

Notice of Meeting

Cabinet Member for Highways and Community Resilience Decisions

**Date & time**

Tuesday, 6 June
2023 at 4.00 pm

Place

Woodhatch Place,
Cockshot Hill, Reigate,
RH2 8EF

Contact

Joss Butler
Joss.butler@surreycc.gov.uk

Chief Executive

Joanna Killian

If you would like a copy of this agenda or the attached papers in another format, e.g. large print or braille, or another language, please email Joss Butler on Joss.butler@surreycc.gov.uk

This meeting will be held in public at the venue mentioned above and may be webcast live. Generally the public seating areas are not filmed. However, by entering the meeting room and using the public seating area or attending online, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes. If webcast, a recording will be available on the Council's website post-meeting. The live webcast and recording can be accessed via the Council's website:

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If you would like to attend and you have any special requirements, please email Joss Butler on Joss.butler@surreycc.gov.uk. Please note that public seating is limited and will be allocated on a first come first served basis.

Cabinet Member

Kevin Deanus (Cabinet Member for Highways and Community Resilience)

AGENDA

1 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- i. Any disclosable pecuniary interests and / or
- ii. Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

2 PROCEDURAL MATTERS

a Members' Questions

The deadline for Members' questions is 12pm four working days before the meeting (31 May 2023).

b Public Questions

The deadline for public questions is seven days before the meeting (30 May 2023).

3 PETITION: TRAFFIC CALMING CHIPSTEAD VILLAGE

(Pages 5
- 8)

One petition has been received regarding traffic calming in Chipstead Village. The full wording is attached with the Cabinet Member response.

427 people signed this petition.

4 PETITION: COTTIMORE LANE ROAD SAFETY CAMPAIGN

(Pages 9
- 10)

One petition has been received regarding a Cottimore Lane Road Safety Campaign. The full wording is attached with the Cabinet Member response.

180 people signed this petition.

5 PETITION: MIDDLETON RD / UPPER PARK RD RAILWAY BRIDGE

(Pages
11 - 16)

One petition has been received regarding Middleton Road / Upper Park Road railway bridge. The full wording is attached with the Cabinet Member response.

145 people signed this petition.

Joanna Killian
Chief Executive
Published: 26 May 2023

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Thank you for your co-operation

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Cabinet Member for Highways & Community Resilience Decisions

6 June 2023

TITLE: TRAFFIC CALMING CHIPSTEAD VILLAGE**Statement:**

We the undersigned petition Surrey County Council to Introduce a 20mph speed limit or zone throughout Chipstead Village. Install ANPR cameras (for average speed) on the boundaries of the village at the main points where cars are entering to specifically use the village as cut through.

Justification:

The speed and high volumes of traffic passing through Chipstead have been a major concern for local residents for many years. The roads affected by through traffic/rat-running to avoid A23, A217, A237 and M25. The main roads affected are High Road, Coulsdon Lane, How Lane, Doghurst Lane, Hazelwood Lane, Elmore Road and Outwood Lane. These country lanes are unlit residential roads with very few pavements.

Submitted by: Amanda Davies

RESPONSE:

Surrey County Council very much sympathises with concerns over high vehicle speeds - these can increase the risk and severity of collisions, deter more walking and cycling, and contribute to more noise and air pollution. More information on how the County Council works with Surrey police on managing vehicle speeds can be found on our website here: [Managing speeds on Surrey's roads - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/managing-speeds-on-surreys-roads)

The County Council's policy on speed limits can be seen via this link: [Setting local speed limits policy - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/setting-local-speed-limits-policy)

This policy explains that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic to a sufficient level if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored, then this could result in in poor compliance and could bring the system of speed limits into disrepute.

In September 2021 the County Council Cabinet approved a policy on the use of safety cameras (speed and red-light cameras) that was agreed with Surrey Police. This policy asserts that it should not be expected that enforcement will be implemented to support a new lower speed limit that does not comply with the county council's speed limit policy, otherwise this could result in large numbers of prosecutions, and this could place an unreasonable burden on police enforcement and court prosecution resources. This could also provoke a public backlash if there were large numbers of prosecutions that most perceive to be unfair.

Therefore, changes to the highway for example through narrowing, providing vertical traffic calming or re-aligning the road may be required to successfully lower vehicle speeds in addition to any lower speed limit if the existing speeds are very much higher.

Due to its proximity to the London Borough of Croydon as well as the A23, A217, A237 and M25, drivers use the B2032 Outwood Lane/Chipstead Valley Road and other roads within

the village to access the London Borough of Croydon as well as the A-Class roads in the area. As a result, road safety concerns have been raised by residents and Chipstead Residents Association about the speed and volume of vehicles using these roads over several years. As a result, there have been several traffic surveys carried out.

In November 2015 the Chipstead Residents Association commissioned speed surveys on several roads within Chipstead Village, and the results of these surveys are shown in the table below (showing mean average speeds).

Road Name	Survey Site 1	Survey Site 2	Survey Site 3
Coulsdon Lane	25.9mph		
Doghurst Lane	18.7mph		
Elmore Road	29.6mph		
Hazelwood Lane *	21.4mph	22.3 mph	
High Road	26.7mph	25.6 mph	34.2 mph
Hollymead Road	29.0mph		
How Lane	24.6mph	22.6 mph	
Portnalls Road **	33.9mph		

*Additional surveys were carried out in Hazelwood Lane in June 2017 at different survey sites in Hazelwood Lane. Concerns were raised by the Police that the results from the original sites were not representative of the traffic speeds on the road. The results from these surveys were 28.7mph and 31.3mph (mean average) respectively.

**Survey site in London Borough of Croydon not Surrey

Several further surveys were commissioned by Surrey County Council in September 2017 and the results of these surveys are shown in the table below (showing mean average speeds).

Road Name	Direction 1	Direction 2
Coulsdon Lane (near "Bracken Lodge")	27.4 mph (EB)	25.7 mph (WB)
Hazelwood Lane (Railway Bridge)	19.8 mph (NB)	21.9 mph (SB)
Hazelwood Lane (near "Rosthwaite")	30.9 mph (NB)	31.6 mph (SB)
Hazelwood Lane (near "Highfield")	30.0 mph (NB)	27.3 mph (SB)
Walpole Avenue	24.9 mph (NB)	25.8 mph (SB)
High Road	28.5 mph (NB)	26.7 mph (SB)
Hollymead Road	29.7 mph (EB)	31.9 mph (WB)
How Lane	31.4 mph (NB)	30.4 mph (SB)

Surrey County Council's existing speed limit policy "Setting Local Speed Limits" advises that if the measured mean speeds are at or below 24mph a successful 20mph speed limit could be installed using a Traffic Regulation Order and signs alone. However, if the measured mean speeds are above 24mph supporting engineering measures would need to be installed to achieve vehicle speeds close enough to 20mph in these roads. The results in the table above show that traffic calming measures would be needed on all the roads listed apart from Doghurst Lane.

In February 2022, the County Council Cabinet established the Countywide Integrated Transport Scheme (ITS) budget, as part of a range of proposals to support Members in having more influence on promoting schemes that would benefit their residents. This budget gives Members the ability to promote one scheme for consideration within their division

every year, for prioritisation on to the Countywide ITS programme. The value of schemes for this programme is limited to £350,000 to enable as many communities to have this opportunity as is possible. The County Councillor for Banstead, Woodmansterne and Chipstead, Luke Bennett has nominated a 20mph speed limit on all roads throughout the village of Chipstead for consideration for the 2024/25 Financial Year Countywide ITS programme.

As a result, this scheme will be technically assessed for feasibility and deliverability, alongside schemes promoted by other Surrey County Councillors. Once all of the technical assessments are complete each of the schemes will be prioritised using the agreed prioritisation process. The prioritisation process scores each nominated scheme against the following criteria: Congestion, Accessibility, Safety, Environment, Economy, and Affordability & Deliverability. The criteria take into consideration how the proposed schemes support the Council to meet its strategic priorities relating to Greener Futures and Climate Change, and delivery of the Surrey Transport Plan, as well as recognising the importance of schemes that are a local priority. Once all of the schemes put forward by Members have been technically assessed and have gone through the prioritisation process a decision will be made by the Cabinet Member for Highways and Community Resilience in September 2023 regarding those schemes that are to be funded in the 2024/25 financial year.

Unfortunately, it is not possible to fund all of the schemes put forward for funding by the County Councillors in any given year, however, should any scheme not prioritise, the same scheme could be nominated for consideration in a future year.

For the past two years each Divisional County Councillor has been allocated £100,000 of capital funding, of which £70,000 should be used for highway maintenance and the rest can either be used for maintenance or small-scale highway improvement works, such as speed reduction measures. The County Council Leader has confirmed the intention to enable Members to have a similar level of funding for these important works in 24/25. Officers will speak to the Divisional Member to identify if any low cost measures would be suitable and a local priority, if the submission for the Countywide Integrated Transport Scheme (ITS) budget is unsuccessful.

Kevin Deanus
Cabinet Member for Highways & Community Resilience
6 June 2023

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Cabinet Member for Highways & Community Resilience Decisions

6 June 2023

TITLE: COTTIMORE LANE ROAD SAFETY CAMPAIGN**Statement:**

We the undersigned petition Surrey County Council to Implement adequate road safety measures on Cottimore Lane, Walton-on-Thames, to deter speeding drivers and make the road safer. Suggested measures to be considered include vehicle activated signs, pedestrian refuge islands, slow road markings and painted speed bumps.

Justification:

Many drivers break the 30mph speed limit along Cottimore Lane.

We believe this is due to a lack of speed deterrents.

This issue has been raised many times for many years with local councillors and Surrey County Council who have been asked to consider installing adequate road safety measures to help deter speeding drivers.

Despite multiple concerns being raised, the problem has still not been addressed.

Our main aim is to get Surrey County Council to address the issue and implement adequate road safety measures on Cottimore Lane to make our road safer for everyone.

We feel it is only a matter of time before someone is injured or killed on Cottimore Lane unless road safety measures are improved.

Submitted by: Luke Storey

RESPONSE:

Faster vehicle speeds increase the risk of collisions and make the consequences far worse. Speeding vehicles also deter more walking and cycling and can make places less pleasant to live through increased noise and air pollution.

More local authorities, including Surrey County Council, are adopting the best practice "Safe Systems" approach to improving road safety. This approach asserts the principle that road users will make mistakes, yet at the same time people have a right to safe and healthy mobility. Therefore, it is the responsibility of organisations to work together collaboratively to make the entire road system as safe as possible for all road users. A key priority of this approach is safe vehicle speeds.

The County Council works closely with Surrey Police to develop local speed management plans for each of our eleven Districts and Boroughs. This means that whenever there are concerns about speeding at a location, we will attend the locality and measure the speeds using a device called a speed detection radar. This is a box mounted on street furniture, such as a lamp column, without most people knowing that it is there or what it is for.

We deploy speed detection radar devices to collect anonymous data on vehicle speeds for a week. This information is then combined with data on road collisions resulting in injury recorded by the police to ascertain the extent and nature of the speeding and road safety

problem at each site. Information on the locations of collisions resulting in injury can be viewed via www.crashmap.co.uk.

Our road safety specialists meet periodically with Surrey Police's specialists to discuss and agree which sites need the most attention, and what the most appropriate intervention will be.

Speed survey data was collected on Cottimore Lane on the 4 March 2020, using a device mounted on lamp column 30 here: <https://goo.gl/maps/yb1TQNGYvrHiQUKXA>

The data showed that the mean average speeds were 27 mph in both directions and the 85th percentile speeds (the speed above which 15 per cent of vehicles were travelling) was 31mph in both directions. As can be seen from www.crashmap.co.uk there haven't been any collisions resulting in personal injury recorded by the police since 2018. Although any one vehicle speeding is one too many, and any one collision is one too many, the data shows that Cottimore Lane does not have a very bad speeding or road casualty problem.

Consequently, this site has not been prioritised for additional attention by the police or County Council to manage speeds as there are many other sites with a far greater level of speeding and road casualties that need our attention.

It is worth noting that on many roads in the surrounding housing area, cars are parked on the road, and this narrowing helps to control speeds. By contrast Cottimore Lane is the only road where resident's cars are parked wholly on the footway and verges. A simple way to encourage even lower vehicle speeds at no cost would be for residents to park on the road like the residents in the surrounding roads, rather than on footways and verges. In one location verge parking is blocking access to a bus stop, making it difficult for residents to get on and off buses unencumbered. Parking on the road instead would slow vehicles down and may offer the opportunity to provide a more pleasant and greener environment as the vegetation recovers on the verges.

Kevin Deanus
Cabinet Member for Highways & Community Resilience
6 June 2023

Cabinet Member for Highways & Community Resilience Decisions

6 June 2023

TITLE: MIDDLETON RD / UPPER PARK RD RAILWAY BRIDGE**Statement:**

We the undersigned petition Surrey County Council to Improve the safety for all roads users at & leading up to the railway bridge between Upper Park Road and Middleton Road.

Justification:

The bridge was last reviewed by the Surrey Health Local Committee in 2015, following a petition instigated by an incident involving a mother and child in a pram. they were hit by a car and the child was knocked out of the pram. Fortunately both with minor physical injuries.

The committee noted disappointment with the ensuing traffic report that considered options, but ultimately, whilst the danger was clearly acknowledged by all parties, removing overgrown vegetation was the extent of the solution. This was not the 'creative and incremental' solution we requested and expected.

8 years later, the issue has not gone away, it remains a danger, with frequent near-misses.

Pedestrians, cyclists and drivers who know the area, exercise great care in using the bridge. Those that don't know the area so well, are those that create most danger and are at most risk.

In a corporate environment, it's the reporting of 'near misses' that helps prevents accidents. Here, we need proactivity to avoid what local residents [and 455 petitioners in 2015] regard as an inevitable tragedy at some point in time.

The bridge sees heavy pedestrian usage around school hours from both directions ranging from the Crawley Ridge Nursery, Infant and Junior Schools to Collingwood College and 6th Form. It is also used as a general thoroughfare for dog walkers, cyclists and other pedestrians throughout the day due to its easy accessibility to the town centre and Barossa.

The bridge has significant danger factors: blind bends at each end; two way traffic with both sides filtered to the middle; no pedestrian-safe area; no pavement or lighting on the bridge; the central hump of the bridge is prone to black ice in the winter leading to loss of control of vehicle or footing; insufficient road signage & old markings; no change from the surrounding 30 mph zone traffic speed.

Submitted by: David Oakley

RESPONSE:

The County Council recognises the issues at this location and appreciates the concerns of residents and particularly those accessing it as pedestrians. A traffic survey following the previous petition (2015) identified the potential for conflict between pedestrians and vehicles, particularly during school traffic hours. As a result, existing warning signs were improved to make it clearer to drivers who had the right of way. Other warning signs are in place to warn drivers of the road narrowing and the potential for pedestrians to be present.

Other options were considered at the time, details of each option are set out further below, but unfortunately their viability was limited. Officers will review the option for Vehicle Activated Signs (VAS) and will be contacting the local County Councillor to discuss options and costs for the possibility of installing these. However, it should be noted that legal advice would be needed to determine the process necessary to place a VAS on privately

maintained highway such as Middleton Road. Further details outlining the situation, the previous petition response and the options appraisal are set out below.

The situation:

Middleton Road is a Non-Maintainable Public Highway and is therefore a privately maintained road, including the surface of the railway bridge, over which public rights exist for all purposes. Middleton Road runs from just south of the railway bridge and travels northbound for approximately 800m finishing at a dead end. However, it also provides access to several residential cul-de-sacs and pedestrian/cycle access to the A30. Upper Park Road, a publicly maintainable highway, runs from the south of the railway bridge for approximately 820m until its junction with Heathcote Road/High Road, which provides access to Camberley Station and the centre of Camberley. Below is a plan showing the extent of Middleton Road, shaded in blue and the extent of Upper Park Road shown in yellow, over the railway bridge.

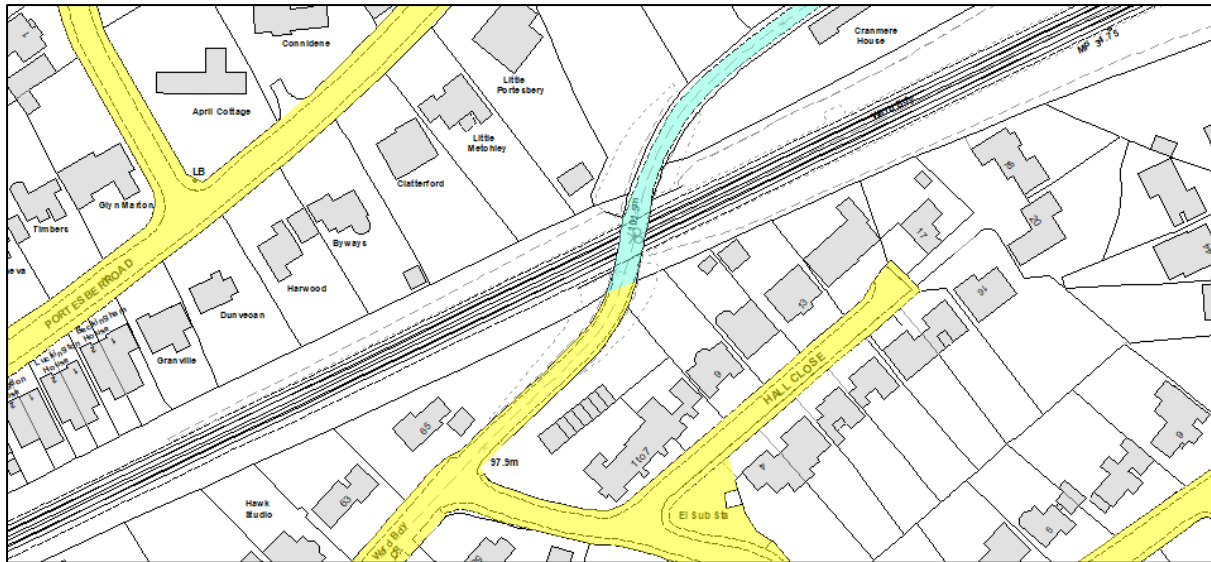


Image 1: Extent of privately maintained Middleton Road shown in blue and publicly maintained Middleton Road shown in yellow.

Network rail’s ownership data also shows that the structure of the bridge and, short sections of land alongside the roads either side of the bridge, is owned by Network Rail as shown in the image below.



Image 2: Land owned by Network Rail (including the structure of the bridge) shown highlighted in brown

Whilst residents who live to the north of the railway line can use Middleton Road and the railway bridge to access the area to the south of the railway line, it is also possible to use Knightsbridge Road and Portesbery Road to access the same area, due to the presence of a level crossing on Heathcote Road/High Road. However, this is a slightly longer route.

Both Middleton Road and Upper Park Road turn just prior to the railway bridge, this restricts the visibility for drivers approaching the bridge and there is no pavement on either approach to the bridge or on the bridge itself.

The bridge is the only pedestrian access across the railway from Heathcote Road to Gibbet Lane and provides access for pedestrians to Crawley Ridge Junior School and Collingwood College.

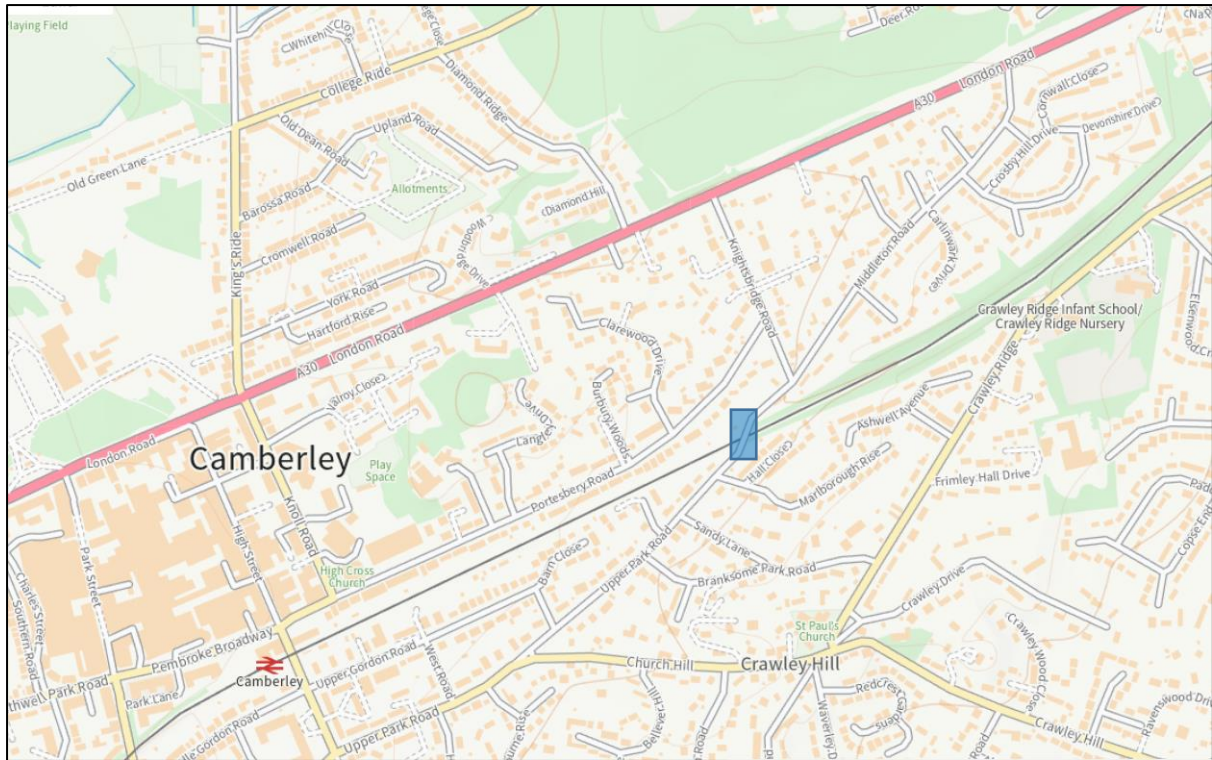


Image 3: Area of the bridge highlighted in blue.

Signs are in place to warn drivers on the approach to the bridge that the “road narrows ahead” and “pedestrians in the road ahead”. Priority signs are also present, giving traffic travelling over the bridge from Middleton Road, priority over traffic coming from Upper Park Road. GIVE WAY road markings are also present to further highlight this priority. SLOW markings and edge of carriageway markings to highlight the narrowness of the carriageway are also present. Hatched road markings are also present on the bridge to further highlight its narrowness.

The previous petition response:

Following the original petition that was presented to the local committee in July 2015, a site meeting was held with Surrey Highways officers, the petitioner and the county councillor Bill Chapman to review the situation. During that meeting, it was agreed that a traffic survey should be carried out to determine pedestrian and traffic use during school term time.

The data showed a peak in pedestrian usage between the hours of 08:00 and 09:00 and between 15:00 and 16:00. During these two hours a combined total of 189 cars, 13 Light Goods Vehicles, 2 Other Goods Vehicles (Class 1) and 2 Buses or Coaches drove over the bridge.

The data clearly showed that there is the potential for conflict between pedestrians and vehicles during these times. Therefore, it was agreed that the existing warning signs were to be improved by installing new signs with yellow backing and the priority give-way signs were altered to include a plate stating “Give way to oncoming vehicles” to make it clearer to drivers who had right of way when driving over the bridge. These improvements have been carried out.

Since the collision involving the adult and child pedestrian in April 2015, there have been no further personal injury collisions on the railway bridge or on either approach to the bridge

where there is no pavement. However, it is appreciated that residents remain concerned about road safety at this location.

Options appraisal:

During the site meeting with Surrey Highways officers, the petitioner and the county councillor Bill Chapman in July 2015 to review the situation, the following options were also considered.

Pedestrian footbridge next to the current railway bridge – this bridge is owned by Network Rail and therefore this would be something that they would have to construct. The cost of providing this kind of structure would likely be in excess of £1 million, so is unlikely to be a priority for Network Rail and given other possible options, this is not supported or recommended by Surrey Highways.

Alter verge to provide a new informal footway – due to the railway embankment any works to the verge would require detailed design work to consider the impact on the embankment and potential landslides. Given the potential cost of the detail design work required, as well as other possible options, it is not recommended that this option be taken further.

A new formal pavement and one-way system – due to the width of the existing highway the construction of any new pavement would narrow the highway to an extent that would prohibit 2 vehicles from passing each other. Therefore, the construction of any new formal pavement would require a formal one-way system to be installed or traffic signals on Middleton Road close to the junction with Knightsbridge Road, and on Upper Park Road close to the junction with Marlborough Rise so that drivers can travel only one direction at a time over the railway bridge. Both a one-way system and traffic signals would potentially increase the speed of traffic over the bridge. Therefore, traffic calming measures would also need to be installed to support either of these schemes. These measures would also cost more than £350,000, which would be more than the budget available for each Integrated Transport Scheme. This limit has been put in place to ensure that all communities have a fair opportunity to this funding and so that no community is left behind. It is therefore not recommended that this option be taken further.

Traffic calming measures - Traffic calming features are a potential option on the approach to the bridge, but national guidance suggests that for two cushions placed side by side, the road should be a minimum of 5.45m wide. The current carriageway is less than 5m, requiring two cushions to be placed at diagonals to each other. As pedestrians walk in the carriageway, there is a risk that the speed cushions would encourage drivers to drive closer to the edge of the carriageway and closer to pedestrians. Although the motorist is likely to be travelling at a lower speed, encouraging drivers closer to pedestrians is likely to increase fears. It is also worth noting that these features would only be on Upper Park Road approach to the bridge as the regulations only allow the introduction of traffic calming on adopted roads. A full width speed table could be a trip hazard for pedestrians who would have to walk over it given the lack of a separate footway. As a result, these proposals are not supported or recommended by Surrey Highways.

Road closure – Following the site meeting in July 2015 a further review of the situation raised another two possible options. One of these was to close the road to vehicle access across the bridge, providing access for pedestrians and cyclists only. This option would completely remove conflict between vehicles and pedestrians and would encourage its use by sustainable transport. However, restricting access on any highway should be carefully considered as it will result in all vehicles wanting to access/egress Middleton Road and those off it to use Portesbury Road and Knightsbridge Road. This will increase the number of

vehicles using Portesbury Road and Knightsbridge Road and therefore is likely to raise road safety concerns for those residents living on these roads. Residents on Middleton Road and those off it will also be required to travel a longer distance to access the area to the south of the railway line, and they therefore may not be supportive of this option. Therefore, this option is not supported or recommended by Surrey Highways at this time.

Vehicle Activated Signs – the final option proposed following the July 2015 site meeting was to install Vehicle Activated Signs (VAS) to reinforce to motorists the possibility of pedestrians in the carriageway. This option is technically possible; however, because Middleton Road is a Non-Maintainable Public Highway, legal advice would need to be sought to determine the process necessary to place a VAS on privately maintained highway such as Middleton Road.

Any further measures on the highway would have to be prioritised from the budget available to the local County Councillor. Officers will be contacting the local County Councillor to discuss options and costs for the possibility of installing vehicle activated signs.

Kevin Deanus
Cabinet Member for Highways & Community Resilience
6 June 2023