

# Supplementary Agenda

**We welcome you to**  
**Mole Valley Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

## Supplementary Agenda

Item 4a – Written Public  
Questions

Item 4b – Written Member  
Questions

Item 11 – Provision of bus stop  
clearways for The Park bus  
stops in Church Road,  
Bookham



## Venue

**Location:** REMOTE

**Date:** Wednesday, 17 June  
2020

**Time:** 2.00 pm

## **SUPPLEMENTARY AGENDA**

- 4a PUBLIC QUESTIONS** (Pages 1 - 4)
- Four written public questions and the officer responses are provided within.
- 4b MEMBER QUESTIONS** (Pages 5 - 8)
- Four written member questions and the officer responses are provided within.
- 11 PROVISION OF BUS STOP CLEARWAYS FOR THE PARK BUS STOPS IN CHURCH ROAD, BOOKHAM [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 9 - 16)
- This report seeks approval of the Local Committee to introduce bus stop clearways at The Park bus stops, Church Road, Bookham.

Questions from Members of the public

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE:** 17 JUNE 2020

**LEAD**

**OFFICER:** JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

**SUBJECT:** QUESTIONS FROM MEMBERS OF THE PUBLIC

**DIVISION:** ALL



**Question 1: Andrew Matthews**

When will Surrey County Council be in a position to announce its plans to replace Bookham Youth Centre which it closed in summer 2019, particularly given the urgent need to provide more classroom space for local schools and young people in response to the coronavirus pandemic?

**Response:**

Surrey County Council (SCC) is committed to the re-provision to the Bookham Youth and Community Centre.

Plans are progressing and it is SCC's intention to submit a planning application for the redevelopment in early autumn 2020. It is anticipated that the project will be 'on-site' by Q2 2021 with completion within twelve months i.e. Q2, 2022

**Question 2: Cllr Elizabeth Daly**

When will Surrey Highways take effective action to introduce a sensible 20mph speed limit and prevent dangerous and unsuitable ratrun traffic using East Street, Great Bookham, including lorries ignoring warning signs and cars racing for passing places, in this narrow single lane road where many front doors open straight onto the highway?

**Response:**

East Street, Bookham is a residential road running north to south, linking the A246 Leatherhead Road in the south with Lower Road to the north. There is a footway on the eastern side of the road, which is separated from the carriageway by a grass verge. Vehicles park on the left hand side of the road where there is no footway.

An investigation has been carried out into the recorded personal injury collisions on East Street, Bookham. During the five year period from 01/10/2014 to 30/09/2019 (the latest dates for which data is available) there have been no reported personal injury collisions in East Street, Bookham.

Following concerns raised by residents regarding the speed of vehicles using East Street, Surrey Police carried out two speed surveys in East Street, Bookham. The two surveys were carried out for 24 hours a day for a 7 day period from 03/01/2018 to

## ITEM 4a

Questions from Members of the public

10/01/2018 and for 24 hours a day for a 10 day period from 06/16/2019 to 17/06/2019, the results of these speed surveys are shown below;

### Speed survey results from 03/01/2018 to 10/01/2018

Mean average speeds Southbound – 24mph

Mean average speeds Northbound – 22mph

### Speed survey results from 06/06/2019 to 17/06/2019

Mean average speeds Southbound – 23mph

Mean average speeds Northbound – 22mph

The above results show that the existing mean average speeds comply with Surrey County Council's policy for a 20mph speed limit. A scheme to introduce a 20mph speed limit on East Street, Bookham will be added to the list of schemes on the Integrated Transport Scheme list for possible future funding. However, there are many more requests for schemes of this nature to be installed within roads around Mole Valley than there is funding available. Therefore Surrey County Council prioritises funding on roads where we can make the biggest difference in terms of reducing the number of people already being injured on Surrey's roads. It is therefore unlikely that a scheme to install a 20mph speed limit on East Street, Bookham will be prioritised for funding through the Integrated Transport Scheme budget, and there is no available alternative funding identified at this time.

Unfortunately it is not possible to prevent vehicles including HGVs from using East Street, Bookham. Any width/weight restriction that would be installed on East Street would require an "except for access" exemption so that HGVs can access the rear of properties in High Street in order to deliver goods and services to these businesses. HGVs also require access to the properties on East Street in order to carry out deliveries and refuse collections. Advisory "Unsuitable for HGV" signs are already in place at each end of East Street.

### **Question 3: Cllr Paul Kennedy**

In response to the Government's call for bold measures to create a "new era" of walking and cycling especially during the current pandemic, will Surrey County Council consider trialling a 20mph speed limit area for the whole of Fetcham and Bookham (without the need for expensive speed calming measures, and excluding major roads such as the A246)?

### **Response:**

Government guidance was issued following the announcement on 9<sup>th</sup> May 2020, that funding would be available to Local Authorities to create temporary measures to support active travel. This guidance stipulates that *"20mph limits alone will not be sufficient to meet the needs of active travel, but in association with other measures, reducing the speed limit can provide a more attractive and safer environment for walking and cycling"*. Therefore introducing a 20mph speed limit throughout the whole of Fetcham and Bookham, would require the installation of other measures to support it in order to meet the needs of active travel.

The introduction of 20mph speed limits has to be supported by the Police who would enforce any changes in speed limits. This measure would not be supported by the

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

## Questions from Members of the public

Police without additional measures to ensure compliance with the "Setting Local Speed Limits Policy". As the costs of installing such temporary measures throughout the whole of Fetcham and Bookham would be prohibitively expensive, it is unlikely that such measures would be prioritised above other requests for active travel measures. However, this suggestion has been logged and will be assessed when the second phase of schemes are prioritised.

**Question 4: Roger Troughton**

Understandably a number of pedestrian refuges have been constructed along roads such as the A25 in recent years, and no doubt more will be built. However, these pedestrian refuges create pinch points which make cyclists feel very vulnerable when vehicle drivers attempt to overtake. Whilst the advice might be to "take the primary position" and to ride in the centre of the lane on the approach and through the pinch point, this is easier said than done and is probably not realistic for less experienced cyclists. What mitigating measures could and will Highways take to make it safer and less intimidating for cyclists at these pinch points?

**Response:**

Pedestrian refuges and traffic islands are a common road safety feature on Surrey's road network. Pedestrian refuges provide a waiting area in the centre of the road, making it easier for people to cross a two lane road as only one lane needs to be crossed at a time. Traffic islands are also provided in the centre of the road to try to deter drivers from overtaking. They are also commonly installed at the end of right turn lanes to protect drivers who are waiting to turn right.

It is acknowledged that cyclists can feel vulnerable when drivers attempt to overtake them close to pedestrian refuges and traffic islands. However responsible drivers should not be overtaking cyclists at these locations. Rule 163 of the Highway Code states "give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car".

Both pedestrian refuges and traffic islands are, like all highway infrastructure, designed to the standards current at time of construction. They will be the subject of a Road Safety Audit at both design and construction stages. When designing these refuges and islands consideration is given to all road users, including cyclists and this is looked at in the context of the overall benefit of a scheme.

There are no current plans to carry out any mitigating measures next to existing pedestrian refuges and traffic islands to make them less intimidating to cyclists. However, your concerns have been noted for consideration if there is any change to this in the future.

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)****DATE: 17 JUNE 2020****LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS****DIVISION: ALL****Questions submitted by Mrs Hazel Watson:**

1. The Mole Valley Local Transport Strategy dated September 2014 specifies the Westcott Road A25 eastbound approach to Dorking as one of the most congested roads in Mole Valley and apart from some traffic signal optimisation schemes - which have already been implemented - there have been no potential schemes identified in various Dorking Congestion studies carried out by SCC Highways since the 1990s that could mitigate this severe congestion. As a result, can an explanation be given as to what sort of scheme is to be brought forward to mitigate such congestion at the A25 Westcott Road signalised junction of Vincent Lane referred to in the Future Mole Valley Local Plan Strategic Infrastructure Implications report on the March Local Committee Agenda given that all previous attempts to mitigate congestion on the eastbound Westcott Road including at the junction with Vincent Lane have failed? Furthermore, if no potential schemes have been identified to mitigate congestion on the eastbound Westcott Road, why has SCC Highways not objected to the proposed developments on the Westcott Road in Dorking and in Westcott in the Mole Valley Draft Local Plan as it would be appropriate for these sites to be withdrawn from the Draft Local Plan process at this stage on highways grounds and not included as potential development sites in future consultations on the Draft Local Plan?

**Response:**

Mole Valley District Council is in the process of reviewing and updating the Local Plan in line with guidance included within the national Planning Policy Framework. The draft policies and associated spatial strategy continue to develop following a consultation undertaken earlier in 2020, and this followed a previous consultation undertaken in 2017. Consequently the Plan, and associated assessment work to assist with this process and provide evidence, is not yet at a stage where mitigation is considered. Further work has to be undertaken to understand potential movement patterns and the consequent effect on the transport network (active modes, passenger transport and highways). Surrey County Council did respond to the consultation, but this was at the strategic level commenting on the Plan as a whole, which is appropriate at this stage. Furthermore, Surrey County Council is not in a position to object to any specific sites identified within the Plan at the current stage. The next step, as part of the refinement of the Plan following the latest consultation, will be to undertake another strategic assessment including potential mitigation informed by more specific modelling to determine whether sites remaining for inclusion would have a significant impact on transport as a whole. There will be other opportunities within the planning process for Surrey County Council, and other parties, to make relevant comments commensurate with the particular stage of the process.

## ITEM 4b

2. The Draft Local Plan includes a scheme for drop off and collection of Priory School pupils which has its access onto the Westcott Road in Dorking which will exacerbate the severe eastbound traffic congestion on the Westcott Road as the additional traffic generated by this scheme will mostly be turning eastbound when departing the drop-off point and this will further delay the traffic on the road. Why has SCC Highways not objected to this proposed developer funded scheme as it will only make the existing severe congestion even worse?

### **Response:**

Surrey County Council will be taking a view on this detailed proposal once the relevant technical assessment work has been done, submitted and audited. Surrey County Council has responded to the consultation at the strategic level.

3. The two proposed sites for development in Westcott Village in the Draft Local Plan both anticipate the creation of new access junctions onto the A25 despite these proposed junctions having very poor and unsafe sightlines which are not capable of being mitigated and despite the proposed junctions being fundamentally unsafe due to the speed and volume of traffic on the A25 and, in the case of the Westcott House development, the proposed junction is on the brow of a hill on the A25 and the proposed exit from the development is on a very steep hill right up to the junction with the A25. As these junctions will be fundamentally unsafe, why has SCC Highways not objected to these proposals on highways safety grounds so that these sites can be withdrawn from the Draft Local Plan process at this stage and not included as potential development sites in future consultations on the Draft Local Plan?

### **Response:**

These sites currently are being taken through the regulatory planning process. While this regulatory work is being undertaken, it is not possible to comment on these sites further other than to confirm that Surrey County Council has requested more information on the visibility splays. However, once this has concluded, Surrey County Council will be responding accordingly to Mole Valley District Council as part of the planning process.

4. The Future Mole Valley Local Plan Strategic Infrastructure Implications report should set out all significant infrastructure that is required in the area. The requirement for a controlled pedestrian crossing on Chalkpit Lane at Triangle Stores has been well documented and is listed on the ITS list as a future project that can only be implemented if significant funding is identified. Can a confirmation be given that County Highways will promote this project for inclusion in the proposed infrastructure plans which will be included in the Mole Valley Local Plan and, if not, can an explanation be given why this project, which is on our potential projects list, will not be promoted for inclusion as a necessary infrastructure project in the Mole Valley Local Plan?

### **Response:**

It is not possible to confirm this. Whether this scheme is included within the Infrastructure Delivery Plan will depend on whether it is considered to be appropriate

mitigation to support the delivery of Mole Valley District Council's preferred spatial strategy. The Infrastructure Delivery Plan is a working document and officers from both authorities will be working together to update it, and will be take due regard of potential measures within both the Mole Valley Local transport Strategy and the Mole Valley Local Committee's Forward Plan.

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 17 JUNE 2020**



**LEAD OFFICER: ALISON HOUGHTON, SENIOR TRANSPORT OFFICER**

**SUBJECT: PROVISION OF BUS STOP CLEARWAYS FOR THE PARK BUS STOPS IN CHURCH ROAD, BOOKHAM**

**DIVISION: BOOKHAM AND FETCHAM WEST**

**SUMMARY OF ISSUE:**

Buses are unable to access The Park bus stop (southbound) due to parked vehicles. To ensure good accessibility onto/off buses, and to ensure that the bus driver has good visibility of waiting passengers, it is recommended that a clearway is installed at The Park bus stops in both directions.

**RECOMMENDATIONS:**

**The Local Committee (Mole Valley) is asked to agree that:**

- (i) Bus stop clearways be introduced at The Park bus stops, Church Road, Bookham, operating for 24 hours a day, seven days a week, to include a 23 metre bus cage (at southbound stop) and the existing 19 metre bus cage (at northbound stop)

**REASONS FOR RECOMMENDATIONS:**

It is recommended that Mole Valley Local Committee agree to the installation of bus stop clearways for The Park bus stops, Church Road, Bookham, operating for twenty-four hours a day, seven days a week. This is to ensure that buses servicing these bus stops are able to provide passengers step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Since January 2016, all full size single deck buses have been made fully accessible, as per the Public Service Vehicle Accessibility Regulations (PSVAR). This makes it easier for passengers with mobility issues to board and alight buses and non-compliance with PSVAR is a criminal offence, contrary to Section 40(3) of the Disability Discrimination Act 1995.
- 1.2 In July 2018, the Department for Transport (DfT) subsequently released 'The Inclusive Transport Strategy: achieving equal access for disabled people' policy which aims to create an all-inclusive transport network for all by 2030 and contribute to getting an additional one million disabled people into work by

2027. Therefore, there is a requirement for public transport infrastructure, including bus stops, to be accessible to all.

- 1.3 It is important that buses are able to access stops to provide step-free access for all passengers ensuring that they are able to safely board and alight, especially those with mobility issues, wheelchair users, with child buggies, or those using shopping trolleys. Where there is unrestricted parking buses can be prevented from pulling in parallel to the kerb meaning that passengers have to step into the road to access the bus and it is difficult to deploy bus ramping or kneeling equipment.
- 1.4 Installing a bus stop clearway, for a defined period of time, with a marked bus cage, and making it enforceable, prevents vehicles parking on the carriageway at bus stops and allow buses to safely serve these stops.
- 1.5 Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
- 1.6 Reliability of buses is also increased if the vehicles are able to approach, stop and depart from bus stops without hindrance, improving the accuracy of scheduled bus stopping times and encourage the usage of sustainable transport.

## **2. ANALYSIS:**

- 2.1 The southbound The Park bus stop is located on Church Road, Bookham just north of the junction with The Park. It has been observed that there are often vehicles parked in the near vicinity of the stop meaning that the driver of a bus approaching this stop coming from the direction of Bookham station, and heading for Leatherhead, sometimes is not able to see passengers waiting at the stop and drives past them. Also parked cars prevent buses from pulling into the stop to allow passengers to safely board/alight from the bus.
- 2.2 The northbound The Park bus stop is located on Church Road, Bookham just north of the junction with The Moorings. This bus stop already has a 19 metre yellow bus stop cage lined on the road (length of clearway limited by site specifics) but it does not have an approved clearway and so is not enforceable. Providing a clearway at this stop will ensure that passengers who board/alight from the bus at this stop can do safely.
- 2.3 The Park bus stops are served by the 479 bus route (Epsom-Leatherhead-Guildford) which is run by Arriva.
- 2.4 There is plenty of unrestricted parking opportunities in the local area for any parking that is displaced as a result of the introduction of bus stop clearways at the above locations.

## **3. OPTIONS:**

- 3.1 Doing nothing is an option, but based upon the reasoning expressed above as to why a clearway is important and the specific detail around this stop, this is not a suitable option.

- 3.2 The preferred option would be to install clearway at both The Park bus stops, in operation twenty four hours a day, seven days a week to provide good access onto/off buses for passengers. There are other nearby opportunities for local parking that maybe displaced by the introduction of clearways.

#### **4. CONSULTATIONS:**

- 4.1 Local bus operators have raised concerns regarding the issue of parked vehicles preventing the buses from safely pulling in parallel to the kerb at bus stops and also delaying the bus service due to buses having to negotiate around vehicles.
- 4.2 If approval for a clearway is granted, any affected frontages and properties neighbouring the stop will be informed of the proposals. This will give an opportunity for feedback and comments on the proposed changes to be provided before making a final decision and the clearway works to be progressed and enforced.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of the works will be less than £500. If the clearways are approved a funding source will be identified before any works are ordered.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 No Equalities Impact Assessment has been completed, but the changes made to this bus stop in providing step-free access to buses serving this stop are to improve accessibility for all bus users, including those with disabilities and mobility issues. It is not envisaged that any protected characteristics will be disbenefitted by the proposals.

#### **7. LOCALISM:**

- 7.1 In terms of those who will be impacted by this decision, all bus passengers at will be positively impacted by ensuring step-free access and increased reliability of bus services
- 7.2 With the loss of a few unrestricted parking spaces in the vicinity of The Park bus stops there will be a very small number of individuals who will be impacted by the installation of bus stop clearways. However, there are a number of opportunities for unrestricted parking in the nearby locality.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report

Public Health	No significant implications arising from this report
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### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 It is recommended that approval be given for bus stop clearways at The Park bus stops in Church Road, Bookham operating for 24 hours a day, seven days a week.
- 9.2 This is to ensure that buses servicing this route are able to provide passengers step-free access at all times of operation and improve accessibility and ease of use by preventing private vehicles from parking at the stop, as well as improve reliability of the bus service. This is also the most cost-effective option, whilst trying to mitigate any negative impact on private vehicle owners.

### **10. WHAT HAPPENS NEXT:**

- 10.1 If approval is obtained to install bus stop clearways, local residents of frontages affected will be informed and provided with an opportunity to comment. Any feedback will be considered before any final decision is made to amend the bus stop.
- 10.2 Once a quote has been agreed with the lining contractor to complete the bus cage marking, this job will be added to their programme of works and once complete then a clearway plate will be erected at each bus stop.
- 10.3 Mole Valley Parking Team will be made aware of the clearways to make them enforceable.

#### **Contact Officer:**

**Alison Houghton, Senior Transport Officer, Passenger Transport Projects Team 020 8541 7206**

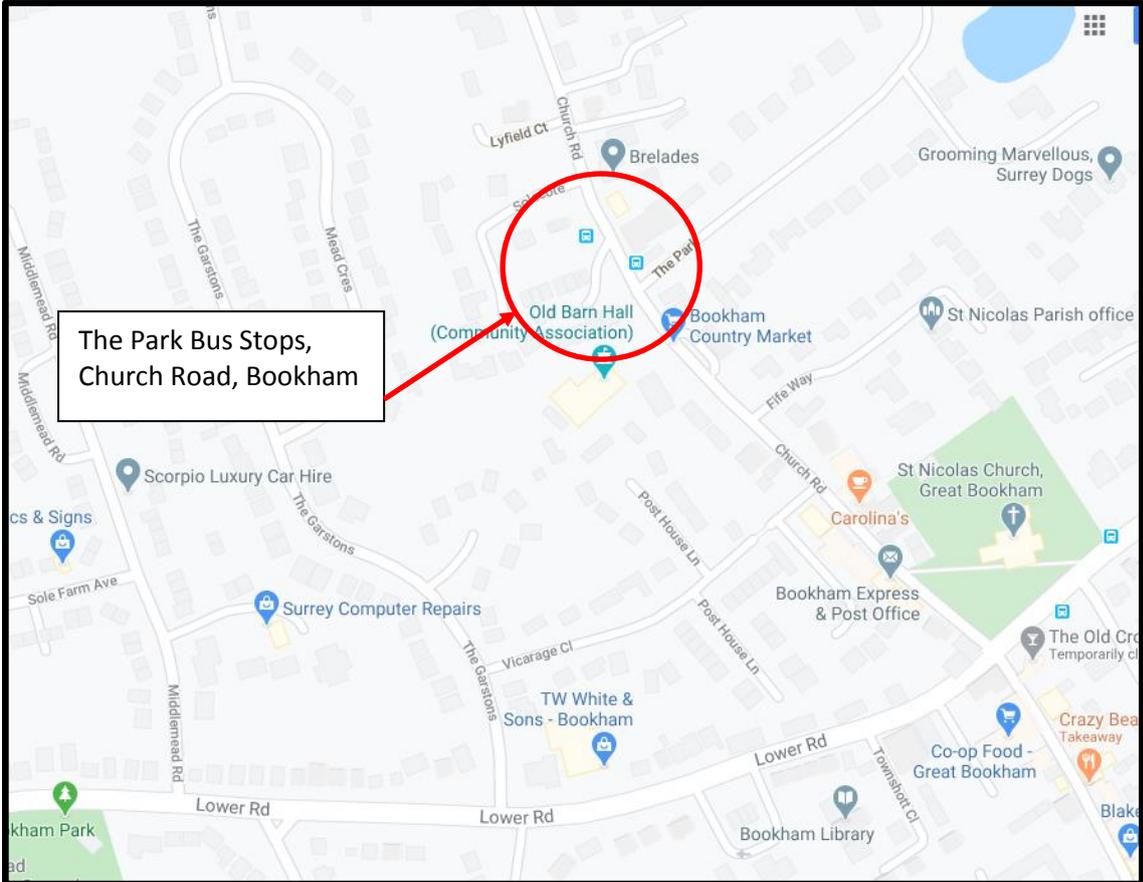
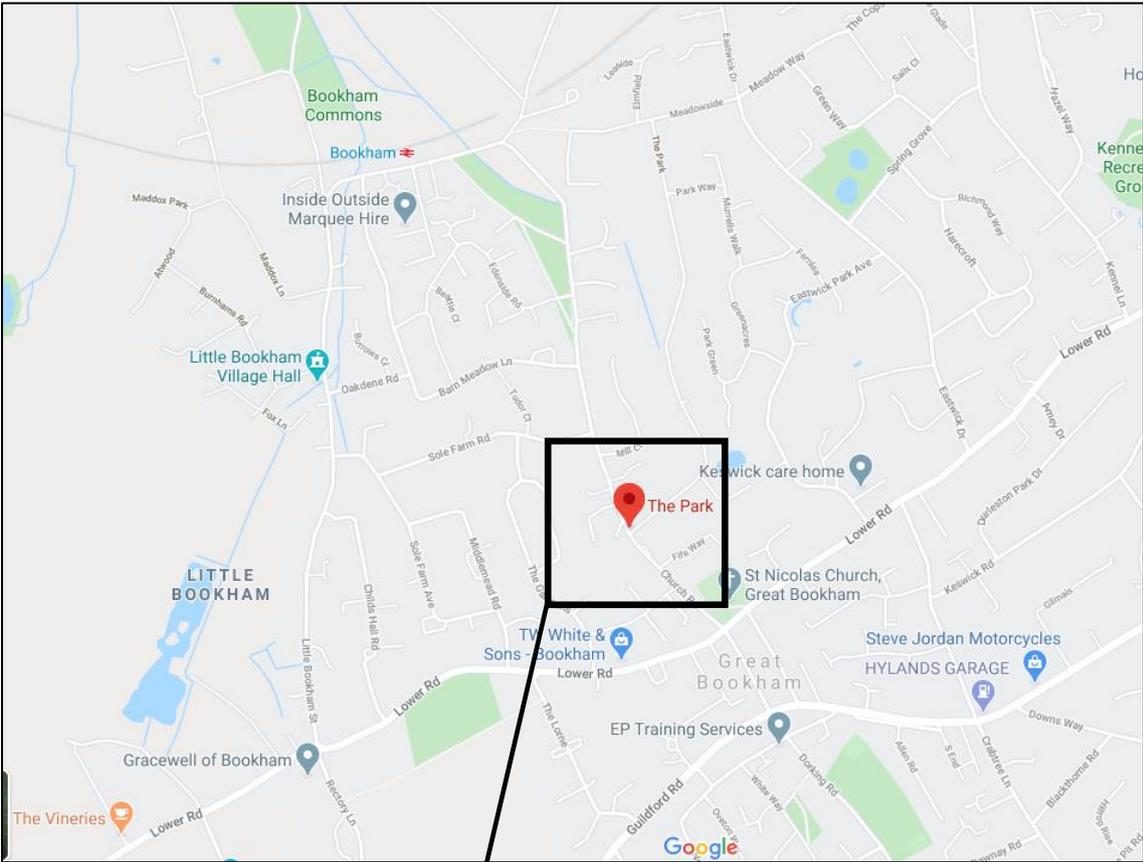
#### **Consulted:**

David Ligertwood, Passenger Transport Projects Team Manager  
Zena Curry, Local Area Highways Manager  
Clare Curran, Local SCC Member for Bookham and Fetcham West

#### **Annexes:**

Photos of bus stops together with location plan

The Park bus stops, Church Road, Bookham KT23 3JL – location plan and photos



ITEM 11

The Park bus stop (southbound)

Vehicle in vicinity parked at bus stop





ITEM 11

The Park bus stop (northbound)

Existing bus stop cage but with no clearway plate so not enforceable

