

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (TANDRIDGE)

DATE: 24 June 2016
SUBJECT: Public Question



DIVISION: Lingfield

Liz Lockwood asks on behalf of Lingfield Parish Council:

Would Surrey County Council consider the following suggestions to improve the road safety in Lingfield Village:

1. A reduction of the speed limit through the centre of the village - to 20 mph. This should be from Godstone Road pinch points through the High Street, as far as Church Road and as far as Paddock Close on Newchapel Road.
2. The installation of a pedestrian refuge in Godstone Road to allow people to cross from the public convenience to the new Post Office.
3. To move the road markings on the village side of the pinch points to a safer distance and to give a proper 'sweep' for vehicles exiting the driveway of the Thatched Cottage.

Response:

1. Speed Limit Reduction

Surrey County Council has an approved Speed Limit Policy which sets out the criteria under which a reduction in speed limit by signs alone would be considered. The policy requires that the length of road over which a speed limit change would be considered should be at least 600m in length. This is to ensure against too many speed limit changes that could be confusing to the motorist along a length of road. The suggestion being put forward by Lingfield Parish Council would meet this criterion.

The policy also requires existing speeds to be measured using over a 7 day continuous period using automatic survey equipment. The measured existing mean speeds are then compared to a threshold set out in the policy and if the recorded mean speeds are below the threshold, then the council will consider reducing the speed limit. For a reduction from 30mph to 20mph, the threshold mean speed is set at 24mph.

There is no recent speed survey data available for Lingfield village. In March 2016, Tandridge Local Committee allocated £2,500 of their revenue budget to fund speed limit surveys. Officers will arrange for a speed survey to be carried out at appropriate locations within the village to determine existing speeds, in accordance with the speed limit policy. It should be noted that speed surveys should not be carried out if the results would be affected by other factors such as adverse weather conditions or school holidays. The results of the speed survey will be reported to the Local Committee Chairman and Vice-Chairman, who is also the divisional Member.

2. Pedestrian Refuge

A pedestrian refuge could not be installed within the section of Godstone Road by the new Post Office and public conveniences due to the location of a bus stop lay-by at this point. An alternative location would be just to the north of the lay-by between Jenny Lane and Headland Way, noting that the turning movements into and out of these roads by delivery, emergency and refuge vehicles would need to be maintained. However, the carriageway at this point is only approximately 6.5 metres in width. To provide the 2 metre wide pedestrian island which is needed to safely accommodate a mobility scooter, and traffic lanes of 3.25 metres in each direction, a minimum road width of 8.5 metres would be required. There is insufficient width within the existing highway boundary to widen the carriageway to provide the additional width necessary. Therefore it is not feasible to install a pedestrian refuge in close proximity to the new Post Office.

3. Road Markings at Pinch Point

The location of the pinch points and associated road markings were the subject of detailed design and road safety audit. The give-way markings are sited where all vehicles proceeding through the pinch points are subject to the restriction. To move the give-way marking at the pinch point nearest to the village south ie. further towards the village, would result in vehicles turning right out of the driveway to the Thatched Cottage not being required to give-way at the pinch point. There is therefore a risk of head on collisions with on-coming traffic that has priority through the pinch point. The driveway to the Thatched cottage has to be subject to the give-way marking and unfortunately, as a result, there is no scope to move the road markings at this pinch point.

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