



## SURREY COUNTY COUNCIL

### JOINT COMMITTEE (WOKING)

**DATE:** 4 DECEMBER 2019  
**LEAD OFFICER:** KEVIN PATCHING, ENGINEER (WOKING)  
**SUBJECT:** A320 EGLEY ROAD AND B380 GUILDFORD ROAD, MAYFORD GREEN AND WESTFIELD ROAD – SPEED LIMIT ASSESSMENT  
**DIVISION:** WOKING SOUTH

#### **SUMMARY OF ISSUE:**

The Integrated Transport Scheme (ITS) work programme for Woking includes an assessment of the speed limit on A320 Egley Road, B380 Guildford Road and lengths of B380 Mayford Green and Westfield Road, Mayford.

These roads are currently subject to a 40mph speed limit. The speed limit on Egley Road has been reviewed before, since which time the Hoe Valley School has been opened. An undertaking was given to review the speed limit again once the school had opened and this assessment included the B380 Guildford Road plus the short lengths of B380 Mayford Green and Westfield Road that are also subject to a 40mph and which could be seen as anomalous if they were not included.

The assessment suggests that a reduction of the speed limit to 30mph would generally be appropriate, with one section of the road requiring additional measures to help encourage lower speeds.

#### **RECOMMENDATIONS:**

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

- (i) The speed limit on A320 Egley Road from a point approximately 20m south of Turnoak Roundabout to a point approximately 110m south of Mayford Roundabout should be reduced from 40mph to 30mph.
- (ii) The speed limit on B380 Guildford Road, between its junctions with Westfield Road and the Mayford Roundabout, and on the B380 Westfield Road, between its junction with Guildford Road and the existing speed limit terminal signs approximately 60m north-eastwards from that junction, should be reduced from 40mph to 30mph.

- (iii) The speed limit on B380 Mayford Green between the Mayford Roundabout and the existing speed limit terminal signs approximately 60m north-west of the roundabout, should be reduced from 40mph to 30mph.
- (iv) The speed limit change should be advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed change and revoke any existing traffic orders, as necessary;
- (v) The Area Highways Manager in consultation with the Chairman of the Woking Joint Committee and the relevant Divisional Member resolve any objections received in connection with this proposal.

**REASONS FOR RECOMMENDATIONS:**

Recommendations have been made taking into account the existing vehicle speeds, the guidance within Surrey County Council's Speed Limit Policy and extensive discussions with Surrey Police's Road Safety and Traffic Management Team.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Egley Road is part of the A320 and the section being reviewed is approximately 1.8km long. It is currently subject to a 40mph speed limit between the Turnoak and Mayford Roundabouts. The speed limit has previously been reviewed but as a result of objections being submitted, it was never reduced to 30mph.
- 1.2 Since the last speed limit review, the Hoe Valley School has been opened and this has changed the character of the road; an undertaking was given to the Woking Joint Committee that once the school had been opened, the speed limit would be reviewed again.
- 1.3 Guildford Road, Westfield Road and Mayford Green form part of the B380. From a point outside No 120 Westfield Road, westwards to the Mayford Roundabout is also subject to a 40mph speed limit. Mayford Green is also subject to a 40mph speed limit for a distance of approximately 60m westwards from the Mayford Roundabout. For consistency, these lengths of road have been included in this speed limit assessment.
- 1.4 Surrey County Council'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 & 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
- 1.5 There should be no expectation that Surrey 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.

#### **ANALYSIS:**

- 2.1 All speed surveys were undertaken between 7th and 13th June 2019 using rubber tubes stretched across the road and attached to a speed recording device. The speed survey locations are shown on the plan at Annex A.

Analysis of traffic survey data;

<b>Location</b>	<b>Mean speed</b>	<b>85th percentile</b>	<b>weekday average number of vehicles</b>
<b>Site 1</b> East Bound	34.7	39.8	4381
West Bound	32.6	37.7	5145
<b>Combined</b>	<b>33.65</b>	<b>38.75</b>	<b>9526</b>
<b>Site 2</b> North Bound	31.1	37.6	8727
South Bound	33.3	39.2	9675
<b>Combined</b>	<b>32.2</b>	<b>38.4</b>	<b>18402</b>
<b>Site 3</b> North Bound	37.1	42.1	8553
South Bound	35.8	40.6	9741
<b>Combined</b>	<b>36.45</b>	<b>41.35</b>	<b>18294</b>
<b>Site 4</b> North Bound	33.2	38.2	8601
South Bound	34.2	38.9	9506
<b>Combined</b>	<b>33.7</b>	<b>38.55</b>	<b>18107</b>
<b>Site 5</b> North Bound	28.7	35.5	10132
South Bound	33.3	38.0	10021
<b>Combined</b>	<b>31.0</b>	<b>36.75</b>	<b>20153</b>

(N.B. – the 85<sup>th</sup> percentile figure is the speed at which, or below, 85% of vehicles are travelling.)

- 2.2 The recorded mean figures indicate that a 30mph speed limit would generally be appropriate, without the need for any additional measures, based on Surrey County Council's speed limit policy. The exception to this is at Site 3, where the northbound speed was slightly higher than the threshold that would indicate whether a lower limit was appropriate. Site 3 was between the Hoe Valley School and Barnsbury Primary School, which has a more "open" feel and which would account for the slightly higher speeds. The fact that the higher speeds were northbound might also be partly explained by vehicles accelerating away from the traffic signals at the Hoe Valley School entrance. It is intended to erect Vehicle Activated Signs along this section of road to remind drivers of the lower speed limit.
- 2.3 An assessment has been made of the personal injury collisions along Egley Road between, but not including, its junction with Turnoak Roundabout and where it crosses the Hoe Stream to the south of Mayford Roundabout. The assessment includes Guildford Road between the Mayford Roundabout and the mini-roundabout junction with Westfield Road.

- 2.4 Between 1 January 2016 and 28 February 2019, there were 22 recorded personal injury collisions, 18 of which had a severity of “slight” and 4 with a severity of “serious” There were no fatal collisions during this period.

<b>Latest 3 year and year to date collisions (01/01/16 to 28/02/19)</b>			
<b>Year</b>	<b>Slight</b>	<b>Serious</b>	<b>Fatal</b>
<b>2016</b>	11	1	0
<b>2017</b>	5	1	0
<b>2018</b>	2	1	0
<b>2019 (Jan and Feb))</b>	0	1	0
<b>Total</b>	<b>18</b>	<b>4</b>	<b>0</b>

- 2.5 When the police attend personal injury collisions, they assess and log the contributory factors that led to the collision. The table below shows all the factors.

<b>Collision contributory factors (01/01/16 to (28/02/19)</b>	
<b>Factor</b>	<b>Number</b>
<b>Failed to look properly</b>	13
<b>Poor turn or manoeuvre</b>	3
<b>Failed to judge other persons path or speed</b>	3
<b>Failed to signal/Misleading signal</b>	2
<b>Careless/Reckless/In a Hurry</b>	2
<b>Crossed road masked by stationary vehicle</b>	2
<b>Slippery road (due to weather)</b>	1
<b>No factor given</b>	1
<b>Exceeding speed limit</b>	1
<b>Dazzling sun</b>	1
<b>Cyclist wearing dark clothing at night</b>	1
<b>Other</b>	1
<b>Loss of control</b>	1
<b>Defective steering or suspension</b>	1
<b>Disobeyed double white line</b>	1

- 2.6 Of the collisions, 15 (68.2%) occurred during daylight, and 16 (72.7%) collisions happened when the road surface was dry.

### **3. OPTIONS:**

- 3.1 There are two options available for the Woking Joint Committee.
- 3.2 The first is to retain the existing 40mph, since the recorded speeds show good compliance with that limit, in addition to which, the road has an improving personal injury collision record.
- 3.3 The second option is to reduce the speed limit from 40mph to 30mph in those roads listed in the recommendation at the start of this report and shown at Annex B.
- 3.4 The recorded speeds indicate that such a reduction would be in accordance with Surrey County Council’s Speed Limit Policy, which states that a 30mph

limit could be introduced without the need for any additional measures where the recorded mean speeds are less than 36mph.

- 3.5 Only at one site and in one direction was this figure exceeded and in consultation with Surrey Police, it has been agreed that Vehicle Activated Signs will be employed in that location. Consequently, Surrey Police have given their approval for a 30mph limit and it is recommended that the Woking Joint Committee approve the making of the relevant Traffic Regulation Order.

#### **4. CONSULTATIONS:**

- 4.1 Consultation has been carried out with Surrey Police's Road Safety and Traffic Management Team, who have indicated their support for a 30mph speed limit on condition, as mentioned above, that Vehicle Activated Signs are used on that stretch of road where the recorded speeds were slightly higher.

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

- 5.1 The Woking Joint Committee has previously approved the allocation of up to £12,000 for the assessment and introduction of these speed limit amendments.

#### **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:**

- 9.1 This report details the assessment of the speed limits on the A320 Egley Road, B380 Guildford Road and parts of B380 Westfield Road and Mayford Green.
- 9.2 The assessment has been carried out using the County Council's speed limit policy, "Setting Local Speed Limits". The practical application of this policy

since its introduction in July 2014 has raised some concerns about the speed limits that it has suggested for some roads. The recommendations have been based on the results of the assessment but also on knowledge of each road and the practical implications of a lower limit.

**10. WHAT HAPPENS NEXT:**

- 10.1 Any agreed changes to these speed limits should be advertised with the intention of making the relevant Traffic Regulation Order and amending the speed limit.

**Contact Officer:**

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**Consulted:**

Surrey Police Road Safety and Traffic Management Team

**Annexes:**

Annex A – Location of Speed Surveys

Annex B – Extent of proposed speed limit reduction from 40mph to 30mph

**Sources/background papers:**

Surrey County Council, "Setting Local Speed Limits", July 2014

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