

To: Sevenoaks Joint Transportation Board
By: Tim Read, Head of Transportation
Date: 12th September 2012
Subject: A25 Seal to Ightham – Speed Limit Proposals
Classification: For Decision

Summary: The purpose of this report is to provide members with updated results of the A25 Seal to Ightham 50Mph Speed limit consultation and ask Members to decide whether to implement the proposals.

1. Background

Over many years both Seal and Ightham Parish Councils have been campaigning for a reduction in speed limit on the A25 to reduce vehicular speed improving highway safety. Meetings have been held between Kent County Council Officers and Seal and Ightham Parish Councils regarding these issues. Due to the way Kent County Council prioritises funding, this item historically has not been deemed safety critical when compared with locations countywide which have an existing personal injury crash record. Seal Parish Council therefore approached Mr Chard to seek funding through his Member Highway Fund budget.

Given the historical discussions and the strong desire of Seal Parish Council, Mr Chard agreed to fund this request.

The speed limit on this section of the A25 is currently de-restricted; the section of road is 3.2 miles in length, with residential areas at each end. There is currently a children's play area located at the eastern end of the proposed area. There is no continual footway on the A25 resulting in pedestrians being forced to walk in the carriageway.

2. Proposals

A public notice of intention to implement a 50Mph speed limit on this section of the A25 was published in June 2012. The notice requested comments and objections be made to the Highway Authority by 27th June 2012 for consideration. Details of these proposals can be seen in the drawings attached to Appendix 1 of this report.

The reasons stated for the restrictions were as follows:-

- 1) In the interest of public safety
- 2) **Results of the Consultation**

Notices were erected on-site identifying the proposals asking for comments during the consultation period.

Summary of Results

	Support	Object
Proposed 50Mph limit	2	1
Kent Police	1	
Total	3	1

The main reasons given for supporting the proposals were the improvement of highway safety on the route. The main reason given for objecting was the need to restrict a Primary Route

Consultation responses also identified additional measures to be introduced on the A25 between Spring Lane and the By-Pass, this suggestion was not advertised in the initial public notice and therefore can not be included as part of this report. The results above show the support/objection in principle but due to data protection reasons full copies of the representations made can not be attached to the report however, and copies can be viewed by appointment.

3. Discussion

There have been 20 recorded personal injury crashes on this section of the A25 in the last three year period. The Highway Authority believe that a number of these crashes were as a resultant of speed.

The environmental impact of a 50Mph limit will result in 50Mph repeater signs being installed every 200m on alternative sides of the road. The scheme will also result in Kent County Council having to install speed limit signage on each sideroad off of the A25 to comply with DfT guidance. This will result in approximately 35 additional signs being installed on the A25 inclusive of the proposed terminal points.

4. Conclusion

The purpose of this report is to provide members with updated results of the A25 50Mph Speed limit consultation. Members are therefore asked to decide whether to implement the proposed 50mph speed limit on the A25 based on the consultation responses.

Appendices: Drawings of Proposals

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