

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (WOKING)**

**DATE: 26 JUNE 2013**

**LEAD OFFICER: KEVIN PATCHING, HIGHWAYS ENGINEER**

**SUBJECT: WELL LANE, HORSELL – REPLACEMENT TRAFFIC CALMING**

**DIVISION: GOLDSWORTH EAST AND HORSELL VILLAGE**



**SUMMARY OF ISSUE:**

As part of Project Horizon, Well Lane, Horsell is to be resurfaced between Lockfield Drive and the Bullbeggars Lane / Waldens Park Road / Bury Lane roundabout. The round topped humps along this length of road are in a poor state of repair and need to be removed as part of the resurfacing work.

Round topped humps are no longer used as a traffic calming method in Surrey and so cannot be reinstated after the resurfacing work. Given the continued need for traffic calming in Well Lane, it is proposed to construct pairs of speed cushions in place of each round topped hump.

However, because speed cushions are a different type of traffic calming feature, their introduction needs to be advertised in the same way as any new traffic calming scheme would need to be and this report seeks to obtain the Local Committee (Woking)'s approval to for this.

**RECOMMENDATIONS:**

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

- (i) The removal of the existing round topped humps in Well Lane and their replacement with pairs of speed cushions be advertised and if no objections are maintained, that this work is carried out as part of the planned resurfacing works.
- (ii) Any objections received are dealt with in accordance with the County Council's scheme of delegation by the Area Team Manager in consultation with the Chairman/Vice Chairman of the Local Committee (Woking) and the relevant Divisional Member.

**REASONS FOR RECOMMENDATIONS:**

The existing round topped speed humps in Well Lane need to be removed as part of the Project Horizon resurfacing scheme along the road. Such humps are no longer used in Surrey and so cannot be reinstated after to resurfacing work. There is still a need for traffic calming in Well Lane and it is recommended that pairs of speed cushions are introduced at each of the current hump locations.

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

- 1.1 Well Lane offers a convenient route between Lockfield Drive and Horsell village and Horsell Birch and beyond. Traffic calming was introduced in Well Lane many years ago when Woking Borough Council undertook highways functions on behalf of Surrey County Council. The severity of these features caused some issues at the time with concerns about noise and vibration.
- 1.2 Round topped speed humps were employed which extend across most of the road width but which leave the channel free in order not to impeded the drainage of surface water etc.
- 1.3 Major modifications to the Well Lane / Lockfield Drive junction were undertaken in approximately 2004 to permit traffic to turn right out of Well Lane; previously, traffic could only turn left into and left out of Well Lane. This is the current situation, meaning that there is a continued need for traffic calming in Well Lane.
- 1.4 Round topped speed humps are no longer used in Surrey and cannot be reinstated if they are removed. It should be noted that there is not and never has been a policy to retrospectively remove these feature but if they are removed in situations such as this they cannot be put back in.

## **2. ANALYSIS:**

- 2.1 Given that Well Lane still provides a convenient route between Lockfield Drive and Horsell, there is a need to retain traffic calming features in the road.
- 2.2 As part of Project Horizon, it is intended to plane off and resurface Well Lane between its junction with Lockfield Drive and its roundabout junction with Bullbeggars Lane / Waldens Park Road / Bury Lane. This work will see the removal of the round topped humps, which are also in a poor state of repair.
- 2.3 Given that round topped humps are no longer used in Surrey and any that are removed cannot be reinstated, an alternative form of traffic calming will be required in Well Lane.

## **3. OPTIONS:**

- 3.1 There are two main forms of vertical traffic calming that are now used in Surrey; flat topped speed tables or speed cushions. Flat topped tables extend from kerb to kerb and consequently do not keep the channel free for drainage; additional gullies are often required to ensure that these features do not cause flooding. Speed cushions are raised sections in each running lane, which can be straddled by larger vehicles such as buses, fire engines and ambulances etc.
- 3.2 Bus services run along Well Lane. Flat topped tables on bus routes should have a 7.5m long flat top and with the ramps at each end can be approximately 10m long, which is much longer than the existing round topped

humps. Speed cushions, which buses can straddle, are the preferred form of traffic calming on a bus route.

- 3.3 Extensive surveys have not been carried out but it is clear that speed tables cannot be accommodated at all of the current hump sites due to the proximity of driveways and the need to provide additional drainage. This would significantly increase the cost of the traffic calming, which would then be beyond the scope of Project Horizon.
- 3.4 Although there is a risk that speed cushions will not reduce speeds as much as the existing round topped humps, on balance, they will offer the best alternative option. Even if they could be accommodated, flat topped tables are also unlikely to have the same speed reducing effects as the current humps.

**4. CONSULTATIONS:**

- 4.1 It is proposed to undertake a letter drop along Well Lane and the cul-de-sacs off of it that would be affected by the resurfacing work and to include information about the replacement of the traffic calming.
- 4.2 No other consultations have yet taken place but bus operators and Surrey Police will be consulted.

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

- 5.1 The cost of replacing this traffic calming, including advertising the Public Notices, will be met by Project Horizon.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no Equalities and Diversity implications.

**7. LOCALISM:**

- 7.1 The community of Horsell, and more precisely the residents of Well Lane, will be most directly impacted by this decision.

**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 The traffic calming in Well Lane needs to be removed as part of forthcoming resurfacing work but the existing round topped humps cannot be reinstated because such features are no longer used in Surrey.
- 9.2 An alternative form of traffic calming is required and it is recommended that speed cushions are used in place of the round topped humps as it is anticipated that these can be positioned at the same locations as the humps, will not impede drainage and will be in line with current practice for traffic calming on a bus route.

**10. WHAT HAPPENS NEXT:**

- 10.1 The details for the Public Notice will be forwarded to our Traffic Orders Team for the notices to be drafted and published. At the same time and in order to advise residents of this Statutory Consultation a letter drop will be undertaken that will include details of the resurfacing scheme and the change of traffic calming.

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**Contact Officer:**  
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**Consulted:**

**Annexes:**

**Sources/background papers:**

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