



SURREY COUNTY COUNCIL

JOINT COMMITTEE (WOKING)

DATE: 24 MARCH 2021

**SUBJECT: TRIAL A 20MPH SPEED LIMIT IN WHITE ROSE LANE,
MOUNT HERMON ROAD AND YORK ROAD**

DIVISION: WOKING SOUTH, WOKING SOUTH EAST

PETITION DETAILS:

A petition has been received asking the County Council to “trial the reduction in speed limit to 20 mph in White Rose Lane, Mount Hermon Road, York Road and roads ancillary to those roads.”

The petition includes the following details:

This petition is to ask the Woking Joint Committee at its meeting on 24 March 2021 to consider reducing the speed limit on White Rose Lane, Mount Hermon Road, York Road and roads ancillary to those roads, on a trial basis, in order to evaluate the effectiveness of such a scheme. Residents who live on and near these roads have long campaigned for this reduction in the speed limit, as the topography of those roads can make it particularly difficult for vehicles to be visible to pedestrians. Added to this danger is the fact that parts of White Rose Lane has no pavement. There have also been some minor road traffic collisions on Mount Hermon Road, resulting from a difficulty for vehicles pulling out of side roads to see traffic approaching over a small summit. A similar scheme has been implemented, on a trial basis, in Horsell High Street; a trial period in would allow those who are skeptical of the effectiveness of such a scheme to evaluate it properly.

RESPONSE:

It should be noted that the 20mph limit on part of High Street and Church Hill, Horsell is not a trial and has been introduced on a permanent basis. However, a kerb build out at one end of the 20mph, whereby traffic heading for the village centre is required to give way to traffic leaving, is being trialled due to concerns that were raised about the likely impact of this feature but the 20mph limit is not dependent on the build-out being present.

It is unlikely that any reduced limit would be trialled as opposed to introduced as a permanent measure due to the work that would be required. Even on a trial basis, it would need to be determined if a reduced speed limit would be appropriate and in line with our speed limit policy and the first stage would be to record existing vehicle speeds at points along the road(s), as happened in Horsell.

20mph can be introduced into a road in two ways, either as a signed-only 20mph speed limit, whereby the limit is indicated only by signs (sometimes in conjunction with road markings), or as a 20mph Zone in which physical traffic calming measures are used to enforce the reduced limit. The existing vehicle speeds would indicate which type would be most appropriate but either signs or traffic calming features would be required whether a speed limit reduction was trialled or installed permanently.

However, it should be noted that the Department for Transport's Circular 01/2013 "Setting Local Speed Limits", on which our speed limit policy is based, emphasises that research into signed-only 20mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20mph speed limits are therefore most appropriate for areas where vehicle speeds are already low and if the mean speed of traffic is already at or below 24mph, introducing a 20mph speed limit through signing only is likely to lead to general compliance with the reduced limit.

Where existing mean speeds are above 24mph then a scheme with traffic calming measures will be required to reduce vehicle speeds. Research has shown that such schemes can be effective in reducing speeds and casualties, although traffic calming measures are more expensive and are not always universally popular.

As well as the necessary signs or traffic calming, a Traffic Regulation Order would also be required for a trial as it would for a permanent scheme and so, consequently, there is little benefit, certainly in terms of cost, from trialling a lower limit.

All three roads appear on our Speed Management Plan, which is a list of those road a list of those roads where concerns have been raised about vehicle speeds. This is compiled in conjunction with our colleagues in our Road Safety Team and Surrey Police Officers. All the roads on the list will have speed surveys undertaken to determine the extent of any speeding issues and these results, combined with the personal injury collision history for each road, will allow the police to prioritise their enforcement resources. Any roads where it is determined that there is no issue with excessive speeds will generally remain on the Speed Management Plan (SMP) but would not be an active site in terms of police enforcement or routine speed monitoring. The SMP is periodically reviewed with our colleagues in our Safety Engineering Team and Surrey Police.

None of the roads is an active site in terms of police enforcement. A review meeting of the Speed Management Plan has only recently taken place although we will discuss these issues with the officers in the review group and request new

speed surveys in each road. However, it should be noted that the existing speed data for the roads suggests that speeds are too high to support 20mph.

White Rose Lane has been the subject of at least 2 previous petitions calling for a 20mph. The most recent were received by the Joint Committee on 25 June 2014 (response reported at the 3 December 2014 meeting) and 28 June 2017 (response reported on 20 September 2017). In both instances, the Joint Committee agreed not to take any further regarding the 20mph limit. It had been hoped to resurface part of White Rose Lane and reconstruct the existing traffic calming features but the cost has been prohibitively expensive.

There are currently no plans to progress a 20mph limit in either White Rose Lane, Mount Hermon Road or York Road.

RECOMMENDATION

The Local Committee is asked to note that:

- (i) It would be impractical to trial a 20mph speed limit in a road, as opposed to permanently reducing the speed limit, because the amount of work required for assessment, advertising and implementation, as well as the associated cost, is similar in both instances.
- (ii) White Rose Lane, Mount Hermon Road and York Road are all included in the Woking speed management plan. Speed surveys previously undertaken in both roads indicate a relatively good level of compliance with the speed limit but with speeds too high to permit a 20mph speed limit in accordance with Surrey County Council's Speed Limit Policy.
- (iii) Residents' concerns will be discussed with officers of the Speed Management Plan review group and new speed surveys will be requested.
- (iv) Vehicle speeds and road safety will continue to be monitored in White Rose Lane, Mount Hermon Road and York Road, as they are for all sites on the Woking speed management plan.
- (v) Petitions have previously been received for a 20mph speed limit along White Rose Lane in 2014 and 2017 and in both instances, the Woking Joint Committee agreed to take no further action.
- (vi) There are no proposals to review the speed limit on White Rose Lane, Mount Hermon Road and York Road.

Contact Officer: Andrew Milne, Area Highways Manager (NW)
0300 200 1003

