

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 18 JUNE 2014

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PUBLIC QUESTIONS

DIVISION: MOLE VALLEY



Question from Mike Ward, Dorking South and the Holmwoods Resident

The A25 passes through a residential area on the north side of Brockham and the speed limit is 50 mph. Residents are concerned that speed is excessive along this stretch and some elderly residents on the north side of the road have expressed concern about not being able to cross the road (they need to do this if they are to use the buses). The 50 mph limit contrasts with the 40 mph limit immediately to the west along a more rural stretch of road, although with bends and turnings.

There is also concern about the junction with Chalkpit Lane. This is very lightly signed and there are no road markings to assist turning vehicles or signs to warn through traffic of the possible dangers.

What consideration has been given to these issues and what conclusions have been reached? If the answer is none, then please specify when this will be looked at and a response provided.

Response from the SCC Highways Team:

The A25 Reigate Road in Brockham has a current speed limit of 50mph. This speed limit extends from a point at the western edge of the bridge over the river Mole, adjacent to the junction with Castle Gardens to a point approximately 60m west of the junction with Tranquil Dale in Buckland. There are a number of residential properties (Puddenhole Cottages) fronting onto the north side of the A25 close to the junction with Brockham Lane. In addition there are a number of residential properties in Chalkpit Lane which is on the north side of the A25. There is a footway along the entire length of the south side of the A25 between Reigate Heath and Dorking. There is also a short section of footway on the north side of the A25 between the entrance to 1 Puddenhole Cottages and Chalkpit Lane. The A25 Reigate Road is on a bus route.

Analysis of recorded personal injury accidents between Chalkpit Lane and Puddenhole Cottages over the three year period March 2011 to April 2014 shows that there were seven slight injury accidents. The police considered speed to be a contributory factor in only one of these accidents.

Speed limits are set in accordance with Surrey's speed limit policy, which also sets out the process for assessing speed limits. Experience has shown that lowering a speed limit on its own will not guarantee that average speeds (the measure used to determine speed limits) will be reduced. If a speed limit is set much lower than the

existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise.

An investigation into the existing 50mph speed limit on the A25 Reigate Road will be added to the work programme. Any data that Surrey holds regarding the speed of traffic on the A25 Reigate Road will be analysed, and if appropriate additional speed surveys will be carried out, to determine whether a reduction in the speed limit from 50mph to 40mph would comply with Surrey's speed limit policy. If compliant with the policy, the request for a reduced speed limit would have to be assessed and prioritised against set criteria in accordance with the County's Local Transport Plan to ensure that the limited available public funds are used effectively. Following consultation with the divisional Member, the request could then be added to the Integrated Transport Schemes list for consideration for future funding.

Consideration of whether additional signs and road markings are required at the junction of the A25 Reigate Road and Chalkpit Lane would take place as part of the investigation into the speed limit.

Question from Ron Billard, Chairman of the Mole Valley Cycling Forum

Please would the local committee extend the south side Reigate Road Shared cycle way along the rest of Reigate Road as far as Dorking Sports Centre?

This measure would help many visitors to the sports centre, Dorking Halls and Pippbrook, particularly those with small children on bicycle Child Carrier Seats.

The paved area, although in need of clearance of encroaching vegetation appears wide enough to cope with the pedestrian and cycle traffic.

At present cyclists are forced to rejoin the road at one of the busiest junctions in Dorking, or cross the Reigate road with an average waiting time for pedestrians of 60 Seconds and disruption of traffic of a similar period, then Cross Deepdene Avenue with two waiting periods and further disruption of traffic, then finally recross Reigate Road at the London Road junction, entailing another 60 second wait and more disruption of traffic.

Question from Roger Troughton, Member of Mole Valley Cycling Forum

Could we please have a progress report on what can be done to improve safety at the entrance at Tescos, Reigate Road, Dorking, where access crosses the pavement, which is also a designated shared cycle path / "safe" route to school. The main issue as I see it is the volume of movements crossing a shared used pavement – often used as if it were a road junction – there is little to cause traffic to slow down (compared with, say the platform at the bottom of Punchbowl Lane). (This matter was initially raised in December 2013.)

Response from SCC HighwaysTeam:

As the requests refer to adjacent parts of the A25, it is considered appropriate to address these together.

The current cycle route provision provides a shared-use path on the south side of the A25 Reigate Road up to the signalised crossing to the east of Deepdene Roundabout (A25/A24, also known as The Cockerel Roundabout). The shared-use facility crosses the access to the Tesco store and Travelodge hotel. Cyclists are then directed to cross the road at the signalised crossing to continue on the designated facility on the east side of the A24 towards Leatherhead.

The section of footway from the Deepdene Roundabout is not currently designated for cycle use. Signs were installed recently to enforce the current status, i.e. 'end of route' sign to the west of the signalised crossing and 'cycles prohibited' signs on both sides of the A24 on the south side of the roundabout, and on the A25 to the west of the roundabout. The provision of the signs was supported by the local divisional member, in response to concerns raised by residents. Officers have visited the site to observe the conditions and attempts have been made to contact planners acting for Tesco.

It is appreciated that there may be a considerable number of cyclists travelling westbound from the Deepdene Roundabout towards Dorking town centre, for example to the leisure centre. Therefore it is recommended that the extension of the existing shared-use path, from the signalised crossing to the leisure centre, be considered for inclusion on the Mole Valley programme of local highway works. Subject to approval by local committee, this would include consultation with road safety and sustainable transport officers within the council, as well as Mole Valley Cycling Forum, Surrey Police, and the local divisional member.

It is also appreciated that the amount of traffic using the access to the Tesco site has increased following the opening of the store. It is proposed that additional signing is provided to

- (a) warn cyclists of vehicle movements across the shared-use path; likely to be on each approach to the access
- (b) warn drivers emerging from the Tesco site of cyclists and pedestrians on the shared-use path.

Signs would be situated such that the message conveyed is clear, without compromising visibility or the available shared-use space. The signs would also have to be in accordance with relevant legislation. It is anticipated that signs can be installed within the current financial year (2014-15), subject to any consultation with third parties (i.e. Tesco) that may be necessary. It is recommended that appropriate consultation takes place with Mole Valley Cycling Forum, Surrey Police, and the local divisional member.

Question from Linda Glynn, Dorking Rural Resident

Following the question I raised at the Local Committee on the 6th March 2013 regarding extending the existing 30mph limit along Parkgate Road as far as The Surrey Oaks pub. A speed survey was carried on 9th October, but at lunchtime when the road is considerably quieter. At my request the speed survey was repeated which took place from around 8.00am onwards and as with the previous survey from the end of my driveway which is just north of the turning to Hogspudding Lane. I was told the results were broadly similar on the 2 occasions, the difference would be that in the morning rush they did not take long to collate due to the high volume of traffic at that time of day.

The mean speed of vehicles travelling south to north was 35.0mph and from north to south 37.9mph. These speeds were measured going into and coming out of a 20mph advisory sharp bend. Parkgate Road is a residential road. There are houses on both sides. There is a pavement on one side only and it's not necessarily where there are houses. The road is narrow with blind corners on which driveways are situated. Why should the residents of Newdigate have to put up with drivers going at 40mph past our driveways, which are not safe, while our neighbours in Brockham and Leigh, living on roads which that are substantially straighter and wider, with far better visibility, enjoy a 30mph limit? We just want equality with our Mole Valley neighbours and to be treated with the same consideration. When I mentioned this at a local Parish Council meeting there was a loud "Hear, hear".

Response from SCC Highways Team:

The speed limit in Parkgate Road, Newdigate changes from 30mph to 40mph approximately 250 metres west of the residential properties near Hogspudding Lane. Properties then extend from this point for most of the length of Parkgate Road up to the Surrey Oaks public house, just west of Broad Lane. There is a narrow footway on one side of the road throughout this length of Parkgate Road. Parkgate Road is also on a bus route.

Following Mrs Glynn's question to Mole Valley Local Committee on 6 March 2013 Officers agreed to carry out speed surveys to measure the speed of traffic on Parkgate Road. Speed surveys that complied with both Department for Transport guidance and Surrey County Council's speed limit policy were carried out to measure the free flow traffic speeds on Parkgate Road.

The first survey was carried out on 9 October 2013. The results of that survey recorded that the mean speed of vehicles travelling south to north was 34.3mph, and the mean speed of vehicles travelling north to south was 37.4mph. Mrs Glynn was unhappy with the time of day that the survey was carried out, and following consultation with the Area Team Manager it was agreed to repeat the survey during the morning peak traffic flow. The survey was repeated on 7 April 2014, and the results of the survey recorded that the mean speed of vehicles travelling south to north was 35.0mph and the mean speed of vehicles travelling north to south was 37.9mph.

A reduction in the speed limit from 40mph to 30mph on this section of Parkgate Road would not comply with Surrey County Council's speed limit policy. It should be noted that under the policy, Local Committee may decide, exceptionally, to implement a new speed limit which does not comply with the policy and against officer advice. In this instance, the decision should be endorsed by the Cabinet Member for Transport, Highways and Flooding Recovery.

MVLC 18 June 2014