

Surrey County Council Local Committee (Guildford) 13 June 2012

Petitions [Item 4]

Principal petitioner/ organisation	Carolyn Piggott, on behalf of 827 signatories (speaker: Karen Dunn)
SCC Division / GBC Ward	Worplesdon / Normandy
Summary of concerns and requests	<p>Wyke Primary School is located in School Lane, Normandy and there are a large number of parents bringing children to school by car due to the semi-rural location, wide catchment area and the removal of the Pegasus bus service in July 2010. There is insufficient parking in School Lane and there is often complete gridlock and poor visibility of pedestrians. Parents are put off 'park and stride' (parking in nearby areas) as all options require dangerous crossing of the nearby A323 Guildford/Aldershot Road.</p> <p>To enable a safer crossing of the A323 we need an extension of the 30mph limit of at least 150m towards Ash as currently it is inadequate to warn drivers to slow down to 30mph before the crossing. We need a safer crossing on the A323 between Westwood Lane and School Lane (e.g. zebra/pelican crossing, 30mph/SLOW signs clearly painted on the road at both ends of the village of Normandy), and the installation of flashing school 'wigwag' signs in close proximity to School Lane in both directions, so that young school children with their parents are able to cross the road to the school more safely. These traffic calming measures will also benefit the whole village of Normandy.</p>
Response	<p>The petition calls for a number of measures to improve pedestrian safety crossing the A323. The area in question is a staggered crossroads, School Lane being to the North and west, with Westwood Lane to the south and east. There is a pedestrian refuge island located between School Lane and Westwood Lane. The former Guildford traffic engineer, and a representative of Smarter Safer Travel have visited the site and met representatives from the school.</p> <p>The petition called for the 30mph speed limit on the western approach to be moved 150m west. The traffic</p>

Engineer has advised that this is inappropriate, as the current speed limit is located at a change of environment and is over 100m from the crossing point. The current speed limit sign is incorporated into the village gateway, it is yellow backed and there is a 'SLOW' marking at the change of speed limit from 40mph to 30mph.

The petition requests the provision of a pelican or zebra crossing in the area of the current pedestrian refuge. Site observations are that there is too little pedestrian traffic to the school to justify this type of crossing.

The petition requests '30mph/SLOW' markings at each end of the village. As well as the previously mention 'SLOW' marking to the west, there are two 'SLOW' markings on the westbound lane, one prior to Westwood Lane the other prior to the crossing point.

SCC has agreed to fund and provide 'wig-wag' signs in accordance with the petition. These are scheduled for installation in the school summer holidays.

As a follow up to the initial site visit a Speed Watch survey was undertaken, with Surrey Police. In excess of 40 motorists, the majority being local residents, were stopped for exceeding the 30mph limit. Many of those stopped said that they were unaware of the speed limit, despite there being a system of street lighting and the 30mph repeater signs.

Accident records for this junction area are very low, only two in the past five years, and the factors leading to accidents are not speed related. There are no pedestrian injury accidents on file.

SCC traffic engineer have made further site visits and identified a number of simple improvements that could be made.

- Foliage to be trimmed back to signs throughout the area, and where it overhangs the footways.
- Slow markings to be refreshed, together with other road markings.
- At the western entry to the village, coloured surface and '30' marking to be provided.
- Hatched area to pedestrian area to have coloured surfacing to highlight the area.
- Possibly apply anti-skid surfacing to approaches to crossing point – this depends on the existing surfacing being of sufficient quality.
- Future thought to be given to works to the Westwood Lane junction to provide a refuge island

	<p>and pedestrian protection to the footway.</p> <p>Funding needs to be identified to implement these measures and officers will discuss this with the local SCC Member and the Parish Council.</p>
Principal petitioner/organisation	Mr Rob Case-Green, on behalf of 185 signatories
SCC Division / GBC Ward	Worplesdon / Worplesdon
Summary of concerns and requests	<p>We the undersigned petition Surrey County Council to Introduce a safe crossing point next to the railway bridge on Salt Box Road, Guildford.</p> <p>A blind corner exists along Salt Box Road where it passes under the London to Portsmouth railway line. Immediately to the West of this bend a public bridleway crosses the road. This bridleway is used by many pedestrians as the main access point to Whitmoor Common, and the crossing is at the moment extremely dangerous.</p> <p>The road under the railway bridge does not have a pavement or verge. Therefore people wishing to walk under the bridge to access Britten's Pond have to walk in the road, a hazardous experience</p>
Response	<p>Salt Box Road is classified as the C14. Although classified as a 'C' ROAD, Salt Box provides a link for traffic from the west to access the A3 Trunk Road. It is heavily used in peak period with traffic queues at both its eastern and western junctions. Despite high traffic volumes there is only one reported accident in the vicinity of the bridge in the past five years, this being a two-vehicle accident.</p> <p>The request is for a safe crossing point of Salt Box Road for persons using Bridleway BW 434 which in this location runs parallel and to the west of the railway line. There is a restricted height (11'6") rail bridge to the immediate east of the crossing point, the road curves to go under the bridge. Salt Box Road is bounded by Common Land on either side. The petition also makes note that there is no footway under the rail bridge. The speed limit in this area is 40mph. The area is not within a system of street lighting. Currently there are signs advising of pedestrians in the road to either side of the crossing point. Due to the existing geometry of the road sight lines on at the crossing point are poor.</p> <p>A safe uncontrolled (non signalised) crossing point on line with Bridleway BW 34 cannot be provided, as the sight lines to the east cannot be improved. This means that any uncontrolled crossing point would have to be moved significantly, at least 80m with 100m being the desirable</p>

	<p>sight line, to the west – this would take the crossing point away from the desire line and hence make it very unlikely to be used. The position is compounded by the common land issues, as there is no automatic right for the Highway Authority to carry out construction on the Common Land, possibly precluding construction of a footway.</p> <p>With regard to pedestrians walking under the rail bridge, there is insufficient room to provide a footway under the bridge, while maintaining two way traffic flows.</p> <p>A solution to both the crossing of Salt Box Road for those using Bridleway BW434 and those wishing to walk under the railway bridge however is possible. The solution would be provision of traffic signals controlling flows under the bridge, basically making it alternate way. The signals would then allow footway construction on either side of the road under the railway bridge. The signals could also incorporate a pedestrian phase with push button controls to allow pedestrians and equestrians to cross the road while traffic in both directions is stopped. The traffic signal installation would require the area to be provided with a system of street lighting. The common land problem remains an issue.</p> <p>Traffic signals would have a significant impact on traffic flows in Salt Box Road leading to increase congestion, journey times and possibly rat running on other roads in the area.</p> <p>Costs for the signalised arrangement described above would be in the region of £150,000 and would entail the closure of Salt Box Road for their implementation.</p> <p>SCC officers would not recommend the implementation of the scheme described above to the local committee, since there have been no accidents involving pedestrians and the impact the introduction of traffic signals would have on congestion in Salt Box Road and the surrounding road network.</p> <p>Officers will investigate placing signs on the Bridleway as it approaches Salt Box Road advising those crossing of poor visibility and to cross at a point sufficiently far from the bridge that in their judgement they may cross the road safely.</p>
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Principal petitioner/ organisation	Westborough Liberal Democrats, on behalf of 135 signatories (Speaker: Wayne McShane)
SCC Division / GBC	Guildford West / Westborough

Ward	
Summary of concerns and requests	<p>We the undersigned call upon Guildford Local Committee to insist that Surrey County Council must do whatever work is necessary to repair Cabell Road as a matter of urgency to make it a fit and proper road for local residents and other road users. We believe it is now a safety hazard and to delay any further puts residents at risk as well as the road becoming more expensive to repair with each year that passes.</p>
Response	<p>Surrey Highways is aware of the concerns raised for Cabell Road. The road is due for major maintenance works later this year. This will involve full surface reconstruction between the junctions with Homestall and Barnwood Road. Cabell Road is typical of many built in residential areas, being of concrete slab construction. Concrete is actually very long lasting, but unfortunately the slabs move as the foundations become eroded. The actual type of treatment we will use to repair the road will be determined by highway engineers working with our contractor. It is possible that the existing concrete slabs will need to be removed, nevertheless the end result will be a smooth road surface.</p> <p>All of the public highway benefits from periodic safety inspections undertaken by trained Highway Inspectors. Any identified defects, which meet our intervention criteria will be repaired. Unfortunately, defects do on occasion, occur between inspections. If a member of the public notices safety issues we would encourage them to report it via our website (www.surreycc.gov.uk/roads-and-transport)</p> <p>Earlier this month Officers undertook an additional site assessment over and above the periodic safety inspections. As a result a number of interim repairs were made. Officers will continue to keep a close watch on the condition of the road until the major repairs are completed later this financial year.</p>

Written public questions [Item 5a]

None submitted

Written members' questions [Item 5b]

None submitted