



## **WOKING JOINT COMMITTEE**

**DATE: 24 MAR 2021**

**SUBJECT: WRITTEN MEMBER QUESTIONS**

**DIVISION: WOKING**

### **Question 1 – from County Councillor Will Forster**

Please can the Council confirm if the roads of the Kingsmoor Park development in Westfield have been adopted into the public highway?

#### **Answer**

It is the intention to adopt these roads and the process has started but at the time of writing this response, we have yet to receive an update from our colleagues in our Transport Development Planning team. We hope to be able to provide an update at the Joint Committee meeting.

### **Question 2 – from County Councillor Will Forster**

Since the speed limit on the A320 in the Barnsbury and Mayford areas of Woking was lowered, Surrey Police has recorded 6 examples of excess speed along the road.

Please can the County Council give its view on how successful it thinks the speed limit reduction has been? Does the Council believe the signage is sufficient to alert motorists that the speed limit has changed?

#### **Answer**

Speed surveys were undertaken at a number of locations along Egley Road in June 2019 as the first stage in the speed limit review. The speed limit was changed in March 2020, just as the Coronavirus pandemic reached the UK and the first national lockdown was imposed. The initial suspension of all non-safety critical work on the highway meant that some elements of the scheme were delayed slightly, including two Vehicle Activated signs between the Hoe Valley School entrance and a point just north of Almond Avenue but these were installed in June 2020. Temporary signs, advising of the change of speed limit, were also erected at the points where the speed limit previously changed.

## ITEM 6

Councillor Forster will be aware that in a road that is subject to a 30mph and which is illuminated by a system of streetlights, no additional static speed limit repeater signs are permitted.

In accordance with our speed limit policy, speed surveys were carried out after the introduction of the lower limit.

There has been a general increase in vehicle speeds since the beginning of the pandemic because of the lower volume of traffic on the highway network. Our colleagues in our Safety Engineering Team have reported that, like the pandemic, this is a global issue and is not restricted to Surrey or Great Britain. Despite this, surveys undertaken in the first week of November 2020 (ie at the beginning of the second lockdown) and at the same locations as the initial surveys, showed a slight decrease in mean speeds at each survey site. Whilst these reductions are not significant, they are in line with what would be expected on a road such as this. Although the corresponding 85<sup>th</sup> percentile speeds (the speed at which, or below, 85% of vehicles are travelling) are still a little higher than we would like to see for a 30mph speed limit, these, too, all show a slight decrease as shown in the table below. The highest speeds are at Site 2, which is the change point from 50mph to 30mph south of the Mayford Roundabout, but such high speeds are not recorded north of the roundabout.

These results were shared with Councillor Forster in December 2020.

SITE REF	LOCATION	DIRECTION	MEAN SPEED BEFORE	MEAN SPEED AFTER	85 <sup>TH</sup> PERCENTILE SPEED BEFORE	85 <sup>TH</sup> PERCENTILE SPEED AFTER
Site1	B380 Guildford Road near bridge	Eastbound	34.7	33.3	39.8	38.8
		Westbound	32.6	30.3	37.7	35.1
Site 2	A320 at speed limit change south of Mayford roundabout	Northbound	41.5	39	47.3	45.1
		Southbound	40.9	37.8	45.9	43.4
Site 3	LC 42 near j/w Drakes Way	Northbound	31.1	30.8	37.6	37.1
		Southbound	33.3	31.3	39.2	36.5
Site 4	LC 32 approx mid-way between Hoe Valley Sch and Almond Ave	Northbound	37.1	34.7	42.1	40.1

		Southbound	35.8	33.3	40.6	38.9
Site 5	LC19 near ped island south of j/w Old Hill	Northbound	33.2	31.6	38.2	36.3
		Southbound	34.2	33.3	38.9	38.2
Site 6	Direction sign near j/w Turnoak Lane	Northbound	28.7	28.2	35.5	35
		Southbound	33.3	32.6	38	37

As mentioned previously, the reduction in speeds along Egley Road are in line with what would be expected, and the recorded mean speeds indicate relatively good compliance with the speed limit, and we consider the speed limit reduction to have been successful. Whilst drivers entering the speed limit from an existing 30mph will not pass any regulatory signs indicating the 30mph (because no such signs are permitted) they will pass the temporary signs that advise them of the reduced limit. These temporary signs are still in place and many drivers, if they are regular users of the road, will have passed them numerous times. Drivers who are new to the area will not pass any signs that would lead them to believe that the road is subject to a higher limit and all drivers approaching from the south will pass the 30mph signs on the A320. There are also two Vehicle Activated Signs along the road and, consequently, we are satisfied that the speed limit is sufficient to alert any motorist who is paying the correct attention to the road environment of the 30mph speed limit.

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