



Tatsfield, Chelsham and Farleigh and Woldingham Speed Management

1 October 2004

KEY ISSUE:

Improved road safety in Tatsfield, Chelsham and Farleigh and Woldingham.

SUMMARY:

At the last Local Committee meeting Members requested a report on possible speed management measures in Tatsfield, Chelsham and Farleigh and Woldingham. This report sets out how this work could be achieved.

RECOMMENDATIONS:

The Committee is asked to agree ;

- (i) to allocate £7,000 from the Local Allocation for traffic speed surveys in the Tatsfield, Chelsham and Farleigh and Woldingham areas
- (ii) to consider the inclusion of a scheme (or schemes) for speed management in these areas on the future programme for the Local Transport Plan.

INTRODUCTION and BACKGROUND

Item 14

1. At the meeting of the Local Committee on the 16th July 2004, Elected Members discussed progress with the South Tandridge Area Speed Limit (STASL) scheme and whether a similar scheme could be considered for the north of Tandridge. Members agreed that initially a report should be brought back to the Local Committee on possible speed management measures in Tatsfield, Chelsham and Farleigh and Woldingham.
2. The STASL was progressed following concerns about the speed of rat-running traffic through the rural roads in the southern part of Tandridge. Councillors, Parish Councils and neighbouring local authorities were consulted on the draft proposals before the scheme was approved by the Local Committee and advertised in the local press.
3. The scheme involves a blanket reduction in speed limits to the south of the A25 from 60mph to 40 mph or 50mph and the extension of 30mph speed limits in villages to match residential development. The installation of the new signs started in late 2002 and the work has been phased over the last 3 years to allow it to be funded from the Local Transport Plan budget.

ANALYSIS AND COMMENTARY

South Tandridge Area Speed Limits

4. It is too early to say whether the STASL has been effective in reducing speeds and accidents. "After" speed surveys are planned for early in the new year and a proper assessment of the accidents cannot be made until 3 years after the completion of the scheme.
5. The experience of the STASL is that there are both benefits and disbenefits with the introduction of new speed limits in rural areas and some of these have been set out below.

i. Benefits

- Any reduction in speeds through could lead to a reduction in the number and severity of accidents in this area.
- The scheme has reassured the public that the problem of speeding is being tackled

ii. Disbenefits

- The scheme may raise expectation that Surrey Police can carry out widespread enforcement
- Concern that the additional signs have urbanised a rural area.
- Concern that drivers will drive to the new speed limit rather than to prevailing conditions of the road.

Item 14

6. It is, therefore, suggested that the Local Committee await the results of the STASL assessment before considering a similar area wide scheme for the north of Tandridge.

Tatsfield, Chelsham and Farleigh and Woldingham

Tatsfield

7. A number of roads in the centre of Tatsfield are private and no speed limits could be applied or enforced in these roads. On the public roads it is noted that the speed limit changes from 40mph to 60mph to 30mph between Approach Road, Ship Hill and Church Lane. It is also noted the roads at the centre of the village - Westmore Road and Paynesfield Road are currently de-restricted (60mph)
8. It is, therefore, suggested that existing speeds and accidents in the area are analysed and the results are used to produce a set of speed management proposals in the Tatsfield area. Local councillors, Tatsfield Parish Council and Surrey Police could be consulted before a further report is brought back to a future Local Committee for approval.

Chelsham and Farleigh

9. As set out for Tatsfield, it is suggested that speed surveys and accident analysis are carried out on selected roads in the Chelsham and Farleigh area prior to consultation with local representatives and the Local Committee on any possible changes.

Woldingham

10. A number of roads in Woldingham are either private or non-maintainable public highway. A blanket speed limit could not be easily introduced as there would be discrepancies between the public and private highways.
11. Station Road, Northdown Road (part) and Slines Oak Road (part) are currently restricted to 30mph but the remaining public highways in the area are de-restricted (60mph).
12. A traffic speed and volume survey is due to be carried out on Northdown Road outside the Golf Course and it is suggested that further surveys be carried out along with analysis of accidents in the area as previously outlined for Tatsfield and Chelsham/Farleigh above.
13. It should be noted that a number of measures could be considered for managing speeds in these areas including changes to speed limits, mobile vehicle activated signs, gateway features and the designation of quiet lanes. It is suggested that the reports detailing the possible changes for Tatsfield, Chelsham and Farleigh and Woldingham could consider these alternatives.

Timescales and funding

14. The “before” surveys, which would be carried out on between 15 – 20 roads, could be carried out during 2004/05 using funds from the Local Allocation.
15. Members will need to agree to add a scheme for speed management measures in Tatsfield, Chelsham and Farleigh and Woldingham into the Local Transport Plan programme and then consider the priority of the scheme against others already in the programme.
16. It is then suggested that a separate report on each area is brought back to the Local Committee at the appropriate time which details the proposals and seeks authority to progress.

CONSULTATIONS

17. Local councillors, Parish Councils and Surrey Police could be consulted once a set of proposals has been drawn up for each of these areas. Any speed limit changes will need to be advertised and posted on site locally for people to write in with comments or objections.

FINANCIAL IMPLICATIONS

18. The estimated cost of £7,000 for carrying out traffic surveys in the Tatsfield, Chelsham and Farleigh and Woldingham areas could be met from the Local Allocation for 2004/05.
19. Funding for design, consultation and implementation of any schemes will need to be agreed by the Local Committee when considering the LTP programme for future years. It is suggested that each project could have a budget of £50,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

20. A safer environment in Tatsfield, Farleigh and Woldingham may encourage more people to walk and cycle in these areas.

CRIME & DISORDER IMPLICATIONS

21. Any new speed limits will require enforcement by Surrey Police.

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BACKGROUND PAPERS:
