

Supplementary Agenda

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Item 4 Petitions
Item 5 Formal Public Questions

We welcome you to

Tandridge Local Committee

Your Councillors, Your Community
and the Issues that Matter to You



Venue

Location: Tandridge District
Council offices,
Station Road East,
Oxted, RH8 0BT

Date: Friday, 22 June 2018

Time: 10.15 am



SURREY

SUPPLEMENTARY AGENDA

4 PETITIONS

(Pages 1 - 2)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Two petitions have been received.

Petition 1: Liz Lockwood on behalf of Felcourt FAST submitted a petition asking for Surrey County Council to carry out further traffic calming measures along Felcourt Road in the Division of Lingfield.

Petition 2: Janine Marks submitted a petition asking to maintain the present 30 mph speed limit in the area of Sunnybank Villas and Chevington Villas.

5 FORMAL PUBLIC QUESTIONS

(Pages 3 - 4)

To answer any questions from residents or businesses within the Tandridge District area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 22 JUNE 2018



**SUBJECT: PETITION – TRAFFIC CALMING MEASURES ALONG
FELCOURT ROAD, LINGFIELD**

DIVISION: LINGFIELD

SUMMARY OF ISSUE:

To consider a petition containing 181 signatures – by Mr John Fairclough and Cllr Liz Lockwood

We the undersigned petition Surrey County Council to carry out further traffic calming measures along Felcourt Road in the Division of Lingfield.

We request that the speed restriction of 30 mph at the county boundary be extended northwards and request that additional measures be taken to ensure compliance by road users with such a reduced limit. This stretch of road has had a high frequency of accidents and a high throughflow of up to 8,000 vehicles a day, despite it being unclassified. The measures which we feel would encourage compliance are :-

- Vehicle Activated Signs (VAS), using Automatic Number Plate Recognition (ANPR) to show the vehicle registration and the speed being travelled
- Suitable road markings to include warnings/speed limit/different coloured road to encourage compliance and raise awareness especially outside the entrance/exit of both Charters Village and Chartham Park.
- 'Elderly'/'Pedestrians in Road' signs

<https://petitions.surreycc.gov.uk/Felcourtraffic/#detail>

RESPONSE:

Felcourt Road, Lingfield is a rural road which runs from the junction with Blackberry Lane at its northern end to the county boundary at East Grinstead at its southern end. There is an existing 40mph speed limit along the entire length of Felcourt Road, Lingfield.

Charters Village is a retirement village which has recently opened on Felcourt Road and is located in the southern section of Felcourt Road. This retirement village is located approximately 350m from the county boundary. To the south of the county boundary there is an existing 30mph speed limit as drivers enter the built up area of East Grinstead.

A review has been carried out of reported personal injury collisions that have occurred between December 2014 and November 2017 on Felcourt Road, in the vicinity of Charters Village and the entrance to Charters Park Golf and Country Club. During this period there were two collisions, one of which involved a slight

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injury and one involved a serious injury. The serious injury was caused by a pedal cyclist falling off their bicycle and involved no other vehicle. Surrey Police did not record vehicle speeds as a contributory factor in either of these collisions.

As a result of concerns being raised by the previous divisional member and district councillor Liz Lockwood, speed surveys were carried out in Felcourt Road in the vicinity of Charters Village, to assess if the existing 30mph speed limit at the county boundary could be extended to include both Charters Village and the entrance to Chartham Park Golf and Country Club. The results of these speed surveys recorded the following average mean speeds;

Northbound – 42.8mph
Southbound – 43.7mph

The above results show that existing average mean speeds are close to the existing 40mph speed limit. Under the existing county policy “Setting Local Speed Limits”, extensive traffic calming measures would be required before a 30mph speed limit would be considered. Guidance from the Department for Transport is that street lighting is also required before certain traffic calming measures can be installed.

There is no funding available to install traffic calming measures on Felcourt Road in order to introduce a 30mph speed limit. The existing average mean vehicle speeds and personal injury collision history would not prioritise funding for the introduction of such measures.

In regards to the request to install Vehicle Activated Signs with Automatic Number Plate Recognition to show the vehicle registration and the speed travelled, these signs are not provided in Surrey because experience elsewhere has shown that these signs encourage certain drivers to increase their speeds as they try to get the number on the sign as high as possible.

Experience elsewhere has also shown that the installation of signs and coloured surfacing does not result in a significant reduction in the average mean speeds to ensure compliance with the existing policy to reduce the speed limit to 30mph.

There is a bus stop located just to the south of Charters Village, pedestrians including residents of Charters Village need to cross Felcourt Road in order to access this bus stop. Signs to warn of “elderly persons crossing” will be added to the list of new signs to be installed when there is available funding.

Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE:** 22 JUNE 2018**SUBJECT:** Public Question**DIVISION:** CATERHAM VALLEY

On behalf of Caterham Valley Parish Council, Parish Councillor Nicole Morrigan asks:

Based on residents feedback, we would ask that the following issues are addressed by Tandridge DC and Surrey CC

- a. The traffic lights on Godstone Road opposite the Miller Centre and St. Johns Church be upgraded to a Pelican Crossing and that a yellow hatch box be painted on Godstone Road by Clareville Road to stop parking which is currently blocking traffic.
- b. that a pelican crossing be constructed on Croydon Road at the end of Beechwood Road

The above sites are considered by the Parish Council to be spots for potentially serious accidents and we would ask that they are addressed as a matter of priority.

Response:

- a. Traffic lights at junction of Godstone Road and Clareville Road.

The B2030 Godstone Road in Caterham links the A22 Caterham Bypass with The Square in Caterham Valley town centre. Clareville Road joins Godstone Road at a set of traffic lights a short distance to the south of The Square. Drivers leaving the Church Walk Shopping Centre car park do so onto Clareville Road. Clareville Road is a two-way road between Godstone Road and the shopping centre car park exit, it becomes one-way south westbound beyond this point.

Officers have investigated the history of reported personal injury collisions in the vicinity of the junction, for the period January 2015 to March 2018 (the latest dates for which data is available). During this period there has been one collision involving serious injury and one collision involving slight injury. The collision involving serious injury occurred when a pedestrian's foot was run over when crossing the road.

It is acknowledged that there is no pedestrian phase on the traffic lights at the junction of Godstone Road and Clareville Gardens. It should be noted that changes to these traffic signals to include a pedestrian phase would lead to a longer time with the traffic lights at red, and therefore to increased traffic congestion in Caterham Valley. It would be necessary to carry out a feasibility study to assess the impact of providing pedestrian facilities at this junction.

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The South East Area Highway Team receives large numbers of requests for road safety measures on the public highway network, and has very limited funding for such measures. The cost of changing these traffic signals to include a pedestrian phase is likely to exceed the annual funding available to Tandridge Local Committee for Integrated Transport Schemes. Officers will approach Tandridge District Council to request whether the feasibility of including pedestrian facilities at this junction could be considered as part of the Caterham Masterplan proposals.

The Parish Council has requested that a yellow box junction be provided at the junction of Godstone Road and Clareville Gardens. It is acknowledged that traffic queuing back from the roundabout at the junction of Godstone Road and Croydon Road can block this junction during busy periods.

Both yellow box junctions and keep clear markings are road markings that can be used where queuing vehicles from one junction blocks back across another, and both can be effective at keeping junctions clear. Yellow box junctions are enforceable by the Police, whereas Keep Clear markings are advisory only. The Police have been informally consulted on the request for a yellow box junction at this location. They have limited resources for enforcement, and have advised that the enforcement of a yellow box junction at this location would not be a policing priority. As the Police are not able to prioritise the enforcement of a yellow box junction at this location a Keep Clear marking would be just as effective. It is therefore proposed to lay a Keep Clear marking at this location when funding is available.

b. Request for Pedestrian Crossing on Croydon Road in the vicinity of Beechwood Road

The B2208 Croydon Road links the A22 at Wapses Lodge roundabout in the north to The Square at Caterham Valley town centre in the south. Beechwood Road is a residential road that joins Croydon Road approximately 0.7km north of The Square.

Officers have investigated the history of reported personal injury collisions in the vicinity of the junction of Beechwood Road and Croydon Road, for the period January 2015 to March 2018 (the latest dates for which data is available). During this period there have been no reported collisions involving personal injury in this vicinity.

There are two existing pedestrian refuge islands on Croydon Road close to Beechwood Road. One of these islands is 55m to the north of Beechwood Road and the other is 25m to the south of Beechwood Road.

There are many more requests for schemes than there is funding available. The cost of design and construction of a signalised pedestrian crossing is significantly in excess of the funding currently available to the Local Committee for Integrated Transport Schemes. The location of the two pedestrian islands taken together with the collision history at this location means that the provision of a signalised pedestrian crossing is unlikely to be prioritised over requests for similar crossings where there is no existing provision for pedestrians.

Contact Officer: Philippa Gates, Traffic Engineer, 0300 200 1003