

**SURREY COUNTY COUNCIL**  
**LOCAL COMMITTEE (TANDRIDGE)**



**DATE:** 24 June 2016

**SUBJECT:** PETITION – To reduce speeding on Hurst Green Road, Oxted

**DIVISION:** OXTED

**SUMMARY OF ISSUE:**

To consider a petition containing 44 signatures – by Mrs Cidalia Santos and Mr Michael Walsh. The petition submitted contains additional information and maps of the affected area.

Hurst Green Road runs northwest from a mini-roundabout into Woodhurst Lane (it is the same road – there is no junction) and up north to the A25 and Oxted. The stretch from the mini roundabout to Oast Road is about 600 metres and both ends of this stretch are ‘downhill’.

The road is relatively ‘open’ and this, combined with the hills, prompts many drivers to speed dangerously. There are no speed signs. There are street lights, so the speed limit must be 30mph. It is no exaggeration to say some offenders top 50mph. A further aspect is that parked cars (see photos) along the middle stretch mean drivers have to pull in to let opposing cars pass...but many drivers accelerate sharply to make it ‘their road’ and so avoid having to pull in.

Possible solutions could include:

- Installing 30mph speed limit signposts
- Setting up speed cameras (operational or decoy)
- Introducing traffic calming islands

We the undersigned urge Surrey County Council Highways Department to take action to avert further serious accidents.

**RESPONSE:**

Hurst Green Road is a single carriageway 2 lane road linking Holland Road and Woodhurst Lane. The section of road on which the petitioners are concerned about traffic speeds lies between Greenhurst Lane and Woodhurst Lane. This section of road has common lane on each side over part of its length, with residential properties set back behind the common land.

A review of the recorded personal injury collisions on Hurst Green Road over the 3 year period April 2013 to March 2016 (the latest date for which data is available) has been carried out and the results are given below.

Year	Slight	Serious	Fatal	Total
2013 (from April)	1	0	0	1
2014	1	0	0	1
2015	3	0	0	3
2016 (to end March)	1	0	0	1
Total	6	0	0	6

Of the 6 reported collisions, 3 involved turning movements at road junctions. As part of the reporting process, the Police log their views as to contributory factors leading to a collision. In none of the collisions detailed above did the Police record 'exceeding the speed limit' or 'travelling too fast for conditions' as contributory factors.

The speed limit on Hurst Green Road is 30mph and the Police are responsible for enforcing this limit. Hurst Green Road is classed as a restricted road under the Road Traffic Regulation Act 1984. The system of street lighting in the road indicates to drivers that the speed limit is 30mph. As Highway Authority Surrey County Council has to comply with national regulations covering the signing of speed limits. Under the regulations the 30mph speed limit can only be signed at its terminal points and it is not permitted to use 30mph repeater signs.

The petitioners have suggested that operational or decoy speed cameras are provided. The councils policy for permanent fixed speed cameras is that they are reserved for the very worst collision hotspots where there has been a history of collisions involving excessive speed. The reason for this is that new fixed cameras cost in the region of £50,000 to install, and then require ongoing maintenance by the council and ongoing processing of offences by the police. The recorded collisions do not support the installation of a permanent fixed speed camera in Hurst Green Road. Surrey County Council does not use decoy speed cameras, as experience in other areas has shown them to be ineffective.

The petitioners have suggested that traffic calming islands are introduced in Hurst Green Road to reduce traffic speeds. The County Council likes to follow an evidence led approach to such requests, and therefore it is proposed to carry out a speed survey to measure traffic speeds. The results of this survey will be reported to the Tandridge Local Committee Chairman, who is also the divisional member. Based on the results of the survey together with the collision record on Hurst Green Road, a decision will be made as to whether any scheme to introduce measures to reduce traffic speeds on Hurst Green Road be added to the Integrated Transport Schemes list for possible future funding.

If following the survey the measured mean traffic speeds are found to be above the 30mph speed limit consideration could also be given to the provision of a Vehicle Activated Sign, triggered when vehicles exceed the speed limit. The provision of such a sign would be subject to available funding.

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