

**RUNNYMEDE SPEED LIMIT –
HARDWICK LANE (C127), LYNE CROSSING ROAD (C127), BRIDGE
LANE (C127), LYNE ROAD (D3180), LYNE CLOSE (D3000), HARROW
BOTTOM ROAD (D3000), LYNE LANE (C126), LYNE CROSSING ROAD
(D3000), FARM CLOSE (D3000), ALMNERS ROAD (D3005),
CHERTSEY/VIRGINIA WATER/LYNE, RUNNYMEDE -
PROPOSED REDUCTION OF THE NATIONAL SPEED LIMIT ON
PART/ALL OF THE ABOVE-MENTIONED ROADS TO A 40 MILES PER
HOUR SPEED LIMIT -**

**STATEMENT OF REASONS FOR PROPOSING
TO MAKE THE SPEED LIMIT ORDER**

The County Council are promoting the above draft Order on safety and environmental grounds. Consequently it is proposed to impose a **40 mph speed limit** on the following roads:

C127 Hardwick Lane – From the existing National Speed limit/40mph terminals towards the southern end of the road (near the junction with Holloway Hill) to its continuation at the northern extent into C127 Lyne Crossing Road.

C127 Lyne Crossing Road – (full extent) from its continuation with C127 Hardwick Lane at its southern extent to its continuation with C127 Bridge Lane at its western extent.

C127 Bridge Lane – (full extent) from its continuation with C127 Lyne Crossing Road at its eastern extent to its junction with Trumps Green Road at its western extent.

D3180 Lyne Road – (full extent) from its junction with Trumps Green Road to its junction with C127 Bridge Lane.

D3000 Lyne Close – (full extent) from its continuation with D3000 Harrow Bottom Road to the end of the Cul de Sac.

D3000 Harrow Bottom Road – (full extent) from its junction with C127 Bridge Lane to its continuation with D3000 Lyne Close.

C126 Lyne Lane – From its junction with Green Road to its junction with C127 Lyne Crossing Road

D3000 Lyne Crossing Road – (full extent) between both its junctions with C127 Lyne Crossing Road

D3000 Farm Close – (full extent) From its junction with D3000 Lyne Crossing Road to the end of the Cul de Sac

D3005 Almnors Road – From its junction with C127 Hardwick Lane south west to the existing 30mph/National speed limit terminals approximately 25m from the named junction.

The imposition of lower speed limits can lead to a reduction in the number of road injury accidents if the speed limit is effective. Research published by the Department of the Environment, Transport and Regions (DETR) in 'New Directions in Speed Management' indicates that broadly each 1mph reduction in average speed can reduce accident frequency by up to 5%. The severity of injuries caused by accidents also increases with higher collision speeds.