

**GUILDFORD BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**



**GUILDFORD  
BOROUGH**

**GUILDFORD JOINT COMMITTEE**

**DATE: 1 JULY 2020**

**LEAD OFFICER: DUNCAN KNOX**

**SUBJECT: GUILDFORD COLLEGE LINK+ 20 MPH SPEED LIMIT SCHEME**

**AREA(S) AFFECTED: ELECTORAL DIVISION GUILDFORD SOUTHWEST**

**SUMMARY OF ISSUE:**

The “Guildford College Link+” is a highway improvement scheme to support easier and safer cycling, scooting and walking between Guildford college and Guildford rail station. Part of the route includes Dapdune Road, Nettles Terrace and Markenfield Road (between Woodbridge Road and Stoke Road). It is proposed that these roads and all nearby residential roads bounded by the railway line, Stoke Road, Woodbridge Road and York Road are provided with a lower 20mph speed limit in order contribute to easier and safer walking and cycling along the “Guildford College Link+” route and throughout the adjoining neighbourhood of residential roads.

**RECOMMENDATIONS:**

**The Guildford Joint Committee is asked to agree that**

- (i) a 20 mph speed limit is implemented on Gardner Road, Markenfield Road, Nettles Terrace, Dapdune Road, Park Road, Drummond Road, George Road, Artillery Terrace, Artillery Road, Stoke Fields, Stoke Grove and Church Road to support safer walking and cycling along the “Guildford College Link+” route and throughout the adjoining neighbourhood of residential roads.
- (ii) in accordance with the Road Traffic Regulation Act 1984 an order will be advertised for the 20 mph speed limit, and the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member for Guildford Southwest will consider the responses before proceeding.

**REASONS FOR RECOMMENDATIONS:**

The proposed lower 20 mph speed limit on Markenfield Road, Nettles Terrace and Dapdune Road will contribute to easier and safer walking, scooting and cycling on the new “Guildford College Link+” route between Guildford rail station and Guildford College. Providing a 20 mph speed limit on these roads and throughout the adjoining neighbourhood of residential roads will ensure consistency of speed limit and will contribute to easier and safer walking throughout the residential area.

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

- 1.1 The “Guildford Town Centre Transport Package” consists of seven infrastructure schemes being constructed during 2017-2020 which intend to make it easier and safer for people to get around Guildford town centre by walking, scooting, cycling and public transport. Funding for the “Guildford Town Centre Transport Package” was obtained as a result of a successful bid to the Enterprise M3 Local Enterprise Partnership in 2016.
- 1.2 One of the schemes called the “Guildford College Link+” is designed to provide a quiet and pleasant route for pedestrians and cyclists, connecting the rail station to Guildford College via Walnut Bridge and the Bedford Wharf area.
- 1.3 The scheme will include off-road cycle facilities (where there is sufficient width) or routing on quieter residential roads where it is safer to cycle on the road due to less traffic and slower speeds. The scheme also includes a new Toucan Crossing across Woodbridge Road near Wharf Road and another across Stoke Road near Markenfield Road.
- 1.4 Lower speeds reduce the risk and severity of collisions and can help support more walking, scooting and cycling. This report proposes a new lower 20 mph speed limit on the part of the “Guildford College Link+” where cyclists will be travelling on the road (namely Markenfield Road, Nettles Terrace and Dapdune Road). It is also proposed that a 20 mph speed limit is implemented on the residential roads throughout the adjoining neighbourhood to ensure consistency of speed limit and contribute to easier and safer walking throughout the residential area.

## **2 ANALYSIS**

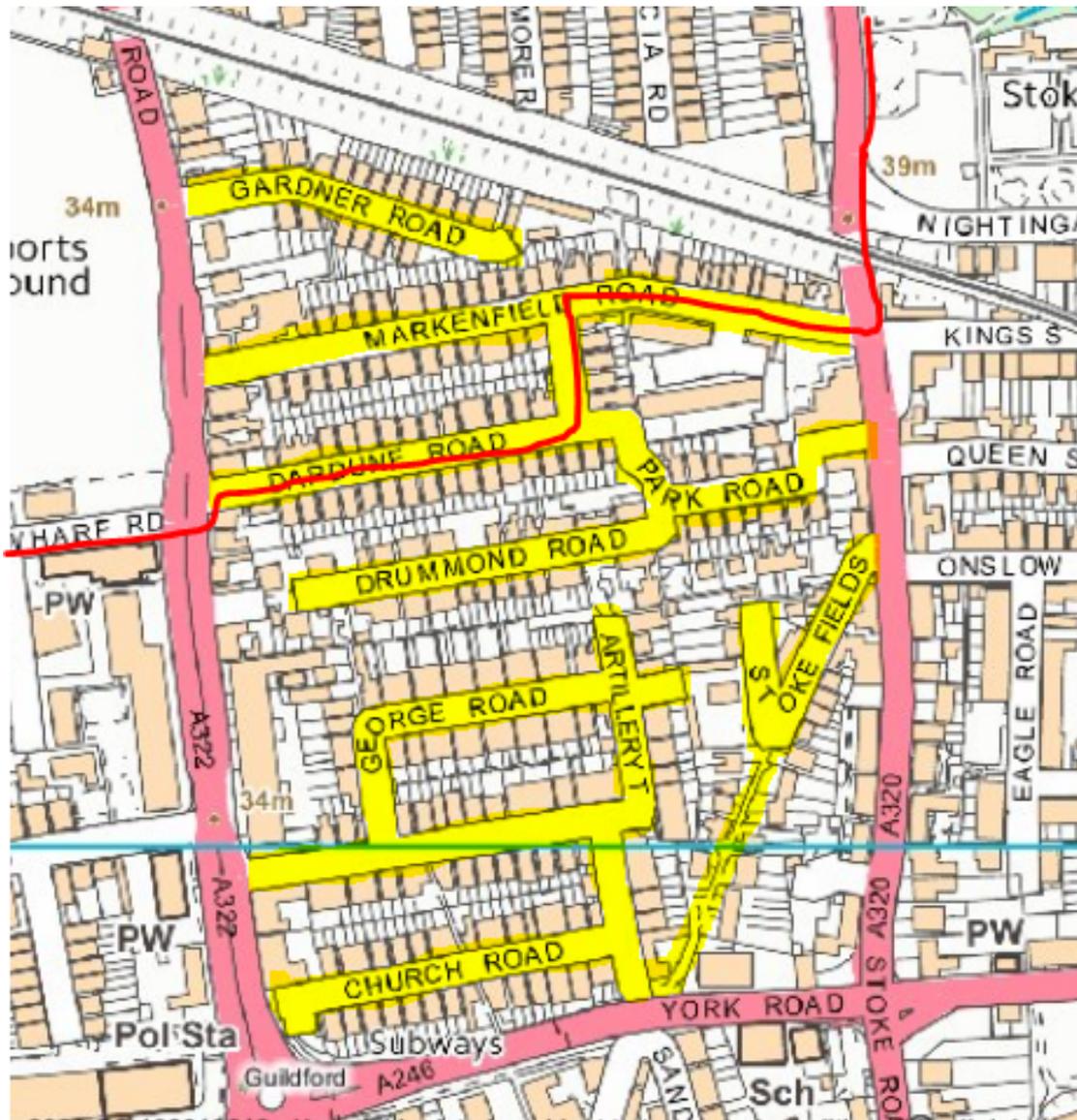
### **Surrey County Council’s Setting Local Speed Limits Policy**

- 2.1 The county council’s speed limit policy can be viewed via the following link: <https://www.surreycc.gov.uk/roads-and-transport/road-safety/speed-limits>
- 2.2 The policy explains that the national guidance from the Department for Transport called Circular 01/2013 advises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions 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. 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.
- 2.3 The county council’s policy therefore requires an assessment of the existing vehicle speeds to ascertain whether a new lower speed limit of 20 mph would be viable with, or without, traffic calming (i.e. whether the existing mean average speeds are 24mph or less or not). Figure 1 overleaf presents a map of the neighbourhood showing the roads for which a 20 mph speed limit is proposed (highlighted in yellow) and the route of the “Guildford College Link+” (in red).

## Speed data analysis

2.4 Data on speeds was available from two speed surveys completed over a one week period in April 2016 for Markenfield Road, and Dapdune Road. These are the two busiest roads in the neighbourhood so it was not considered necessary to complete speed surveys for the other roads due to their more minor nature. (The mean average speeds on the other roads are highly unlikely to be greater than that on Markenfield Road and Dapdune Road). A summary of the speed survey data is presented within Table 1 below.

**Figure 1: Residential roads for which a new lower 20 mph speed limit is proposed (highlighted in yellow)** The route of the “Guildford College Link+” is shown as a red line



**Table 1: Speed survey data (April 2016)**

Road	Direction	Mean average speed (mph)	85 <sup>th</sup> percentile speed (mph)*
Markenfield Road	Eastbound	17.9	22.3
	Westbound	18.4	22.9
Dapdune Road	Eastbound	17.7	23.1
	Westbound	18.0	24.0

\* the speed above which the fastest 15 per cent of vehicles travel

- 2.5 It can be seen from Table 1 that the mean average speeds on both Markenfield Road and Dapdune Road in both eastbound and westbound directions are well below the threshold of 24 mph for which a 20 mph speed limit can be introduced using signs alone, without the need for traffic calming.

### **3 OPTIONS:**

- 3.1 OPTION 1: Based on the evidence, a new 20 mph speed limit could be implemented for all the roads highlighted in Figure 1 without the need for any supporting traffic calming. Research evidence suggests that this will make a small positive difference to the mean average vehicle speed, but perhaps more importantly will also reduce the 85<sup>th</sup> percentile speed. This is the speed above which the fastest 15% of vehicles travel. Reducing the prevalence of faster speeds will make the roads less intimidating for on-road cyclists and for people crossing the roads throughout the neighbourhood. Including all the highlighted roads rather than just those on the “Guildford College Link+” would ensure consistency of speed limit throughout the residential area too. This is the recommended option.
- 3.2 OPTION 2: Based on the evidence a new 20 mph speed limit could be implemented just for the roads directly on the “Guildford College Link+”, and exclude the other roads in the neighbourhood. However this would result in a confusing and inconsistent change in speed limit within the residential area and so is not recommended.
- 3.3 OPTION 3: The alternative could be to keep the existing 30 mph speed limit as speeds are already low for the most part. However this would result in some vehicles still travelling at a speed that although within the 30 mph speed limit, could still be intimidating to less confident cyclists, and less safe for pedestrians, which could therefore deter more cycling and walking. Therefore this option is not recommended.
- 3.4 A reduction in speed limit to 20 mph on other nearby routes such as Recreation Road, Stocton Road and Joseph’s Road could also be considered in order to assist more walking and cycling to and from the College and leisure centre destinations. This is out of scope for the “Guildford College Link+” scheme and will depend further feasibility work, speed surveys and funding being available, but should be considered as a future phase.

### **4 CONSULTATIONS:**

- 4.1 Surrey Police’s Road Safety and Traffic Management Team colleague has been consulted and has indicated that because the proposal complies with the county council’s speed limit policy, and because the proposals will be largely self-enforcing, that the police would have no objection to option 1.
- 4.2 The local Divisional Member has been informed of the proposals.

### **5 FINANCIAL IMPLICATIONS:**

- 5.1 It is expected that the cost of advertising the speed limit order and the implementation of 20 mph/30 mph terminal signs and 20 mph repeater signs would be about £10,000. The cost of this would be covered by the budget for the “Guildford College Link+” scheme.

**6 WIDER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	See below
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	See below
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	See below
Human Resource/Training and Development	No significant implications

- 6.1 Crime and Disorder implications The proposals will contribute to a reduction in anti-social driving.
- 6.2 Sustainability implications The proposals will contribute to a reduction in fear of road danger and encourage more sustainable modes of travel. This would result in fewer carbon emissions and less air pollution.
- 6.3 Public Health implications The proposals will contribute to a reduction in the risk of road collisions and support active travel which improves the health of the participants. Reduced reliance on motorised road travel reduces emissions that are detrimental to air quality and public health.

**7 CONCLUSION AND RECOMMENDATIONS:**

- 7.1 The “Guildford College Link+” is a Local Enterprise Partnership funded scheme to support more walking and cycling between Guildford rail station and Guildford colleges. This report seeks approval for a 20 mph lower speed limit on part of the route where cyclists would travel on quieter residential roads. It is also proposed that a 20 mph speed limit is implemented on the residential roads throughout the adjoining neighbourhood to ensure consistency of speed limit and contribute to easier and safer walking throughout the residential area, not just on the “Guildford College Link+” route.
- 7.2 Speed data has been obtained and it has been confirmed that a lower 20 mph speed limit without traffic calming would comply with the county council’s speed limit policy, based on national guidance. The police have been consulted and have no objections to the proposals described in Option 1 above.

## **8 WHAT HAPPENS NEXT:**

- 8.1 If the local committee approve the proposals, a legal speed limit order will be advertised and the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member for Guildford Southwest will consider the responses before proceeding. Assuming any objections are dealt with or over-ruled, the scheme will be designed and implemented in the coming months.

**Contact Officer:**

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**Consulted:**

Surrey Police Traffic Management and Road Safety Team

Divisional Member