



OFFICER REPORT TO LOCAL COMMITTEE (TANDRIDGE)

SPEED MANAGEMENT in TANDRIDGE

4 December 2009

KEY ISSUE

To give an update on speed management schemes in Tandridge and to seek approval to carry out the statutory processes required to implement several speed limit changes.

SUMMARY

In December 2007 and March 2008 the Local Committee approved reports detailing a prioritisation system for speed management schemes and a list of the highest priority schemes. This report summarises progress with these schemes and includes recommendations for speed limit changes to some of the sites that were prioritised for review.

OFFICER RECOMMENDATIONS

The Local Committee (Tandridge) is asked to agree:

- (i) that the statutory process to implement speed limit alterations as detailed in Annexes 1, 2 and 3 (A25 at Limpsfield, Nutfield Marsh Road, Nutfield and Little Common Lane, Bletchingley) is carried out, subject to additional consultation with Surrey Police where necessary.
- (ii) That, if no objections are maintained to these proposals, then the speed limits are implemented as soon as possible.

1 INTRODUCTION AND BACKGROUND

- 1.1. Surrey County Council (SCC) and Surrey Police have been working together to reduce speeds on selected routes in Tandridge through the use of education, enforcement, engineering and monitoring measures. Other initiatives associated with speed management in Tandridge include Community Speed Watch, Vehicle Activated Signs (VAS), Safety Camera Partnership, poster campaigns, review of speed limits on selected routes and within selected areas, and highway improvement schemes.
- 1.2. At the 14 December 2007 Tandridge Local Committee meeting, it was agreed that a prioritisation system based on the number of casualties per kilometre be used for speed limit reviews in Tandridge.
- 1.3. At the March 2008 Local Committee meeting a prioritised list of speed management schemes was approved (based on casualties per kilometre) for progression. The list included requests for individual roads and whole areas. It is planned to update this list with new schemes identified by County Councillors and the joint SCC/Surrey Police 'Anti-social Driving Campaign' and bring a further report for approval in 2010.

2. ANALYSIS

- 2.1. Progress with the speed limit assessment and implementation process to review speed limits on the priority list approved last year is shown below.
- 2.2. **A22 South Godstone**
Following assessment and Local Committee approval a new 30mph speed limit was implemented earlier this year together with two Vehicle Activated Signs (VAS). Speed monitoring will be carried out over the coming months.
- 2.3. **A22 Blindley Heath**
Blindley Heath is a linear village on the A22 (a principal road), currently with a 40mph speed limit. A 30mph speed limit has been suggested as a way of improving road safety, however the main factors to consider in determining the most appropriate speed limit through Blindley Heath are as follows:
 - Most of the properties are set back from the road, often with shielding from trees and hedges.
 - The majority of properties are accessed from side roads off the A22 with 30mph speed limits.
 - There is no obvious centre to the village when travelling through on the A22 and the boundaries entering the village from both directions are not distinctive.
 - Existing average vehicle speeds are in the region of 44 mph.

- There is little pedestrian activity along the A22 corridor, and no village shop or schools, however there is a pub and petrol station.
- There have been 9 accidents involving injury in the last 3 years on the A22 in Blindley Heath. A number of these involve shunts at the Ray Lane traffic signals, however overall there is no pattern to suggest lowering the speed limit would have an impact on this number.
- A reduction in the speed limit to 30mph is unlikely to work in isolation. Extensive traffic calming measures would be needed, and because the A22 is a principal road, the options available would be limited.
- Surrey Police consider the existing 40mph speed limit to be reasonable and it is in line with the Surrey County Council's Speed Management Policy.

2.3.1. **Conclusion – Blindley Heath**

The existing 40mph speed limit in Blindley Heath is appropriate and should be retained based on the layout and linear nature of Blindley Heath and the need to keep traffic moving at appropriate speeds on the A22. There are however, a number of other improvements that can be carried out on the A22 through the village as follows:

- The road marking are worn and need refreshing. 40 roundels could be marked on the road as well.
- The 40mph speed limit signs could be made more conspicuous as could the entry points to more clearly define the village limits.
- The junctions on the A22 in the village could be more clearly highlighted with either signs or road markings.

2.4. **A25 Westerham Road – Limpsfield to County Boundary**

This part of the A25 is currently subject to the national speed limit (60mph). A reduction to a 50mph speed limit has been reviewed and the main factors considered in the process are as follows:

- This stretch of the A25 is currently unrestricted and subject to the national speed limit on a single carriageway road which is 60mph.
- Accidents over the last 3 years are generally not related to excessive speed and there is no overall pattern other than most occur near junctions and some improvements could be investigated in these areas.
- The road is wide with open verges and has a sweeping alignment with good visibility.
- There is little roadside development with most properties set back from the road and screened by trees etc, There is however a pub and lay-by near the Kent border. The speed limit on the A25 in Kent between the border and Westerham is also 60mph.
- Existing average vehicle speeds are 58mph to the west of the Moorhouse lay-by and 43 mph near Ballards Lane.

- A reduction in the speed limit to 50mph would need additional signs and be unlikely on its own to succeed at significantly reducing vehicle speeds without other traffic calming or management measures.
- There is a case for extending the 40mph speed limit east from its current terminal west of Ballards Lane so that it extends beyond the Ballards Lane junction. This would help reduce speeds at this junction and approaching Limpsfield School. Enhanced signing could also be provided at the start of the extended limit.
- Surrey Police feel that the existing 60mph speed limit is appropriate on this road.

2.4.1. **Assessment Conclusion – A25 Westerham Road**

This part of the A25 is wide with open verges and good visibility. There is little justification for a reduction in the speed limit in terms of casualty reduction and the majority of drivers keep within the existing limit. It would be sensible to move the start of the existing 40mph speed limit in Limpsfield further east to cover the Ballards Lane junction, however the existing national speed limit on the remainder of Westerham Road should be retained and improvements to junction warning signing investigated along this length of road.

2.5. **Nutfield Marsh Road, Nutfield**

A 40mph speed limit has been reviewed on Nutfield Marsh Road in place of the existing national speed limit (60mph). The main factors considered in this process are as follows:

- Nutfield Marsh Road runs between the A25 and Merstham. It is a popular 'rat run' between the A23 and the A22.
- It is typical of many rural roads being about 6m wide with grass verges and no footways. The road is subject to the national speed limit and average speeds are around 40mph.
- The road passes a cricket ground and Mercers County Park, has some residential development and is part of the Surrey Cycleway.
- There have been several accidents in the last 3 years, most involving single vehicle, loss of control that indicate excessive speed.
- Part of the road is in Reigate and Banstead and consultation with the Local Committee and Highway Team in that area is required over a short length near Merstham.
- Surrey Police support a 40mph speed limit on this road and this would be in line with Surrey County Council's Speed Management Policy.

2.5.1. **Assessment Conclusion – Nutfield Marsh Road**

A 40mph speed limit on Nutfield Marsh Road should be introduced as it is considered to be an appropriate speed limit and would be in line with surrounding rural roads in the area.

2.6. **Little Common Lane, Bletchingley.**

A small extension of a 30mph speed limit in Bletchingley has been reviewed as part of the Bletchingley Safety Scheme. The main factors considered in this process are as follows:

- Little Common Lane is a rural county lane on the edge of Bletchingley approximately 5m wide with narrow verges and no footway. There are some houses along its length close to the road.
- It is on a hill with sharp bends and is used by pedestrians and equestrians. A 30mph speed limit has been requested that would improve safety between its junction with Big Common Lane and the existing 30mph speed limit in Bletchingley. Existing average speed are 34mph.
- There have been 2 injury accidents at the crossroads junction of Little and Big Common Lanes where visibility is restricted by hedges. It would be sensible to include this junction within the 30mph limit.
- If a 30mph speed limit were imposed on Little Common Lane it would leave a short length of Big Common Lane subject to the national speed limit. It also makes sense to include this within the 30mph speed limit as well.

2.6.1. **Assessment Conclusion – Little Common Lane**

Little Common lane is on the edge of Bletchingley, has no footway and has some residential properties along its length. Existing vehicle speeds are such that a 30mph speed limit could be imposed without additional traffic calming measures and the extension of the 30 limit would help to define the village boundaries.

2.7. **Felbridge Area Speed Limit Scheme**

The traffic management order for this scheme was advertised this summer and there were no objections to the proposed 30mph speed limits on roads in Felbridge. It is planned to implement the speed limit scheme this financial year.

2.8. **Tatsfield Village**

The new primary school in Tatsfield village is scheduled to open in 2009. A 20mph speed limit and two road tables have previously been approved by Local Committee to be installed on Ship Hill in association with the new school development.

- 2.8.1. A 20mph speed limit scheme is also being progressed for the village of Tatsfield in conjunction with the school project. This has also been previously approved by Local Committee.

3. CONSULTATIONS

- 3.1. Officers from Surrey County Council, Surrey Police, Surrey Fire Service, and Tandridge District Council are represented on the LPSA local partnership working group and have been consulted on the contents of this report. This speed management group most recently gathered for a meeting on 21st October 2009.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1. The Local Committee approved a budget of £25,000 from the Local Allocation and £10,000 from the revenue maintenance budget for speed management work in the current financial year. The schemes proposed for progression all involve new speed limits and would be funded from the Local Allocation which is capital. A similar speed management budget would be required in 2010/11 to complete these and other likely schemes.

5. EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1. Not applicable to this report.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1. Speed limits that are set consistently and in line with national and County Policy are more likely to be adhered to by motorists. Speed limits must be implemented in accordance with the Road Traffic Regulation Act 1984 and other relevant legislation to ensure they can be enforced by Surrey Police and the Surrey Safety Camera Partnership.

7. CONCLUSION AND RECOMMENDATIONS

- 7.1. Speed management is an important issue for many communities in Surrey. Effective speed management measures contribute to casualty reduction targets and the Local Transport Plan (LTP) objectives. Tandridge receives many requests to tackle speed-related issues in the district. Unfortunately, there are insufficient resources available to deal with all the requests received and a prioritisation system is used based on casualties' per/kilometre.

8 REASONS FOR RECOMMENDATIONS

- 8.1 Speed limits are assessed using national guidance and County policy in order to achieve consistency. The recommendations of this report have been derived using this approach.

9 WHAT HAPPENS NEXT

- 9.1 The speed limits approved for progression will be advertised and implemented if there are no objections. Un resolved objections to any of the proposals will need to be reported to the Committee at a later date for decision. It is planned that if there are no problems the speed limits could be implemented in mid 2010.

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BACKGROUND PAPERS: Speed Management in Tandridge Local Committee report 23 June 2006; Speed Limit Reviews on Roads in Tandridge Local Committee report 14 December 2007. Speed Management in Tandridge, March 2008

