

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 APRIL 2018

SUBJECT: Public Question: A22 GODSTONE ROAD, WHYTELEAFE



DIVISION: CATERHAM VALLEY

Jeffery Gray, asks in relation to the A22 Godstone Road, Whyteleafe

There is no safe place to cross the A22 Godstone Road in Whyteleafe between Station Road and Salmons Lane. This is a particular concern near to the junction with Hillside Road, where there are bus stops on both sides of the road. The road is wide in places and, despite a 30 mph limit, cars can reach speeds that make crossing difficult and even hazardous for slow walkers or people with children.

Please will the local area committee investigate the best means of providing safe crossing places along this stretch of road and could the investigation fully explore possibilities for a pelican crossing or refuge areas?

Response:

The A22 forms part of the strategic road network and runs through Tandridge from Whyteleafe in the north to Felbridge in the south. It is a single carriageway two lane road where it runs through that part of Whyteleafe between Station Road and Salmons Lane. The speed limit of the A22 Godstone Road in Whyteleafe is 30mph, and there are footways on both sides of the road.

A review has been carried out of reported personal injury collisions between December 2014 and November 2017 on the section of the A22 Godstone Road detailed above. During this period there were eight collisions that resulted in slight injury and one collision that resulted in serious injury. One of the eight slight injury collisions involved a pedestrian.

There is an existing informal crossing, a pedestrian refuge island, on the A22 Godstone Road immediately north of the junction with Station Road. There is an existing formal crossing, a signalised pedestrian crossing, on the A22 Godstone Road just south of the junction with Salmons Lane. The distance between the two existing crossings is approximately 700m.

When designing a pedestrian crossing point a number of things need to be considered. These include visibility, proximity of side roads and vehicle accesses to private properties, carriageway width and available footway width. For example when considering a pedestrian refuge island, best practice is that an island 2m wide is provided so that there is sufficient width for pushchairs and mobility scooters, and sufficient carriageway width remains for large vehicles.

Officers have visited Godstone Road and taking into account the constraints detailed above, it is not immediately apparent where an additional pedestrian crossing could be

provided. Therefore it would be necessary to carry out feasibility design to see whether it would be technically possible to provide a pedestrian crossing on the A22 Godstone Road between Station Road and Salmons Lane. It is proposed that initial design to establish the feasibility of a proposed crossing on the A22 Godstone Road in Whyteleafe be added to the Integrated Transport Schemes List for consideration for future funding.

There are many more requests for schemes than there is funding available. Therefore it can take a considerable length of time for feasibility design of this nature to be prioritised. It should also be noted that there is no available funding identified for the construction of a crossing at this location at this time. The cost of construction of a crossing could be considerably more than the total annual budget for such schemes in the Tandridge area. Schemes of this nature are not currently prioritised for external developer funding through the Community Infrastructure Levy.

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