



WOKING JOINT COMMITTEE

DATE: 11 NOVEMBER 2020
LEAD OFFICER: KEVIN PATCHING

SUBJECT: HORSELL 20MPH SPEED LIMIT

AREA: GOLDSWORTH EAST AND HORSELL VILLAGE DIVISION / HORSELL WARD

SUMMARY OF ISSUE:

The 2020/21 capital schemes programme was agreed by the Woking Joint Committee at its meeting on 4 March 2020. This included an item to introduce a 20mph limit on part of Church Hill and High Street, Horsell.

Detailed design of the scheme has highlighted the advantage of including several other roads and parts of roads in the 20mph limit to reduce the amount of signing required and, from a motorist and residents' point of view, produce a more sensible scheme. These additional lengths are Lych Way, Wilson Way, Pares Close and part of Meadway Drive, including South Close.

Additional Woking Committee approval is required before these additional lengths of 20mph limit can be advertised and implemented.

RECOMMENDATIONS:

Woking Joint Committee is asked to agree that:

- (i) Lych Way, Wilson Way, Pares Close, South Close and Meadway Drive, extending approximately 165m northeast from its junction with High Street, Horsell are included within the previously approved proposal for a 20mph limit on part of Church Hill and High Street; and
- (ii) a notice is advertised in accordance with the Traffic Regulation Act 1984, the effects of which would be to introduce the proposed 20mph speed limit in the aforementioned roads; and
- (iii) any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for Highways in consultation with the Chairman and Vice-Chairman of the Joint Committee and the local Divisional Member, and that this issue only be returned to Committee if any objections prove insurmountable; and

(iv) the Order be made once any objections have been considered and resolved.

REASONS FOR RECOMMENDATIONS:

The recommendation contained in this report, to include several cul-de-sacs and part of Meadway Drive in the previously approved scheme for a 20mph limit on parts of Church Hill and High Street, Horsell, would result in less signage and street clutter and would result in a more sensible, coherent scheme.

1. INTRODUCTION AND BACKGROUND:

- 1.1 This item is for decision making purposes.
- 1.2 A scheme to promote a 20mph limit along part of Church Hill, Horsell and along the main shopping area of High Street, was included in the Woking 2020/21 capital schemes programme, which was approved by the Woking Joint Committee at its meeting on 4 March 2020.
- 1.3 The scheme also includes a priority give way / kerb build-out between Ormonde Road and Meadway Drive as a gateway into the 20mph limit. This location is on the desire line for many school children and the build-out should also make it easier for these young highway users to cross the road. As a result, construction of this build-out and the implementation of the 20mph limit is intended to take place during the half-term holiday in February 2021.
- 1.4 Speed surveys had shown that a 20mph speed limit, indicated only by signs and not requiring any physical traffic calming to enforce it, would be appropriate on Church Hill, from its junction with Lych Way, continuing along into High Street as far as a point between Meadway Drive and Ormonde Road, where the priority give way “gateway” feature is proposed.

2. ANALYSIS:

- 2.1 The scheme was initially progressed on the basis of including just those lengths of Church Hill and High Street mentioned in 1.3 above. However, the design process has highlighted that Lych Way and Wilson Way / Pares Close, which are all cul-de-sacs, would remain as 30mph roads.
- 2.2 It would potentially seem nonsensical to motorists and residents to turn from a 20mph limit into a cul-de-sac that was subject to a higher limit. Additional signs would be required at these speed limit change points which would add to the overall amount of street furniture.
- 2.3 It could also have seemed equally illogical to turn into the higher 30mph limit on Meadway Drive with Horsell Junior School just 70m or so along the road.
- 2.4 Consequently, it was decided to propose the inclusion of the entire lengths of the cul-de-sacs mentioned in 2.1 above in the 20mph limit, along with part of Meadway Drive.
- 2.5 At this time, and without additional speed surveys, it is not appropriate to extend the 20mph limit any further along the road than length that includes the Junior School, despite the presence of Woking High School just beyond the end of the road, in Morton Road; see 2.7 below. The extent of the proposed 20mph has been

determined by the most suitable location for the necessary “terminal” signs at the speed limit change point. This is approximately in line with the boundary of Nos 16 and 18 Meadway Drive, which is about 165m from the junction with the High Street. This length includes a raised table at the crossing point outside the school, which was constructed in 2017 and which will help to enforce the lower limit over this length of road.

2.6 The length of Meadway Drive mentioned in 2.5 above includes the short cul-de-sac of South Close and so it is also proposed to include that road within the 20mph limit.

2.7 Arguably, it would not be possible to extend the 20mph limit further along Meadway Drive without continuing into Morton Road to include Woking High School. This is likely to include all of Morton Road and, by extension, would encompass additional cul-de-sacs off of that road and Meadway Drive, which would include Hammond Road, off of which there are still further cul-de-sacs. Such an extension goes beyond the need to tidy-up the signing of the original High Street and Church Hill 20mph limit and which is the purpose of this report.

3. OPTIONS:

3.1 The originally proposed 20mph on part of Church Hill and High Street could be introduced but the exclusion of the cul-de-sacs mentioned in this report would require additional signing and could be seen as non-sensical by motorists and residents, as could an increase in the speed limit just before Horsell Junior School.

3.2 Including the additional lengths, those being Lych Way, Wilson Way, Pares Close, approximately 165m of Meadway Drive and South Close would allow a reduction in signing, resulting in a tidier and more sensible scheme and this is the basis and recommendation of this report.

3.3 However, it should be noted that whilst Surrey Police are happy to support these modest extensions without further speed surveys, extending the limit to include the rest of Meadway Drive and Morton Road (Woking High School) would require additional surveys and could delay the scheme. It is not guaranteed that existing speeds would be low enough to permit an extension of the limit without the need for supporting speed reducing measures which are not budgeted for.

4. CONSULTATIONS:

4.1 We have discussed these extensions with Surrey Police, who, because of the relatively short lengths of road or cul-de-sacs that are being proposed, are happy to support them without the need for additional speed surveys.

4.2 We have also discussed the proposals with Councillor Kemp who supports them and accepts the reasons for not extending them further along Meadway Drive and into Morton Road etc.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 These proposals are likely to result in a cost saving due to a reduction in the number of large diameter speed limit “terminal” signs and posts that will be required, despite

ITEM 8

the need for a few extra 20mph repeater signs, which will be mounted on existing lamp columns.

6. RISK MANAGEMENT:

6.1 No associated risks have been identified with these proposals.

7. LOCALISM:

7.1 Although the proposed speed limit extensions are not likely to result in significant changes to actual vehicle speeds, the local community will benefit from a reduction in signage / street clutter that would otherwise be required.

8. EQUALITIES AND DIVERSITY IMPLICATIONS:

8.1 No Equalities and Diversity implications have been identified with these proposals.

9. 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
Human Resource/Training and Development	No significant implications arising from this report

10. CONCLUSION AND RECOMMENDATIONS:

10.1 The previously approved 20mph limit on parts of Church Hill and High Street, Horsell would result in additional traffic signs and posts and the remaining, higher speed limits in several cul-de-sacs and part of Meadway Drive would undoubtedly be considered illogical by many residents and motorists.

10.2 The inclusion of Lych Way, Wilson Way, Pares Close, South Close and approximately 165m of Meadway Drive (northeastwards from its junction with High Street) would allow a reduction in signing and make for a tidier, more coherent scheme.

10.3 It is recommended that the additional roads and lengths of road detailed in this report and summarised in 10.2 above, are included within the previously approved proposal for a 20mph limit on part of Church Hill and High Street, Horsell.

11. WHAT HAPPENS NEXT:	
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11.1 The necessary Traffic Regulation Order will be advertised and any objections that might be received will be determined with a view to implementing the scheme and speed limit in February 2021.

Contact Officer:

Kevin Patching, Traffic Engineer, NW Area - 0300 200 1003

Consulted:

Councillor Colin Kemp
Surrey Police

Borough Portfolio Holder

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County Council Cabinet Member

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Annexes:

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Sources/background papers:

- Highways Update Report, Woking Joint Committee meeting, 4th March 2020.

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