



SCC LOCAL COMMITTEE IN ELMBRIDGE – 2 September 2013

AGENDA ITEM 6

PUBLIC QUESTIONS

Question 1: Ian Bullough, Cobham Resident

Fairmile Park Rd Speed Limit

Fairmile Park Road is a residential road of approx 600m with 31 houses accessing onto it and five cul de sacs running off it, formed as a continuation of Lebanon Drive (30mph) to its junction with Miles Lane (30mph). The Department for Transport's guidelines are that any road with at least 20 houses along a 600m stretch should be considered an urban area and therefore have a 30mph speed limit which Fairmile Park Road more than qualifies for.

There are already sign posts with national speed limit signs which could easily carry 30mph signs so a change is easy to implement. It is my belief that when a motorist drives from a 30mph area to a National Speed Limit Area, as is the case in Fairmile Park Rd, they are being advised by the highways agency that the road they are now driving on is less risky than previously and greater speed is acceptable.

Given that every other similar road within Cobham, Oxshott, Claygate and Esher has some form of speed restriction, the vast majority being 30mph, please could Surrey Highways explain why they have refused a request to reduce the speed limit from the National Speed limit to 30mph in Fairmile Park Rd, especially in light of the fact that there are three blind hairpin bends on the road, there is no footpath and the road is heavily used by pedestrians, families and dog walkers using it to reach Oxshott Heath and school children attending Reeds School.

The Chairman will give the following response:

Changing the speed limit on any road is not simply a case of changing the signs. The road must first be assessed according to Surrey County Council's speed management policy, which is derived from national guidelines. Even if the proposed change in speed limit is in accordance with the speed management policy, the change must be approved by the Local Committee. Then a Traffic Regulation Order must be drafted and advertised - this invites representations that must then be given due consideration. Finally if the objections to the Traffic Regulation Order can be overcome, the signs for the new speed limit can be designed and installed.

All this takes time, effort, and expense. It would be for the Local Committee to prioritise a speed assessment, and allocate funding for the various steps. The process involves consultation, and the outcome is not guaranteed. The Local Committee's Highways budgets are all fully allocated in the current Financial Year. If the Committee wished to prioritise a speed assessment in Fairmile Park Road with its budgets for next Financial Year, then Page 13

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