



SCC LOCAL COMMITTEE IN ELMBRIDGE – 18 November 2013

AGENDA ITEM 6

PUBLIC QUESTIONS

Question 1: Mic Sullivan, Walton Resident

Rydens Rd Speeding Traffic

What can the Elmbridge Local Committee do to instigate real solutions to the problem of persistent speeding (by drivers of cars, vans and the large number of heavy lorries) in Rydens Road, specifically the long straight, wide, double yellow lined section from the mini roundabout (at the junction of Sydney Road & Rydens Road) to just before Walton Park?

The Chairman will give the following response:

Rydens Road is the D3830, which is the main classified route running east to west, linking the A244 Hersham Road to the C153 Molesey Road, and is 1.8 Kilometers long.

The railway line also runs to the south of Rydens Road and there are only two locations where vehicular traffic can cross this railway line, one being under the railway bridge on the A244 Hersham Road and the other under the smaller arched railway bridge on Molesey Road, adjacent to Hersham railway station.

Height restrictions are imposed on both bridges and whilst the higher at the A244 is 12'6" the lower on the Molesey Road is merely 10'6", and severely limits access from either side. Both bridges have recently been subject to bridge beam works by Railtrack as they are both prone to strikes by over height vehicles.

Due to the environmental conditions of the surrounding area, with the rivers Mole/Ember bounding the east, railway line to the south, and reservoirs to the north and east, together with height restrictions imposed upon the two bridges, it does mean that vehicular traffic is very limited in its ability to access the area without utilising these limited routes.

The Molesey industrial estate resides on the Molesey Road, to the north of the Hersham railway station and a signed HGV route has been in existence for many years, which directs vehicles to this estate from the A244, due to these limitations explained above.

The road is subject to a 30mph speed limit and is well lit by a continuous system of street lighting. Pedestrian footways are provided on both sides of the road.

Whilst some of the side roads have been traffic calmed over recent years, primarily to reduce personal injury accidents occurring, an important aim of the scheme was to

remove vehicular rat running from those roads lower on the hierarchy, and return them to the primary route network.

It was for this reason that Rydens Road was not treated for traffic calming as it is the primary route through the area and directs vehicles to the industrial estates. Any traffic calming would be very intrusive and intensely noisy due to the types of vehicles it carries. Any calming would also seriously affect emergency services response times. Additionally the personal injury accident record along Rydens Road did not justify any proposals.

With the advent of highway electronic devices such as Vehicle Activated Signs, it has been possible to effect driver behaviour in a more effective fashion. The interactive sign targets the offending drivers, who drive in excess of the posted limit, and displays the speed limit to them, together with a message to 'SLOW DOWN'.

These signs have proved very effective where used elsewhere in the borough and have been well received by residents and drivers.

Police enforcement is made easier as a reduction in the speed of the greater majority of drivers should be achieved, allowing them to target the more hardened driver.

The Committee approved to install in 2008, two Vehicle Activated Signs (VAS), one in each direction on existing lamp columns, at strategic locations in consultation with Surrey Police, to best remind drivers of the obligations to the law and road safety. The divisional member Mr Roy Taylor funded these.

Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

Question 2: David Bellchamber, Cobham Resident

Tartar Hill

On 27th September 2012 the Committee considered a report from the Local Area Highways Manager on the facilities for pedestrians crossing near the site of the footbridge removed from Tartar Hill, Portsmouth Road, Cobham. The Committee resolved to support a scheme ("the scheme") suggested by the report. The scheme (or something similar) was subsequently implemented over the following months.

Previously, on 14th June 2012, the Committee had supported the introduction of a controlled pedestrian crossing in this area. The subsequent support for the scheme actually implemented was on the assurance that the ongoing hazards for pedestrians crossing would be monitored and that, should the need arise, additional crossing facilities could be implemented.

Please can you confirm when the outcome of the audit carried out relating to the safety of pedestrians crossing on this stretch of the Portsmouth Road will be published for the purpose of further consultation?

The Chairman will give the following response:

The final element of the scheme implemented in Portsmouth Road, Cobham, was the introduction of a Vehicle Activated Sign (VAS) in June 2013. It is anticipated that a report would be prepared for Surrey County Council's Local Committee in Elmbridge following the first anniversary of the completion of the scheme in June 2014. This report would consider the effectiveness of the scheme in providing improved road crossing facilities for pedestrians, and in restraining traffic speeds. The report would also assess whether any further measures should be considered. Any further public consultation would be at the discretion of the Local Committee.

Question 3: Mark Sugden, Claygate resident

Disabled Access

When our roads and footways were built, disability groups were not given the level of consideration that they are today. As a result there are a large number of junctions and other crossing locations that still require dropped kerbs'. (Source SCC website: Uncontrolled Dropped Crossings).

In Claygate, there are many residents, especially those in Wingham Court, who need a suitable accessible highways network for wheel chair access to the Village Community facilities, via dropped kerbs.

Could the Elmbridge Local Committee consider making a specific budget provision, in future Local Committee delegated Highways budgets, for uncontrolled dropped crossings/mobility ramps to benefit, among others, wheelchair, mobility scooter and visually impaired residents, not just in Claygate but across Elmbridge?

The Chairman will give the following response:

Members are reminded that a letter of representation was submitted to the July 2009, meeting of the Local Committee, highlighting concerns regarding the speed of traffic, discontinuous footways, and absence of pedestrian crossings along Oaken Lane, Claygate.

In 1995, the planning permission for the 3 storey, 83 bedroom, nursing home at Wingham, included a planning condition that a speed constraint measure be introduced at its junction with The Avenue, prior to the occupation of the development. This was negotiated by the late Borough Councillor Hugh Ashton, who proposed to provide a new roundabout complete with new footways on the eastern side of Oaken Lane, to assist pedestrians.

Unfortunately due to much opposition from within the local community to the removal of a hedge, on the east side, due to it being classified an ancient hedgerow, the ability to carry out the improved footway and crossing facilities was precluded. The development condition for this measure has now long expired. However and with this in mind a couple of years later the gateway entry signs, complete with mandatory speed limit were introduced on Oaken Lane.

In 1999, on the west side however a much-needed sight line and footway improvement was successfully concluded outside number 30, on the corner of The Avenue, following the dedication of private land by the property owner.

The above highlights restrictions and highway constraints associated with the environment to the east of Oaken Lane alongside the carriageway, which have stifled the implementation of improved pedestrian facilities.

These continue to be issues for which there does not appear to be a solution for, due also in part, to the narrow width of carriageway and the lack of available public highway to afford improvements to be carried out.

The carriageway to the south of Oaken Lane is also very narrow and will not facilitate the introduction of a pedestrian refuge island.

In 2009, following agreement and funding from the local committee, drop crossings with tactile paving were introduced at strategic locations to assist crossing the road, such as near the bus stops, at Woodbourne Way, together with another near Oaken Drive, leading to the footpath link to Torrington Road.

There are footpaths that run along the west side of Oaken Lane, to the north of The Avenue, away from the carriageway, which were overgrown and required attention both by residents and the Highway Authority. This again was attended to in 2009 but no doubt further attention will be required.

There is a walkway, on the west side, from where the highway footway terminates, near the bus stop opposite Woodbourne Way, which continues behind the dense foliage, to the front of the properties and continues south. This is very overgrown and for the most part impassable, however this does not form part of the public highway and the ownership of which is unknown.

A proportion of the Capital Integrated Transport Scheme budget has previously been allocated for the installation of dropped kerbs/mobility ramps borough wide and Members have also funded these from individual allocations. This financial year the majority of the budget has been divided equally among the nine divisional Members and there is no borough wide budget for such schemes.