



SURREY

Supplementary Agenda

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, 4 March 2022

Time: 10.15 am

Tandridge

Local Committee

SUPPLEMENTARY AGENDA ITEMS

5 FORMAL PUBLIC QUESTIONS

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.

6 MEMBERS QUESTIONS

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer of formal questions by 12.00 noon four working days before the meeting.

Thank you for coming to the Local Committee meeting

Your Partnership Committee Officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: Rowena.Zelley@surreycc.gov.uk

Tel: 07816 077116

Website: <https://www.surreycc.gov.uk/community/your-local-area>



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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE:** 4 March 2022**SUBJECT:** Public Questions**DIVISION:** All**Question 1 Kerry Mansfield re Buxton Lane, Caterham**

A question has been received asking the County Council to create a safe means for pedestrians to cross Buxton Lane in Caterham on the Hill.

The question includes the following details:

Buxton lane is a very busy road with fast moving traffic. A large number of pedestrians consisting of parents with school children need to cross this road each day on the school run to access 4 schools in the vicinity.

Currently there are no measures in place for safe crossing of Buxton Lane.

When sustainable travel is to be encouraged and young people supported to be more active it is essential that we provide a safe means for these pedestrians to cross with confidence.

Response

Buxton Lane is a residential road that runs from Hayes Lane at the Croydon/Surrey boundary in the north to Townend at the junction with Banstead Road in the south. The road is on a bus route.

Surrey County Council hold personal injury collision data for traffic collisions that have occurred over the most recent 5-year period this information is provided by Surrey Police and shows that there has been no personal injury collisions at this location in Buxton Lane over the most recent 5 year period for which data is available (from 01/09/2016 to 31/08/21).

Developer funding was available from the Oaklands Hospital Site in Caterham to design and construct an informal crossing in Buxton Lane just to the north of the junction with Portley Lane. There is a public footpath to Foxon Lane that joins the west side of Buxton Lane just to the north of the junction with Portley Lane. A number of school pupils and their parents cross the road at this location to access the three schools in Whyteleafe Road and De Stafford school.

The informal crossing consists of a kerb build out on the west side of Buxton Lane, with dropped kerbs and tactile paving on the build out and also on the pavement opposite. The newly constructed kerb build-out means that people crossing from the public footpath side of Buxton Lane will be further out into the road and have better visibility round the bend to the right. The build-out also restricts the road width, so there is a narrower width of road for

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people to cross. It is also likely to lead to reduced traffic speeds at this point. Construction of the informal crossing is substantially complete at the time of writing this response.

Consultation on this scheme was carried out in the Summer of 2021, residents were contacted, and temporary yellow signs were installed on site directing road users to information about the scheme on the Surrey County Council website. A number of parents of pupils at the schools responded to the consultation requesting that either a zebra crossing or a traffic light-controlled push button crossing be provided instead of the proposed kerb build out.

Formal pedestrian crossing points, such as Zebra crossings and traffic light-controlled push button crossings give priority in law to pedestrians crossing the road, and for this reason, their location is more regulated. Therefore, when designing a formal pedestrian crossing point, several things need to be considered, including visibility, proximity of side roads and vehicle accesses to private properties, carriageway width and available footway width.

Although the new kerb build out has helped to improve the visibility round the bend for those people crossing from the public footpath side of Buxton Lane. It is unlikely that the visibility requirements to construct either a Zebra Crossing or traffic light-controlled push button crossing at this location will be met, due to the location of a number of driveways and the existing bend. This is because drivers need a clear view of the traffic lights if a traffic light-controlled crossing is provided, including drivers exiting private property.

It is appreciated that some parents and residents would like more formal crossing facilities on Buxton Lane, but I hope that this response explains why Surrey Highways have taken the approach of providing a kerb-build out rather than a more formal crossing on Buxton Lane.

Question 2 Mr A Aranha re A22 Godstone Road, Whyteleafe

I wish to bring to your attention an issue of the 40 mph speed restriction on the dual carriage way starting from Whyteleafe South Railway Station to and from the Wapses Lodge Roundabout.

Currently, vehicles speed up and to the roundabout at well over 40 mph and enter a 30 mph built up area, where I live. I have witnessed that a growing number of vehicles are not aware of the endangerment caused to pedestrians, property and other street furniture. Frankly, there is no need for this. Speed ought to be limited to 30 mph.

So, what can be done via Tandridge Council or other means to bring about change?

Something needs to be done and for just a simple, effective measure, save lives, property and reduce noise pollution.

Response

The existing A22 Godstone Road in Whyteleafe runs north/south from Wapses Lodge Roundabout at its southern point to the Surrey/Croydon boundary at the junction with Old Barn Lane to the north. The speed limit on the A22 Godstone Road in Whyteleafe is 40mph between Wapses Lodge Roundabout and a point 50m south of the junction with Salmons Lane, north of this point the speed limit is 30mph.

The 40mph section of the A22 Godstone Road, Whyteleafe has had improvements carried out, including the reduction in the width of this road from a dual carriageway, to a single carriageway using road markings to hatch out the outside lane. This has helped to create

right turn lanes to protect right-turn traffic on the northbound carriageway as well as an on-carriageway cycle lane on the southbound carriageway.

The existing 30mph section of the A22 Godstone Road is a single carriageway road, supported by a speed camera located approximately 150m in from the start of the 30mph speed limit. This question is suggesting that the speed limit on the 40mph section of the A22 Godstone Road is reduced to 30mph.

Surrey County Council has a policy "Setting Local Speed Limits" in place that sets out how speed limits on Surrey's roads can be reduced. The policy can be found at the following page on the Surrey County Council website:

www.surreycc.gov.uk/roads-and-transport/road-safety/speed-limits/setting-local-speed-limits-policy

Surrey County Council has no up to date speed survey data for this section of the A22 Godstone Road. However, in September 2017 a speed survey was carried out on within the existing 40mph speed limit on the A22 Godstone Road near to the junction with Court Bushes Road. The results of this survey recorded mean speeds as follows;

Northbound – 37mph
Southbound – 35mph

The results of the above survey showed good compliance with the existing 40mph speed limit.

Surrey Highways receives large numbers of requests for road safety measures on the public highway network and it is unfortunately not possible to install safety measures in every road where they are requested. Requests for schemes are prioritised using a number of criteria, the most important of which is road safety. Surrey County Council holds personal injury collision data provided by Surrey Police. An analysis of this data has been carried out which shows that, during the most recent period for which data is available (from 01/10/18 and 30/09/21) there have been no reported collisions on the 40mph section of the A22 Godstone Road.

Therefore the request for a 30mph speed limit on the A22 Godstone Road in Whyteleafe would unfortunately not prioritise against other requests for schemes in the Tandridge area for the funding available for this type of scheme. For this reason, a scheme to introduce a 30mph speed limit on the A22 Godstone Road in Whyteleafe will not be progressed at the present time.

Question 3 Martin Hurcomb re Harestone Hill & Harestone Valley Road, Caterham

I wish to submit a question in relation to a traffic junction in Caterham valley. It is the junction at the entrance to Morrison's car park - where Harestone Valley Road (HVR) and Harestone Hill (HH) meet at a mini-roundabout.

I regard this junction as one which exposes me to unnecessary risk due to poor driving by many drivers but which is not helped by the absence of traffic calming measures.

Let me explain where the risk lies -

In essence, the problem/risk lies in the fact that when you approach the roundabout as you head towards the town centre from HVR (ie. with the United Reformed Church (URC) on

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your right), you are of course obliged to give way to vehicles entering the roundabout from your right (ie. coming down HH). However, the speed of too many vehicles coming down HH is too great and they enter the roundabout at too great a speed. It is putting other road users at risk as well as pedestrians crossing at that point and I have witnessed too many near misses not to now wish to raise it with yourselves.

The excessive speed of vehicles coming down HH is, in my opinion, caused by four factors:

- i) General poor driving,
- ii) (This point is most evident when it is Caterham School drop off or pick up time), drivers coming down HH obsessed with 'queue jumping' as they try to avoid queuing traffic in HVR. It is my view that most of the queuing traffic in HVR as well as the drivers rushing down HH, have dropped children off at Caterham School. The drivers rushing down HH have first 'darted up Loxford Way or Colburn Avenue and then are speeding down HH in order to jump three or four or five or however many cars they can because they have the right of way as they enter the roundabout over the queuing traffic to their left.
- iii) (This point is more relevant at non-school times), the driver coming down HH has good visibility of cars approaching the roundabout from the Hamptons International Estate Agents/Soper Hall end of HVR. If they view no cars coming from that direction, it 'allows' the driver coming down HH to go even faster into the roundabout. Equally, though, it seems to me, that if they see a car approaching from the Hamptons direction, they still come down HH at speed in an attempt to enter the roundabout first because they have the speed element and they dislike seeing vehicles join the roundabout from HVR to their left.
- iv) That vehicles technically can leave the Morrisons car park onto this roundabout only further confuses things.

These four factors make this junction a needlessly dangerous junction, especially for drivers joining it from HVR as they drive towards the town centre.

I am not asking for the URC to be told to reduce the height of its hedging - we need all the plants that we can get for the benefit of wildlife as also as their own natural barrier when they have children's group playing outside the building. However, I would like to ask the LAC to consider ways to slow the speed of traffic coming down HH.

Response

There is a mini roundabout at the junction of Harestone Hill and Harestone Valley Road in Caterham. The entrance to the public car park to the Church Walk shopping centre is accessed from this roundabout. Harestone Hill is a predominately residential road that runs from Harestone Valley Road in the north to Tupwood Scrubbs Road in the south. Harestone Valley Road is a residential road that runs from Station Avenue in the north to Weald Way in the south. There is a private section of Harestone Valley Road that runs in an easterly direction from Weald Way past Caterham School.

Caterham School is located at the southern end of Harestone Valley Road. It is acknowledged that Harestone Valley Road can carry a significant amount of traffic, especially at school drop off and pick up times.

Concerns have been expressed about road safety at the mini roundabout at the junction of Harestone Hill and Harestone Valley Road, particularly in relation to vehicle speeds on Harestone Hill on the approach to the roundabout. The speed limits on both Harestone Hill and Harestone Valley Road are 30mph and these limits are enforced by the Police.

An investigation has been carried out into the personal injury collision history at this mini-roundabout during the most recent 3 year period for which data is available (01/10/2018

30/09/21). This data is provided by Surrey Police and shows that there has been no personal injury collisions reported to the Police at this mini-roundabout during this period.

A site visit has been carried out, and vehicles entering the roundabout from Harestone Hill can be seen by drivers in Harestone Valley Road waiting at the give way line to join the roundabout. However, it is not possible to see very far along Harestone Hill when waiting at the give way line at Harestone Valley Road. This does mean that drivers entering the mini-roundabout from Harestone Valley Road have to be cautious and have to approach the roundabout slowly, in case they have to give-way to drivers entering the roundabout from Harestone Hill.

However, it is appreciated that there is a concern that drivers approaching the mini-roundabout from Harestone Hill are approaching the mini-roundabout too fast. Therefore, in view of the concerns expressed, it is proposed to ask colleagues in Surrey's Drive Smart Team to arrange for a speed survey to be carried out on Harestone Hill, to assess the speed at which drivers are travelling on the approach to the mini-roundabout. The results of the survey will provide information regarding whether there is an issue with speeding on Harestone Hill on the approach to the roundabout, and whether consideration needs to be given to additional enforcement by the Police or the provision of speed reducing measures on Harestone Hill.

Question 4 Lucy Williams re Church Road, Whyteleafe

Church Road in Whyteleafe has the potential to be a safe pedestrian route through Whyteleafe, as an alternative to the parallel main A22. In particular, it is a vital route to Whyteleafe Primary School. At the moment, pedestrian safety is compromised by erratic parking and traffic movement. Furthermore, there is a footpath along the northern half of the road but none south of the football ground, so that pedestrians are forced to walk in the road or along muddy and often overgrown verges. Will Surrey County Council survey this road, with a view to formulating a plan to make this a safe pedestrian route for school children and the whole community?

Response

Church Road in Whyteleafe runs from Whyteleafe Hill in the north to Salmons Lane in the south. There is a pavement on the eastern side of Church Road between Church Hill and Whyteleafe Football Club, along approximately half of the length of the road. Between the football club and Salmons Lane there are no pavements on Church Road.

The speed limit of Church Road is 30mph, the system of street lighting in the road indicates to drivers that the speed limit is 30mph. There is a certain amount of commuter parking in Church Road as drivers can park in the road and walk to both Whyteleafe and Whyteleafe South train stations.

An investigation has been carried out into the personal injury collision history on Church Road during the most recent 3-year period for which data is available (from 01/10/2018 to 30/09/21). This data is provided by Surrey Police and shows that there have been no personal injury collisions in Church Road that have been reported to the Police during this period.

There are two pedestrians in the road warning signs in Church Road at either end of the section where there is no pavement. These signs warn drivers that they may encounter pedestrians walking along the road. The sign close to the football club is rather dirty, and we are arranging for it to be cleaned.

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It is appreciated that Church Road, like many roads in Surrey, does not have a continuous footway and that this raises road safety concerns. Unfortunately, Surrey County Council receives many requests for additional infrastructure to be installed and there are no current plans at this time to provide a new pavement along the section of Whyteleafe Road between the football club and Salmons Lane.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE:** 4 March 2022**SUBJECT:** Member Questions**DIVISION:** All**Question 1 Cllr Simon Morrow re Sunnybank, Warlingham**

"Please can I be advised what work has been undertaken and/or is planned in response to the petition asking for traffic calming in Sunnybank, Warlingham, submitted to the last meeting in December.

As the ward member I have heard nothing to date".

Response

The Highways Engagement & Commissioning team met with County Councillor Becky Rush to discuss the petition that has been received from residents of Sunnybank.

An assessment was carried out, on the personal injury collision data, provided by Surrey Police, which showed that over the most recent 5-year period for which data is available (from 01/09/16 to 31/08/21), there has been no personal injury collisions in Sunnybank.

However, it was agreed that a speed survey would be carried out to assess the average mean speeds of vehicles using Sunnybank and from that any required measures can be considered.

Question 2 Cllr Michael Cooper re Buxton Lane, Caterham

A new build out into Buxton Lane, Caterham has been completed next to house Number 55 Buxton Lane.

Buxton lane is a relatively busy local thoroughfare and is used by regular bus services as well as large lorries. I am amazed at the decision to put this build out on a blind bend. It will be a huge danger to cyclists who will find themselves swerving into the middle of the road to avoid it and will also be a danger to all users of that section of Buxton Lane, not least pedestrians who may stand there in ignorance of the fact they will not be seen until a vehicle is on them.

Please could this build out be removed.

Response

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Please see response to the public question about Buxton Lane in Caterham that has been asked at this Local Committee for information about why this kerb build-out has been constructed at this location.

When new measures such as this build-out are designed they are subject to a Road Safety Audit (RSA) carried out by road safety professionals in the County Council's Safety Engineering Team, who are independent of the scheme. As part of this scheme two road safety audits were carried out, the stage one RSA at feasibility design stage and the stage two RSA at detailed design stage.

Feasibility design is a preliminary design that establishes whether a proposed scheme is practical and develops options. As a result, the options produced do not have a lot of detail at this design stage.

The stage one RSA was carried out on two feasibility design options as follows:

1. One single larger build out on the west side of the road
2. Two smaller build outs on each side of the road

The decision was taken to proceed with Option 1, the single build out on the west side of the road. The stage one RSA raised concerns with this option relating to vehicles striking the kerbs of the build out. Recommendations were made in the RSA regarding making changes to the taper length of the kerbs on the build out, the proposed hatched road markings and the provision of signs advising drivers approaching of the build out.

The recommendations made in the stage one RSA regarding the taper lengths of the kerbs, the hatched road markings and the provision of signs were taken on board and included within the design during the detailed design stage. A keep right sign has been provided on the build out facing northbound traffic, and road narrows warning signs have been provided on each approach to the build out. The stage 2 RSA that was carried out once detailed design was completed did not raise any concerns regarding vehicles striking the kerbs of the build out.

As with all new schemes installed on the highway a Stage 3 post construction RSA will be carried out, which includes a site visit attended by Officers from the Safety Engineering Team, Highway Engineers and Surrey Police. The concerns raised about the location of the build out will be discussed at that site visit. Should any changes be recommended as a result of the stage 3 RSA then they will be made in due course.

There are no plans to remove this build-out at this time, as is suggested.