

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (TANDRIDGE)



DATE: 24 June 2016
SUBJECT: Public Question: Reducing the speed limit on the A25 – Kent Boundary to Limpsfield.
DIVISION: Oxted

Mr Salter asks:

Following my petition on the 20th March 2015, held at Limpsfield where our petition of 39 signatures was put forward in order to lower the current speed limit of 60mph.

Referring to the response at that meeting it was agreed to reduce the speed limit from unrestricted to 50mph "The survey results show average speeds of 50.0mph in the westbound direction and 49.2mph in the westbound direction. These results comply with the requirements of Surrey's speed limit policy to support a reduction in the speed limit from derestricted to 50mph"

I would like to ask Surrey County Council why these findings have not been implemented and why after 39 signatures of local residents and local businesses relating to dangerous and unfitting speed limits along this stretch have not been prioritised?

Response:

Following the response to the petition it was agreed that the proposal to reduce the speed limit on the A25, from a point approximately 100m east of Ballards Lane to the Surrey/Kent boundary, should be added to the Integrated Transport Scheme list for consideration for future funding. This proposal has been added to the Integrated Transport Scheme (ITS) list however no funding is currently allocated to progress this proposal.

The Tandridge Forward Programme of schemes for design and construction is made up from schemes on the ITS list and this programme is presented to the Tandridge Local Committee each year for decision. The County Councillors who attend the Tandridge Local Committee are responsible for deciding which schemes to prioritise and where to allocate resources. County Councillors will take into account representations from the public, the advice from the engineers and the availability of funding.

Surrey County Council receive a large number of requests for speed limits to be reduced, the number of requests received outweighs the funding available, therefore funding for such measures is prioritised where their introduction would either achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions or be of benefit to the largest number of people, e.g. the installation of a pedestrian crossing on a busy road next to shops or a school. Surrey County Council hold personal injury collision data for traffic collisions that have occurred over the most recent 3 year period, this information is provided by Surrey Police and shows that there have been 6 collisions over the most recent 3 year period for which data is available (from 01/04/13 to 31/03/16), 5 of these collisions resulted

in slight injury, 1 resulting in serious injury. However, vehicle speeds were not considered by the Police to be a contributory factor in any of these collisions.

The survey results also showed that average speeds are at or below 50mph despite the existing derestricted speed limit in place.

Therefore there is no funding allocated at the present time to progress the reduction in the existing speed limit from derestricted to 50mph on this section of the A25. However, the scheme will remain on the ITS list for consideration for future funding, to be prioritised alongside other schemes on that list.

Should funding be allocated in future to reduce the speed limit on the section of the A25 Westerham Road between Ballards Lane and the Surrey/Kent boundary, this would result in the speed limit of a short section of the A25 in Kent remaining derestricted between the boundary and the existing 30mph terminal signs east of Farley Lane, Westerham. Therefore as part of the scheme Officers would contact Kent County Council with a view to also reducing the speed limit on the derestricted section of the A25 in Kent.

Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer, 03456 009 009