

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 4 DECEMBER 2013**

**LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER**

**SUBJECT: BOOKHAM HIGH STREET IMPROVEMENT MEASURES**

**DIVISION: BOOKHAM AND FETCHAM WEST**



**SUMMARY OF ISSUE:**

Concerns have been raised by residents regarding the congestion and access in the High Street, Bookham. The concerns also extend to East Street, which runs parallel to the High Street on the east side.

Following a request from the divisional member, it was agreed to investigate the feasibility of installing improvement measures in the High Street and East Street. The South East Area Highways Team undertook feasibility studies, including site visits with both the divisional member and representatives from Bookham Residents' Association. This has led to the outline proposals presented in this report.

**RECOMMENDATIONS:**

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

- (i) Note the outcome of the assessments undertaken;
- (ii) Agree that the detailed design of traffic improvement measures be progressed and a temporary trial implemented (High Street Option 2 of this report), to include consultation with local residents and businesses; and
- (iii) Agree that a report be presented to a future meeting of the local committee to include results of the trial and consultation and to seek a decision on how to proceed.

**REASONS FOR RECOMMENDATIONS:**

To seek the views of local residents and businesses on the effectiveness of the proposals to reduce traffic congestion in High Street, Bookham before a permanent scheme is implemented.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Great Bookham High Street is located on the A246 that runs east to west between Leatherhead and Guildford. It links the A246 Leatherhead Road to the south with Lower Road to the north. The High Street is an important part of a busy and vibrant village centre.
- 1.2 East Street is located to the east of, and runs parallel to, the High Street. It also links the A246 and Lower Road. It is a narrow residential road with accesses to car parks at both the north and south ends.
- 1.3 There are existing issues with traffic flows and congestion relating to the various competing activities that need to be accommodated within the narrow highway limits on the High Street.
- 1.4 The narrow carriageway width on the High Street and the parking along the length of the east side, do not provide many opportunities for two vehicles to pass one another. This causes congestion along the High Street and can cause highway safety issues with vehicles pulling into gaps within the existing parking arrangement to allow oncoming vehicles to pass. This then places the vehicles in conflict with other movements including parked vehicles and pedestrians. In some locations along the High Street there is no footway, which increases conflict between pedestrians and vehicles. There are also limited crossing locations.
- 1.5 Figure 1 below shows the location of the High Street and East Street.

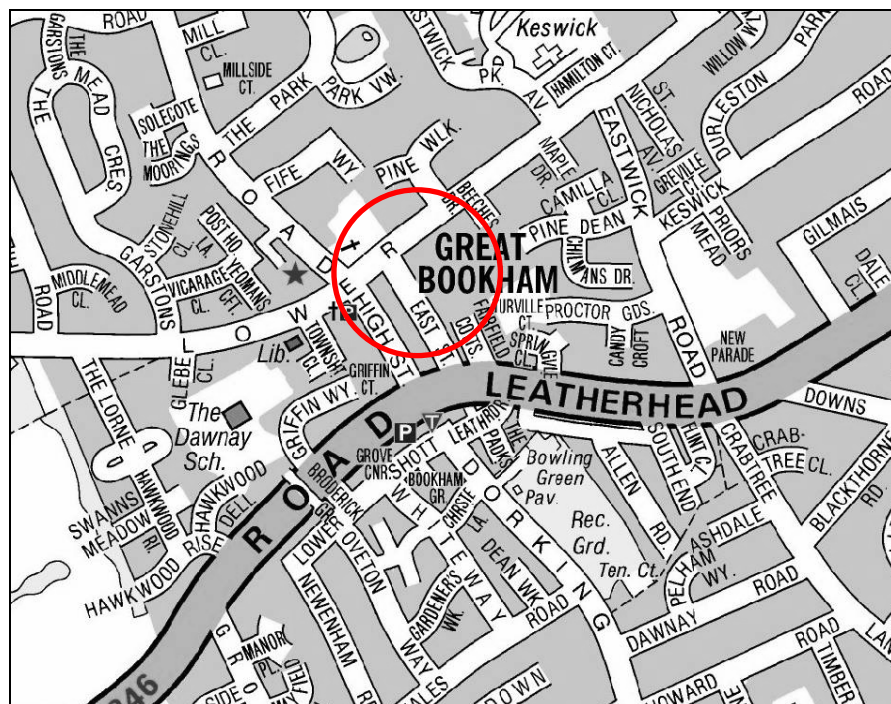


Figure 1 – Location plan

**2. ANALYSIS:**

- 2.1 Following requests from residents, including the Bookham Residents' Association, and supported by the local divisional member, investigations were undertaken into measures to improve traffic flow and the pedestrian environment in the High Street and review the traffic conditions in East Street.
- 2.2 Surrey CC commissioned Atkins to provide a report on potential highway improvement options. This report, in December 2012 presented one-way options for High Street and East Street, with associated cost estimates.
- 2.3 Analysis of earlier works and discussions involving Surrey's highways engineers and road safety officers, and consultation with Surrey Police's Road Safety and Traffic Management Team have led to the options presented section 3 of this report. The local divisional member has also been involved throughout the process.

**3. OPTIONS:****High Street****3.1 OPTION 1**

High Street to be one-way in southbound direction.

Following further discussions with the local divisional member and Bookham Residents' Association, it was agreed not to progress options that included one-way working. This is due to opposition from retailers and residents.

**3.2 OPTION 2**

High Street to remain two-way with provision of passing places.

This option involves the creation of passing places by removing some of the existing parking on the east side of the High Street. It aims to reduce the congestion currently experienced. The option is illustrated in Annex 1.

**3.3 OPTION 3**

High Street to remain two-way with provision of passing places and pedestrian crossing points.

This supplements Option 2 by providing formal crossing points and speed tables in addition to the passing places. It would also provide additional footway width where space permits. Raised tables at the crossing points would also act as a traffic calming measure. The option is illustrated in Annex 2.

**3.4 OPTION 4**

Do nothing

## **East Street**

### **3.5 OPTION 1**

East Street to be one-way in northbound direction.

As it was agreed to not progress options that included one-way working for the High Street (see 3.1 above), it was similarly agreed not to progress one-way options for East Street. There has also been opposition from residents reported to the local divisional member following an information letter sent out in March 2013.

### **3.6 OPTION 2**

East Street to remain two-way with provision of passing places and formalised parking.

This option involves the creation of passing places by removing some of the existing parking on the west side of East Street. It also formalises the existing parking via road markings. There has also been concern from residents reported to the local divisional member, regarding the desire that the existing available residential parking be maintained.

### **3.7 RECOMMENDED OPTIONS**

It is recommended that High Street Option 2 (High Street to remain two-way with provision of passing places) be progressed. It is recommended that this be implemented on a trial basis and a future report be presented to local committee to include the results of the trial and consultation with affected parties. Depending on the results of the trial, Option 2 would be made permanent, subject to local committee approval.

High Street Option 3 (High Street to remain two-way with provision of passing places and pedestrian crossing points) could be implemented as a supplementary measure. It is suggested that this is considered once the results of the trial are known.

## **4. CONSULTATIONS:**

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for maintaining two-way traffic flow in the High Street, and for measures that would improve pedestrian safety

4.2 Surrey's Road Safety Team has provided an independent audit of the preliminary measures. Advice received will be considered in further design works, as appropriate.

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

5.1 It is estimated that permanent implementation of the measures promoted in this report (High Street Options 2 and 3) would cost in the region of £60,000.

5.2 It is suggested that Option 2 be implemented on a trial basis. Local Committee allocated funding to High Street/East Street in March 2013 as part of the Integrated Transport Schemes programme. This funding could be used to progress the trial.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The Highway Service is mindful of its needs within this area. There are no specific equalities and diversity implications arising from this report.

**7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
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.

**8.1 Crime and Disorder implications**

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Concerns have been raised by residents regarding traffic flows and congestion in the High Street. Consultation with the Residents' Association and local divisional member have led to preliminary design proposals for passing places, crossing points and build-outs as measures to improve traffic flow, as well as providing improved pedestrian crossing points and localised footway widening.

9.2 It is recommended to implement Option 2 on a trial basis, during which time the views of local residents and businesses will be sought. The results of the trial will be reported to a future meeting of the Local Committee and Members will be asked to make a decision on how to proceed.

**10. WHAT HAPPENS NEXT:**

10.1 Subject to Local Committee approval, High Street Option 2 (High Street to remain two-way with provision of passing places) will be implemented on a trial basis and a future report be presented to local committee to include the results of the trial and consultation with affected parties.

**Contact Officer:**

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**Consulted:**

Bookham Residents' Association

## ITEM 9

SCC Road Safety Team

**Annexes:**

Annex 1 – Option 2

Annex 2 – Option 3

**Sources/background papers:**

Technical Note 'Great Bookham High Street Highway Improvement Options'; Atkins;  
December 2012.

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