

Statement of reasons for the proposed speed limit reduction of Crowhurst Road and associated drafting amendment

This document sets out our reasons for a proposed reduction of the existing maximum speed limit of 40 miles per hour to a 30 mile per hour maximum speed limit on a length of the D408 Crowhurst Road at Crowhurst, and a drafting amendment affecting the existing speed limit order enforcing the existing 40 mph maximum speed limit on that road.



Proposed reduction of the existing 40 mile per hour speed limit to a 30 mile per hour speed limit on a length of the D408 Crowhurst Road at Crowhurst

In 2003, a 40 mile per hour speed limit was imposed on the entire length of Crowhurst Road (D408) at Crowhurst, which was then subject to the national speed limit of 60 miles per hour. This formed part of a much larger scheme introduced at that time which, briefly, involved the imposition of a maximum speed limit of either 20, 30, 40 or 50 miles per hour on all roads lying within the whole of the area of the District of Tandridge lying to the south of the A25, which were not already subject to such a maximum speed limit at that time. Any existing speed limits on roads within that area continued to apply without any change whatsoever. The reasons for the imposition of these speed limits in 2003 on those roads and lengths of roads within the area of Tandridge referred to immediately above in this paragraph were given in a Statement of Reasons prepared at that time, which is attached hereto as Appendix A for information only.

Crowhurst Parish Council have now raised concerns with their divisional member about the existing speed limit on Crowhurst Lane (D408) which, as indicated above, currently has a 40 mile per hour maximum speed limit imposed on it. Consequently, a speed limit assessment has been carried out on Crowhurst Road (D408) following the processes set out in Surrey County Council's Policy "Setting Local Speed Limits". A copy of this document is attached as Appendix B hereto for information.

A reduction of the maximum speed limit of 40 to 30 miles per hour on the section of Crowhurst Road (D408) that is currently subject to a 40 mile per hour maximum speed limit and which extends from a point 15 metres north-east of the north-eastern property boundary line of the property currently known as "Pinecroft" south-westwards and then southwards to a point 20 metres south of the southern property boundary line of the property presently known as "Ardenrun Cottage", a distance of approximately 550 metres, complies with the Policy and is supported by the Police. Tandridge Local Committee (consisting of elected members of both Surrey County Council and Tandridge District Council) agreed at their meeting on 12 February 2021 that the existing 40 mile per hour speed limit in this section of Crowhurst Road (D408) should be reduced to a 30 mile per hour maximum speed limit.

It is, therefore, proposed to reduce the existing 40 mile per hour to a 30 mile per hour maximum speed limit on that length of Crowhurst Road which extends from a point 15 metres north-east of the north-eastern property boundary line of the property currently known as "Pinecroft" south-westwards and then southwards to a point 20 metres south of the southern property boundary line of the property presently known as "Ardenrun Cottage", a distance of approximately 550 metres.

Drafting amendment regarding the existing 40 mile per hour maximum speed limit on Crowhurst Road (D408)

As indicated in the first paragraph of this document, in 2003 a 30, 40 or 50 mile per hour speed limit was introduced on all roads and lengths of roads lying within the area of Tandridge lying to the south of the A25 Guildford-Redhill-Sevenoaks Road not already then subject to such a speed limit. One of the roads affected was Crowhurst Road (D408) where a 40 mile per hour speed limit was introduced on the entire length of that road, as indicated above.

However, as also indicated above in this Statement of Reasons, it is now proposed to reduce the 40 mile per hour maximum speed limit to a 30 mile per hour maximum speed limit on a certain length of Crowhurst Road (D408). This will involve revoking that part of the 2003 Speed Limit Order (The Surrey County Council (Various Roads in Tandridge and Mid Sussex) (Restricted Roads 20 mph 40

mph and 50 mph Speed Limits) Order 2003) relating to the entire length of Crowhurst Road and re-imposing the existing 40 mile per hour maximum speed limit on the two remaining lengths of that road which are not proposed to become subject to the 30 mile per hour maximum speed limit. This change is taking place merely to allow for the proposed introduction of the 30 mile per hour maximum speed limit on a length of Crowhurst Road (D408) and makes no other changes whatsoever to the current position regarding the existing 40 mile per hour maximum speed limit on that road.

APPENDIX A

South Tandridge area speed limits: Statement of reasons for making the order

The County Council are promoting The Surrey County Council (Various Roads in Tandridge and Mid Sussex) (Restricted Roads 20 mph 40 mph and 50 mph Speed Limits) Order 2003 on safety and environmental grounds following a speed limit assessment of roads in the South Tandridge Area.

890 injury accidents have been recorded in the south Tandridge area on B, C and D class roads in the last 3 years. A further 243 accidents have been recorded on the A22 Croydon-Purley-Eastbourne Road in the same period.

To combat this problem road injury accidents are regularly monitored and, where necessary, accident remedial measures are introduced to reduce the likelihood of further accidents happening. Many of the accident causation factors in the South Tandridge area are reduced in this way, however traffic growth and the migration of vehicles from the primary/principal routes onto the secondary road network has meant that accidents levels have generally remained steady in recent years. Many of these accidents do not form part of a pattern or happen in isolation and are consequently harder to target.

The imposition of lower speed limits can lead to a reduction in the number of road injury accidents if the speed limit is effective. Research published by the former Department of the Environment, Transport and Regions (DETR) in 2001 in "New Directions in Speed Management" indicates that, broadly, each 1 mile per hour reduction in average speed can reduce accident frequency by up to 5%. The severity of injuries caused by accidents also increases with higher collision speeds.

On average, 90 injury accidents occur per year on the roads on which it is intended to impose lower speed limits as part of the measures referred to above, which are as shown on Drawing 2253/02B. Consequently, if the introduction of this scheme results in an average vehicle speed reduction of 2 miles per hour, then this could equate to a potential accident reduction of 10% or 9 accidents per year.

A reduction in vehicle speeds can also lead to reduced noise levels, particularly from tyres. Exhaust emission pollutants such as Carbon Dioxide and Nitrogen Oxide have also been found to be minimised when vehicles travel at speeds between 30 and 40 miles per hour.

There are certain roads on the Surrey/West Sussex border, such as the A264 and B2037, which cross from one county to the other over a relatively short distance. In order to create continuity of speed limits on these roads, West Sussex County Council intend to introduce new lower speed limits in their area, under a separate scheme. In order to illustrate the overall measures in full, the section of intended 50 mile per hour speed limits in West Sussex on the A264 and B2027 are shown on the above-mentioned drawing number 2253/02B.

Statement of reasons for making changes to the speed limits in the south Tandridge area as originally proposed to be made

Objections and comments were received following the advertisement of these speed limit proposals in March 2001. These objections were investigated and considered by the Tandridge Local Committee. The following changes were approved by the Committee and are shown on drawing 2253/02D.

D375 Tilburstow Hill Road

This has changed from a proposed 50 mile per hour to a 40 mile per hour speed limit north of the railway bridge near Terra Cotta Road as traffic signals have been installed at the railway bridge. These have reduced vehicle speeds in this area and consequently a 40 mile per hour speed limit is considered the most appropriate to the north of this point where the road is generally more twisting and undulating. The part of Tilburstow Hill Road south of the railway bridge is however straight with good visibility and a 50 mile per hour speed limit is considered appropriate for this length, as was originally proposed.

C72 Church Lane and D399 Bulbeggars Lane, Godstone

These roads were originally proposed to have a 40 mile per hour speed limit. However, they have been reassessed as, due to their narrow and winding nature, it is considered unsafe to drive a motor vehicle at a speed exceeding 30 miles per hour and consequently a 30 mile per hour speed limit is considered appropriate on road safety grounds.

Smallfield Village

Following comments made by the Parish Council and residents of the Smallfield area, the extent of the proposed 20 mile per hour speed limit zone has been reduced to some extent in Redehall Road and Chapel Road in order to coincide with the existing traffic calming features in the centre of Smallfield Village. The existing 30 mile per hour speed limit will therefore remain in force on these lengths of roads.

APPENDIX B

[Setting local speed limits policy - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk)