

8, Sussex Gardens
Herne Bay
Kent CT6 8DU
28th October 2010

KENT HIGHWAY SERVICES
WEST KENT DIVISION
M/N 44200588 FILE REF:

- 1 NOV 2010

LOG:
LOG:
REPLY:
ACK:



NO
NO

Rebecca

**A25 Seal Road, Sevenoaks and High Street, Seal
(40mph Speed Limit) Order 2010**

Dear Sir

I wish to **OBJECT** to the above TRO.

I believe the current speed limit of 40mph should not be reduced in length.

I have listed several points which I would like you to consider:-

- 1 You have not listed any speed related accident figures to warranty lowering of the current limit.
- 2 You have not supplied any speed check data to warrant claims of "anti-social" speeding, as stated in your Statement of Reasons.
- 3 If there is a problem with "anti-social" speeding, (which implies drivers vastly over the current limit) then lowering the speed limit by 10 mph, will only increase those 'speeding' and so encompassing the conviction of perfectly safe drivers, driving over a downgraded limit that is well below the generally perceived safe speed limit for this stretch of road.
- 4 On roads of this caricature one expects to encounter school children and pedestrians at various levels at certain periods of the day and adjusts ones driving to suit. **No road has a 'safe' speed, it all depends on prevailing conditions.** This simple fact, is lost on those that think speed limits are the panacea for all accidents and safe driving. While bearing in mind the above statement, the current 40mph is not a target speed, and if you have done any speed checks, then you will have found that the vast majority of drivers think that this speed limit is perfectly acceptable for an 'A' class road with limited housing density.
- 5 May I quote from your own report by Mid Kent Transportation Manager report dated 11th July 2006. *"It is our view that the introduction of an inappropriate limit is likely to breed contempt, lack of compliance and lack of respect for the law and place undue pressure upon the Police"* It also says *"In setting any limit the Police and the County Council are seeking limits that foster compliance and as much self-enforcement as possible."*
Similar views are set out in the DfT's --- Setting Local Speed Limits 01/2006

For those that drive, we all know what real world speeds we personally drive at and the speeds of other road users, so is it that hard to be honest when setting speed limits?

You know full well the average pedestrian/resident vastly over estimates traffic speeds, (your own traffic speed surveys will confirm this) and very often it is traffic **density** that can make crossing roads a bit of a chore. These schemes are so often generated by a few vocal residents and chased up by local councillors chasing a few votes come the next election. Do all these people, religiously follow speed limits when driving past somebody else's house? The sheer volume of people 'speeding' (which does not mean dangerous) tells us all; no they do not! Dare I use the word NIMBY?

As mentioned earlier, no traffic volumes, speed related accidents or speed survey tables have come with this TRO, so one assumes as said earlier, it is more of a 'rant' from a few local people, which nowadays seems to be the driving force behind such measures.

But in Setting Local Speed limits 01/2006 the opening line says" *Speed limits should be evidence-led*" to pre-empt such 'rants' distorting statistical evidence.

As in previous DfT Circulars, Setting Local Speed Limits 01/2006 says that "*Speed limits should not be used to attempt to solve the problem of isolated hazards*", so if there is a problem, like as quoted in you Statement of Reasons of pedestrians crossing the A25, then a crossing of some description should be installed, because also in stated in the DfT circular; just lowering the speed limit is not the first option.

It should be noted that the more we slow down our **national** road system, then greater the gridlock, combining with criminalising perfectly safe drivers is gradually building a tide of resentment and goodwill for genuine safety measures.

Thanking you for your time and I would like a written response to the points I have raised.

Yours sincerely



Terry Hudson

Tel: 01227 374680

PS

I noticed that in your documents appertaining to this TRO you state that the final consultation date was by noon on Monday 25th October 2010, yet the Statement of Reasons was available for public inspection until the 8th November 2010, which was also the same date on your Public Notice in the Kent on Saturday and Sunday newspapers. So I have assumed that Monday 8th November 2010 is the correct last date?