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SCC LOCAL COMMITTEE IN ELMBRIDGE – 27 June 2016

AGENDA ITEM 10

PETITIONS

1. **To receive a petition with 184 signatures from a resident, Elisabeth White, representing the lead petitioner, Surraya Sumner, requesting Surrey County Council to introduce a pedestrian crossing and traffic calming measures near St Lawrence Junior School, East Molesey.**

   The petition states the roads surrounding St Lawrence Junior School's (Church Road, East Molesey, KT8 9DR) main entrance on Church Road are becoming increasingly precarious for both children and their parents due to the speed at which cars drive down these roads coupled with illegal parking outside the school. Due to these uncontrolled hazards, crossing the road to reach the school is now extremely dangerous and a number of parents and children have already been involved in near misses. It is not acceptable to wait until someone is killed or seriously injured before taking action. We are therefore asking that a number of safety measures are introduced in the area including a zebra crossing and speed humps as well as considering lowering the speed limit to 20mph.

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2. **To receive a petition with 221 signatures from Norman Johns (Woking Cycle Users group) requesting Surrey County Council to convert the existing footway along the A245 between Byfleet and Cobham to shared cycling/pedestrian use.**

   The petition states the A245 is the main route between much of Weybridge/Woking / Byfleet and Cobham / Oxshott. The route is severed by the A3 and M25 making it difficult to find alternative routes by bicycle without going many miles out of the way to the north or south. The road is extremely unpleasant and stressful to cycle on because it is narrow, has high traffic flows and a 50mph speed limit for much of its length. It is difficult for cars to safely pass cyclists due to the volume of traffic and narrowness of the carriageway, causing vehicles to back up behind any cyclist. Currently there is a continuous footway between Byfleet and the B365 (Seven Hills Road) which has very low pedestrian use. Converting the footway to shared cycling / pedestrian use would involve minimal expense, improve safety and make cycling far more pleasant along a large part of this strategic route.

Petition Response:

The Elmbridge Local Committee is developing an aspirational cycle strategy. This involves collecting evidence on existing travel choices. It also involves analysing origins and destinations to identify opportunities to encourage modal shift towards cycling. The intention is to develop an aspirational cycle network, starting with Weybridge and the surrounding area and spreading out to include the whole Borough. At the present time the Local Committee has not allocated any funding to develop any part of this network through feasibility, detailed design and / or construction.

One of the principles of the Cycling Strategy is that cycle facilities may be appropriate on busier roads, where slower and less confident people will probably be deterred from cycling. At the other end of the scale, if someone felt less confident about cycling on residential roads, then, in most cases, training would be the more appropriate solution. Some roads fall between the two and the most appropriate form of provision is not immediately obvious.

The A245 Byfleet Road connects Cobham (via the Painshill junction) to Byfleet and Brooklands. It is a single carriageway road with a continuous footway on the southern side. There is no footway on the northern side. The volume of traffic is very high. The speed limit is 50mph for most of its length, with sections of 30mph and national speed limit. Anecdotal evidence suggests that generally speaking, only the most confident cyclists attempt to cycle along the carriageway in Byfleet Road. In other words, Byfleet Road is an absolute barrier to all but the most confident of cyclists.

From a technical point of view, a detailed survey of the route would be necessary to establish what cycle infrastructure might be achievable, and how much this might cost. The bare minimum that could be considered would be a 2m wide off-carriageway route. The current footway on the southern side of Byfleet Road is narrower than this for most of its length. This means that at the very least, the existing footway would need to be widened for its entire length, and street furniture (including street lights) moved out of the way. It may also be necessary either to realign or narrow the carriageway to achieve the necessary footway widths. Significant infrastructure would be needed to provide a safe route for cyclists to cross the Painshill junction. All this would carry a very substantial cost.

From a strategic cycle network point of view, if a cycle route could be provided connecting Cobham to Byfleet and Brooklands, it could provide a valuable strategic link and open up the possibility of cycle journeys that for many cyclists does not exist at present. The route would be just over 2 miles in length, depending on the precise start and end points. At the present time no work has been done to assess the value that such a link would provide; further work would be needed to assess the benefit of providing such a link, in terms of how many cycle journeys might be generated. The development and implementation of such a scheme would of course be subject to funding, which as outlined above, would be considerable.

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3. **To receive a petition from Marcus Burke-Williams with 18 signatures requesting Surrey County Council to resurface Rectory Close, Long Ditton.**

Petition Response:

Rectory Close is not currently on any programme of works for resurfacing. The Local Committee may choose to allocate funding to resurface Rectory Close in a future Financial Year, but is advised to weigh up the relative priority of such a scheme compared to the other demands on the Local Committee's budgets. In the meantime Surrey County Council will continue to inspect the road for Safety Defects, and arrange repairs as appropriate.

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