAT HAPPENS NEXT:

- 11.1 No action should be taken regarding a 20mph speed limit.
- 11.2 The petitioner will be advised.

Contact Officer:

Kevin Patching, Traffic Engineer (Woking)

Consulted:

Informal consultation with Surrey Police regarding support for a 20mph speed limit.

Borough Portfolio Holder

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County Council Cabinet Member

Colin Kemp

Annexes:

Sources/background papers:

- Surrey County Council Policy – Setting Local Speed Limits, July 2014.
- Department for Transport Circular 01/2013 - Setting Local Speed Limits.
- Petition received by the Woking Joint Committee, 25 June 2014.
- Petition response reported to the Woking Joint Committee, 3 December 2014.
- Petition response reported to the Woking Joint Committee, 28 June 2017.

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