



**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

**A25 WESTCOTT TO DORKING
PROPOSED 40MPH SPEED LIMIT**

3 MARCH 2010

KEY ISSUE

To formally consider an objection to the proposal to install a 40mph speed limit on the A25 between Dorking and Westcott.

SUMMARY

At the Local Committee in June 2009 a number of speed limits were approved for advertisement. One of these was the 40mph speed limit on the A25 between Westcott and Dorking. This was advertised in November 2009 for a period of 4 weeks and one objection has been received. The details of the objection are contained within this report and members are asked to consider the points raised before deciding whether to still proceed with the 40mph proposal.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree that:

- (i) That the Order to impose a 40mph speed on the A25 between Westcott and Dorking be made and the associated measures be installed.

1 INTRODUCTION AND BACKGROUND

- 1.1 Changes to the existing speed limit on the A25 have been requested by users / local residents over recent years and in 2009 an assessment for the site, in accordance with the County Council's latest speed limit policy / best practice, was carried out. That assessment determined that the correct speed limit for the said section of road was 40mph.
- 1.2 In accordance with the necessary procedures for introducing a speed limit, the proposal has been formally advertised in order to see whether any objections to the scheme are forthcoming. This has resulted in one letter of objection being presented to the Highway Authority and the details of that letter of objection are highlighted below in paragraph 1.3, along with an officer response against each of the objector's concerns.
- 1.3 The objector is Mr. Ruck, who lives in Abinger Hammer, Surrey and the grounds for the objection are:

Reasons for objection	Officers response
The proposals are a waste of tax payers money	This is a matter of opinion.
The reduction from 50 to 40 will in effect be meaningless	Surveys showed the average speeds to be 39mph and so it would be deemed 'achievable' to set the limit lower and to expect a majority of compliance. The speed limit would accord with current Department for Transport guidance
The current speed limit is not enforced and it is unreasonable to expect the Police to devote manpower and resources to attempt to enforce the proposed reduction	The Police have given their support to the proposal and under the Drive-smart campaign a higher level of enforcement of our roads is to be expected
At busy periods (am and pm) the tailback from the junction of the A25 at Vincent Lane frequently stretches from that point along the entire stretch of road to which the proposals refer and therefore average speed at that time would be approx 4-5mph	It is accepted that at certain times of the day speeds are very slow due to the queuing traffic however, that does not mean that out of those hours a speed limit of 40mph is not warranted
Residential housing along the stretch of road is zero	It is correct that there are few residential properties along this stretch of the A25 that access directly on to the road
There is an exceptionally low number of accidents on the stretch of road	There have been 11 injury collisions from January 2008 to September 2009

- 1.4 Since the original letter of objection, an attempt has been made to encourage the objector to withdraw his objection based upon the justifications given in the officer's response detailed in the table above. The objector decided to maintain his objection and for information, his further letter is attached as Annex 1.

2 ANALYSIS

- 2.1 The report that was presented to this Committee in June 2009 set out a number of roads where speed limit reviews had showed that a reduced speed limit was possible. The schemes were ranked in order of the number of collisions per million vehicle kilometre and the A25 Westcott to Dorking proposed 40mph speed limit was ranked first out of the seven that were to be progressed.

3 CONSULTATIONS

- 3.1 Surrey Police were consulted on this proposal at the time the matter went to Committee for approval in June 2009 and they were supportive of the change to the speed limit.
- 3.2 The statutory consultation took place in November and December 2009 and no adverse comments were received from the Emergency Services. The only objection received is the one being considered today.

4 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

- 4.1 The advertising costs are likely to be approximately £2000 in total and the officer costs relating to the legal process and the design as well as the implementation will be approximately £2000. With regard to the actual works costs, there is no formal estimate as yet but it is anticipated that the work will cost in the region of £6000. It should be noted that it is possible to limit the works costs, following recent information received from the DfT, which indicates there may not be a need in the future to amend the road markings as well (Normally when there's a reduction to a 40mph speed limit the centre warning line space and gap measurements have to change as do the spacing of catseyes). Given this, the overall expenditure on this project, should be limited to around £10000. This Committee has already committed funding to this project.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no specific implications arising from the implementation of speed limits.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 The imposition of correctly signed speed limit will facilitate Surrey Police to enforce with targeted speed management campaigns.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 Members are asked to consider the points raised by the objector in order to agree a way forward although a reduction in the speed limit is recommended to help improve road safety. It is considered that the new speed limit is justified based upon the number of casualties that have occurred along this stretch of road.

8 REASONS FOR RECOMMENDATIONS

- 8.1 The speed limit suggested for progression is in accordance with the guidance set out for the setting of local speed limits and would contribute to the achievement of the County Council's Local Transport Plan objectives.

9 WHAT HAPPENS NEXT

- 9.1 The proposals will be either abandoned or the relevant Traffic Order will be made and the associated measures will be installed.

LEAD OFFICER: Derek Poole, Local Highway Manager (Mole Valley)

TELEPHONE NUMBER: 08456 009 009

E-MAIL: eastssurreyhighways@surreycc.gov.uk

CONTACT OFFICER: Michelle Armstrong, Principal Engineer (East Area Highways)

TELEPHONE NUMBER: 03456 009 009

E-MAIL: eastssurreyhighways@surreycc.gov.uk

Version No. Date: 5.2.10 Time: Initials: No of annexes: 1