

Questions from members of the public (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 02 MARCH 2016

LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: ITEM 4A, QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL



Question from Peter Seaward (Bookham Residents' Association)

Parking outside The Howard of Effingham School on the Lower Road is causing difficulties for local residents, as well public transport and is beginning to constitute a traffic hazard which may result in injury. This has been an issue for many years but recently has become more serious, because several of the organizations, which allowed their facilities to be used as temporary car parks to alleviate the rush hours problems, have closed their premises to occasional traffic. These include The Catholic Church, The British Legion (which now charges quite expensive parking fees plus the threat of clamping), and The Vineries Garden Centre. Although outside MVDC's area this location has a significant bearing on Bookham's population as the largest single cohort at the school (40%) come from this village.

Could the Local Committee use its good offices with SCC and Guildford Borough to initiate a full traffic study to come forward with both short and long term solutions to this issue?

Response from SCC Parking Team:

Parking outside Howard of Effingham School, predominantly by sixth form students has steadily increased over time primarily because there is a lack of off street parking in the school or surrounding facilities. The school does work with the borough/county and community police team in an attempt to manage student parking but there are limits to their control of students' cars on the public highway.

Last year, following complaints about obstruction and safety, particularly between the school and the nursery, Guildford Borough Council Parking Team drew up parking restriction proposals in consultation with Surrey Police and local councillors. These were approved by the Guildford Local Committee in December and will be part of a parking review statutory consultation planned to start by April.

The attached drawing shows what is proposed. Subject to resolving objections that may come out of the statutory consultation the new restrictions could be implemented by Guildford Borough later this year.

Questions from Scott Williams

A24 Horsham Road – Spook Hill to Beare Green Cycle Route

The route between Beare Green to South Holmwood was fully finished in 2014/15 and on the South Holmwood to Spook Hill section the dropped kerbs installed and brush overgrowth cleared in 2014/15, however no work has been carried out in 2015/16. I would like to ask the following:

1. As no work has been carried out in 2015/16 what becomes of the £20K budget allocation for that year? Is this carried forward?

Response from Surrey Highways:

Design work has been carried out during 2015/16 to develop proposals to install a staggered barrier at both ends of the subway under the A24 near Betchets Green Road, South Holmwood. Cyclists are directed to use the subway as part of the Spook Hill to Beare Green route, but have to dismount to pass through the subway. Whilst 'Cyclists Dismount' signs are in place, it was considered that the introduction of barriers would reinforce this requirement.

The implementation of the barriers is programmed for early March 2016.

As the works on the Spook Hill to Beare Green cycle route for 2015/16 are still on-going, the final costs have not yet been determined. However, it has been agreed that any underspend from the Local Committee's devolved capital budget can be carried forward to 2016/17. It is projected that there is likely to be an underspend on the Spook Hill to Beare Green scheme, which would therefore be carried forward to Mole Valley Local Committee's capital budget for 2016/17.

.....

2. If this is the case does that mean that there are two years' budget available? As construction is best done in fine weather, and we have lost a year, can SCC complete the outstanding works this spring/summer in a single operation?

Response from Surrey Highways:

The Local Committee allocated a further £20,000 to the next phase of works on the Spook Hill to Beare Green cycle scheme when it agreed the Mole Valley ITS Forward Programme for 2016/17. It should be noted that all budget allocations are estimates of the funding that may be required to progress a particular scheme. There may be potential to increase the budget for the cycle route scheme from any 2015/16 capital underspends in Mole Valley, but this would be subject to the agreement of the Local Committee Chairman and Vice-Chairman.

It is unlikely that the scheme could be completed in 2016/17 as there are still significant lengths of the route for which no work has taken place as yet. An offer has already been made to the Mole Valley Cycle Forum to walk through the scheme on site to review the work already carried out and to prioritise future work.

.....

3. Would SCC address the regular winter flooding affecting the section of path opposite Folly Lane, South Holmwood.

Response from Surrey Highways:

The water issue on the A24 Horsham Road verge/footway/cycle route opposite Folly Lane junction will be investigated by the Mole Valley Maintenance Engineer and appropriate action taken to resolve.

.....

4. Would SCC clear encroaching grass to reveal the full width of the path and allow proper sharing, passing and overtaking?

Response from Surrey Highways:

The A24 Horsham Road footway/cycle route is periodically edged back in order to regain the full current width. The section between Spook Hill and Mill Road is due for attention in the new financial year, subject to resources being available.

It should be noted that weed control and street cleansing are functions carried out by Mole Valley District Council.

Questions from Dino Adriano

Road signage Coles Lane, Ockley

Many vehicles use Coles Lane as a cut-through from the A29 to the A24, rather than staying on the A road. The problem is that many HGVs are too high and too wide to get under the railway bridge.

I have been advised that a request for additional signs to provide advanced warning of the low height bridge was included on the list of potential local schemes last summer, but that there was no available funding to progress this in the current financial year; however the Mole Valley Local Committee had agreed (at the committee meeting of December 2015) to allocate a small amount of funding for signs and road markings in the coming financial year (2016-17).

Please will the Committee now confirm when these particular works in Coles Lane will be undertaken?

Response from Surrey Highways:

The B2126 Coles Lane in Ockley provides a link between the A29 Stane Street and the A2 Capel By-Pass. There is a low railway bridge over Coles Lane which has a 13'3" height restriction.

There are existing signs warning of the height restriction on the A29 Stane Street on both the northbound and southbound approaches to Coles Lane, on the A25 Capel By-Pass on the northbound approach to Coles Lane, at the junction with Weare

Street and Coles Lane and in Coles Lane on the eastbound approach to the railway bridge. It is proposed that these warning signs are replaced with new, larger warning signs showing the height restriction in both metric and imperial. There is funding available in the 2016/17 Local Committee budget for signs and road markings which can be used to replace these signs. The signs will be ordered in the new financial year for implementation during the summer of 2016

.....

Risk to Pedestrians and Cyclists around and under Deepdene Railway Bridge

Mounted cyclists are presently permitted to access the footway from the A24 at a point just before Deepdene railway bridge and can proceed under the railway bridge at which point the footway narrows considerably. This part of the footway is also used significantly by pedestrians and yet there is no designated cycle lane and there is no stated requirement for cyclists to dismount along the footway. This poses a very high risk to pedestrians and cyclists.

Last May I alerted these safety concerns to Surrey Highways who acknowledged that there had been recent reported incidents of pedestrian-cyclist conflict in the areas around the station. In December I made contact with the Council again and was then made aware of the London Road Project. Having seen some of the planned work it was evident that the area around and under Deepdene bridge was not being considered. I was advised that the specific matters that I had raised had been passed to those working on the detailed designs but I have heard no more since.

“Does the Committee acknowledge the risks to pedestrians and cyclists around and under Deepdene railway bridge and will it now recommend that cyclists be required to dismount when accessing the area under Deepdene railway bridge”.

Response from Surrey Highways:

The area around and under Deepdene railway bridge is a shared pedestrian/cycle route and it is acknowledged that the section directly under the railway bridge is of a reduced width compared to the adjacent areas either side. This is not helped by the pedestrian guard railing guiding people to the toucan crossing just to the south of the railway bridge.

However, the use of ‘cyclists dismount’ signs is not considered appropriate for this location. They have no legal backing and are likely to be widely ignored by cyclists.. To make the existing footway wider under the bridge by widening into the carriageway would require the realignment of the A24 southbound for a considerable distance on both the nearside and offside lanes, with the likelihood of additional utility diversion/protection works and the need to reposition the existing toucan crossing. There is no funding allocated for such major works and it is unlikely due to the magnitude of the costs that this scheme could be taken forward for future funding.

The existing Dorking Sustainable Transport Package project has already taken into account concerns regarding the width of the shared footway under the railway bridge. Three key improvements have been included within the scheme design on the approach to the railway bridge:

1. ‘Pedestrians have priority’ signing on either side of the bridge

www.surreycc.gov.uk/molevalley

2. 'SLOW' markings on the footway/cycleway either side of the bridge
3. Realignment of the southern end of the lay-by to improve the sightline through the bridge for cyclists accessing Dorking Deepdene Station from the 'on-road' cycle lane.

This page is intentionally left blank