

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (WAVERLEY)**

**DATE: NOVEMBER 2021**  
**LEAD OFFICER: ADRIAN SELBY, SENIOR ENGINEER**



**SUBJECT: CRANLEIGH HIGH STREET, WAVERLEY – 20mph SPEED LIMIT ASSESSMENT**

**DIVISION: CRANLEIGH**

**SUMMARY OF ISSUE:**

A speed limit assessment has recently been undertaken for High Street, Cranleigh within Waverley where concerns have been raised by Members and residents about speeding. The results are detailed within this report and the attached annex.

**RECOMMENDATIONS:**

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

- (i) Based upon the evidence the speed limits should be changed to adhere to the current policy, and gives authority to advertise a notice in accordance with the Traffic Regulation Act 1984 the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes. Subject to no objections being maintained the Order is made.
- (ii) Authorisation is given to the Engagement and Commissioning Manager in consultation with the Chairman of the Local Committee and Local Member to resolve any objections received in connection with the proposals.

**REASONS FOR RECOMMENDATIONS:**

Recommendations have been made based upon existing policy, in consultation with Surrey Police Road Safety and Traffic Management Team.

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

1.1 Surrey's policy for determining speed limits was updated in June 2014. This is an 8 step approach consisting of:

Step 1 – Request to change speed limit is received.

Step 2 – Measure existing speeds and analyse road casualty data.

Step 3 – Compare the existing speeds with the suggested new speed limit.

Step 4 – Conduct feasibility of supporting engineering measures.

Step 5 – Consult with Surrey Police Road Safety and Traffic Management Team.

Step 6 – Local Committee decision and allocation of funding

Step 7 – Advertisement of legal speed limit order and implementation.

Step 8 – Monitoring of success of scheme

1.2 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

## **2. ANALYSIS:**

2.1 Speed data for Cranleigh High Street has been assessed.

2.2 The results are detailed in the attached Annex.

2.3 There have been a number of personal injury collisions on the section of road under assessment.

2.4 These results are also shown in the Annex

2.5 Under Step 3 of the policy, results compare the existing speed limit against the requested limit, the existing mean speed and the predicted mean speed of the road should the requested limit be introduced without additional measures.

2.6 As the predicted mean speed for the road under assessment fall below the threshold for the respective scenarios, the speed limit reduction can be installed without the requirement of supporting engineering measures, being:

2.7 **B2128 Cranleigh High Street** between its junction with Horseshoe Lane at its western end and Horsham Road at its eastern end. It is **recommended to be reduced from 30mph to 20mph**

2.8 Due to the short lengths of adjoining cul-de-sacs and service roads, these are also included to reduce sign clutter and numerous terminal signing. These include:

2.9 D918 St James's Place, D190 Bank Building Road, D664 Rowland Road, D902 Post Office Service Road, D685 Village Way & D655 Church Lane. It is **recommended to be reduced from 30mph to 20mph**

### **3. OPTIONS:**

3.1 There are two options available for local committees. These are:

3.2 Agree to the recommendations contained within this report.

3.3 Agree to take no further action and retain the existing speed limit.

### **4. CONSULTATIONS:**

4.1 Consultation has been carried out with Surrey Police Road Safety and Traffic Management Team, and they support the findings of this report.

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

5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. It is also possible that some electrical works, and re-lining would be required.

### **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 Local communities would be affected by having to comply with the speed limit agreed upon by the Local Committee.

### **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

### **9. CONCLUSION AND RECOMMENDATIONS:**

## ITEM 7

9.1 This report details the key points of the speed limit assessment. It is recommended that the speed limit should be as below:

**B2128 Cranleigh High Street** between its junction with Horseshoe Lane at its western end and Horsham Road at its eastern end. It is **recommended to be reduced from 30mph to 20mph**.

**D918** St James's Place, D190 Bank Building Road, D664 Rowland Road (between High Street and Bank Building Road), D902 Post Office Service Road, D685 Village Way & D655 Church Lane. It is **recommended to be reduced from 30mph to 20mph**

### **10. WHAT HAPPENS NEXT:**

10.1 The proposal to make a Traffic Regulation Order is advertised in the local press, and following the making of the Traffic Regulation Order, the contractor is instructed to install the necessary signing and supporting engineering measures. The likely date that signing would be implemented if the Committee approve the recommendation is February 2022.

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**Contact Officer:**

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**Consulted:**

Surrey Police Road Safety and Traffic Management Team

**Sources/background papers:**

Annex

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