

SURREY COUNTY COUNCIL**JOINT COMMITTEE (WOKING)**

DATE: 10 NOVEMBER 2021
LEAD OFFICER: KEVIN PATCHING, ENGINEER (WOKING)



SUBJECT: D3643 HORSELL COMMON ROAD, HORSELL – PROPOSED SPEED LIMIT REDUCTION AND ONE-WAY (PART)

DIVISION: GOLDSWORTH EAST AND HORSELL VILLAGE / WOKING NORTH

SUMMARY OF ISSUE:

The ITS work programme for Woking includes the provision of a cycleway / footway between Chobham and Horsell, part of which is in Surrey Heath and is being funded by the Surrey Heath Local Committee.

Part of the route in Woking Borough will need to be on-carriageway, along Horsell Common Road. Reducing the speed limit and making part of the road one-way should make for a better on-road experience for users of the Chobham to Woking shared route.

Speed surveys suggest that a reduction of the speed limit to 40mph would be appropriate and that the section of road between South Road and Littlewick Road could be made one-way, northbound, for motorised vehicles which will reduce the amount of traffic on the road without causing too much inconvenience to road users.

RECOMMENDATIONS:

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

- (i) The speed limit on D3643 Horsell Common Road, between its junctions with South Road and Littlewick Road and between its junctions with Littlewick Road and A3046 Chobham Road should be reduced to 40mph.
- (ii) The length of D3643 Horsell Common Road, between its junctions with South Road and Littlewick Road be made one-way in a northbound direction except for cycles, which will be permitted to travel in both directions.
- (iii) 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;
- (iv) The proposed one-way should be advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed change;

(v) The Area Highways Manager (or the successor to that position in the Scheme of Delegation), in consultation with the Chairman of the Woking Joint Committee and the relevant Divisional Members, resolve any objections received in connection with these proposals.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 Horsell Common Road runs in a south-north direction between South Road and A3046 Chobham Road. Approximately half-way, it crosses Littlewick Road – each half is about 300m long. The road is subject to the national speed limit of 60mph.
- 1.2 Both sections of Horsell Common Road are currently two-way but because of the left-turn only onto the A3046 and the prohibition of entry into Horsell Common Road from the A3046, the northern section, between Littlewick Road and Chobham Road, effectively acts as a one-way road. The only southbound traffic will be any that has come out of either of the properties that are accessed from a track about half-way along this northern section.
- 1.3 Both sections of the road, and the northern section in particular, provide a useful route to the A3046 Chobham Road. As mentioned above, at this point, all traffic is required to turn left onto the A3046 towards Chobham, but the road removes this traffic from the Chobham Road / Littlewick Road roundabout, which could, otherwise, experience more congestion along Littlewick Road at busier times of the day.
- 1.4 The Chobham to Horsell “Trackway” (a shared cycle / pedestrian facility) scheme forms part of the 2021/22 work programmes for both the Woking Joint Committee and the Surrey Heath Local Committee. All of the Surrey Heath section will make use of an existing footway that will be widened. The first part of the Woking section, from Mimbridge to Horsell Common Road will also be off-road. However, because of the road-width and lack of adjacent verges, the Trackway needs to be on-road along Horsell Common Road.
- 1.5 Given that the northern section of Horsell Common Road already effectively operates as a one-way road, having the trackway on-road is not really an issue, although the southern section of the road is a definite two-way road. However, knowing that much westbound traffic turns from Littlewick Road into South Road just after the Chobham Road roundabout rather than continuing along Littlewick Road to turn left into the southern section of Horsell Common Road, consideration was given to whether this southern section could be formally made a one-way road.

ANALYSIS:

- 2.1 A vehicle survey carried out in the southern section of the road between 11th and 17th May 2021 indicated that the volume of southbound traffic was 42% of the northbound volume, with 3621 vehicles travelling northbound and 1549 southbound. Whilst this was still a reasonable volume of traffic, it indicated that there was the potential to make this section of road one-way. This survey also recorded vehicle speeds and the road's length meant that these were not particularly high, suggesting that a reduction in the speed limit might also be possible. This was subsequently discussed with Surrey Police.
- 2.2 In order to see if such a reduction might also be possible in the northern section of the road, further traffic surveys were undertaken between 24th and 30th August 2021 in both sections of the road. The results of those surveys suggested that an even lower proportion of southbound traffic used the southern section of the road and that a reduction in the speed limit would be appropriate in both sections.
- 2.3 During the August survey, in the southern section of the road, 2399 vehicles travelled northbound and just 614 travelled southbound. Mean speeds were 32.8mph NB and 29.9mph SB. The corresponding 85th percentile speeds were 39.6mph and 38.8mph.
- 2.4 In the northern section of the road, no southbound traffic was detected. 7634 vehicles were recorded northbound, with 32.9mph mean speed and 39.7mph 85th percentile speed.
- 2.5 Taking these mean figures at face value, it would initially seem that a 30mph speed limit could be introduced into the road but that is not recommended. It should be remembered that the recorded speeds are only as low as they are because of the length of each section of Horsell Common Road, otherwise, it is highly likely that they would be significantly higher. The road does not look or "feel" like a 30mph road and to reduce the limit to that figure, based solely on the recorded mean speeds, could set a dangerous precedent and give rise to a number of requests for 30mph in similar looking roads but which do not have the self-enforcing benefit of being so short in length.
- 2.6 Reducing the speed limit to 40mph is a more appropriate solution given the character of the road, although it should be remembered that actual vehicle speeds are likely to remain as low as those recorded in August. A 40mph limit would be positively signed and, particularly in conjunction with a one-way system in the southern section of the road, should help to provide a better and safer environment for the on-road cycle/pedestrian trackway.
- 2.7 Surrey Police have indicated their support for a reduction to 40mph but not a further reduction to 30mph.

3. OPTIONS:

- 3.1 With regard to the speed limit on Horsell Common Road, there are two options. The first is to retain the existing national (60mph) speed limit and the second is to reduce the limit to 40mph, as per the recommendation and as supported by Surrey Police.

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- 3.2 As mentioned in 2.5 above, the road does not have the look or feel of a 30mph road and the recorded speeds are the result of the relatively short length of each section of road. Consequently, reducing the speed limit to 30mph is not considered to be an option and does not have the support of Surrey Police.
- 3.3 Reducing the speed limit to 40mph will help to provide a better and safer environment for this on-road section of the Chobham to Woking trackway and it is recommended that the Woking Joint Committee approve the making of the relevant Traffic Regulation Order.
- 3.4 The recorded vehicle flows in the southern section of Horsell Common Road suggest that it could be made one-way, northbound, without having a significant, negative impact on those drivers who currently use it in a southbound direction. This would also help to provide an improved environment for the trackway and it is recommended that the Woking Joint Committee approve the making of the relevant Traffic Regulation Order. The scheme design will include traffic islands at each end of this section of Horsell Common Road which will make the one-way nature of the road, and especially the no entry from Littlewick Road, much clearer.

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 40mph speed limit on the basis that it is more appropriate for the nature of the road and that it would be self-enforcing by virtue of the length of each section of Horsell Common Road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Woking Joint Committee has previously approved the allocation of £100,000 for the implementation of the Woking section of the Chobham to Woking Trackway. The cost of the necessary Traffic Regulation Orders will be funded from that allocation.

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 limit on The D3643 Horsell Common Road. The assessment has been carried out using the County Council's speed limit policy, "Setting Local Speed Limits". The recommendation to reduce the speed limit to 40mph has been based on the results of the assessment but also on knowledge of the road and the practical implications of a lower limit.
- 9.2 This report also details the assessment of introducing a one-way system of traffic movement in a northbound direction over the southern section of Horsell Common Road, between its junctions with South Road and Littlewick Road. The recommendation to introduce such a system is based on the relatively low existing traffic flows in a southbound direction.
- 9.3 Both recommendations will provide a better, safer environment for the Chobham to Woking Trackway which needs to be on-road along Horsell Common Road due to the width of the road and the lack of adjacent verges.

10. WHAT HAPPENS NEXT:

- 10.1 The proposed 40mph speed limit in Horsell Common Road should be advertised with the intention of making the relevant Traffic Regulation Order and amending the speed limit.
- 10.2 The proposed one-way system of traffic movement in the southern section of Horsell Common Road should be advertised with the intention of making the relevant Traffic Regulation Order.

Contact Officer:

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Consulted:

Surrey Police Road Safety and Traffic Management Team

Annexes:

Sources/background papers:

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

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