

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: **05 SEPTEMBER 2018**
LEAD **SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER**
OFFICER:

SUBJECT: **QUESTIONS FROM MEMBERS OF THE PUBLIC**

DIVISION: **ALL DIVISIONS**

Questions received from Michelle Watson

Q1 When will the new gritting station in Beare Green on the A24 resume its building plan. Residents were under the impression this would be completed at the end of 2017? Or has SCC abandoned its plan to rebuild the local gritting station? If the latter is correct where will our MV gritting station be?

Response:

Future construction of a Salt Barn / gritting facility at the Beare Green site is currently part of a financial review of the overall business case for salt barn provision in the County. An update to SCC Investment Panel is expected in September, which may then necessitate a subsequent Cabinet decision

Q2 With the introduction of the averaging speeding cameras now live on the A24 between "Givon's Grove Roundabout" and "Burford Bridge Roundabout" junction with London Road. Can this be introduced between "North Holmwood" Roundabout and "Capel Roundabout" including "Beare Green Roundabout". Some may be aware there have been 2 deaths on the A24 and is repeatedly being used as a speedway. By introducing these cameras it will eliminate speeding and reduce the number of accidents especially for those coming out of villages such as Holmwood, Beare Green, Capel and Ockley.

Response:

Average speed cameras have been introduced on the A24 at Mickleham to replace an existing spot speed camera that had been successful at reducing road collisions, but which was becoming obsolete due to it still utilising "wet" film that had to be collected, changed and transported to the back office to be developed and viewed. At Mickleham the cost of implementing the average speed camera equipment was paid for from a bid to C2C Local Enterprise Partnership as part of a "Wider Network Benefits" bid to introduce road side technology to prevent incidents, monitor traffic flows, inform road users and control signals remotely to respond to problems on the

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network. There are six other “Gatso” brand “wet film” cameras remaining on Surrey’s roads and it is intended that these will be replaced over the coming year to ensure the casualty reduction success that they have achieved is maintained, or enhanced with new technology where appropriate. Consideration of brand new safety camera enforcement sites will then be possible following the replacement of all the existing six “wet film” sites. For potential brand new sites such as the A24 between Capel and North Holmwood, consideration will be given as to which locations have the most serious history of collisions; the extent of the speeding, and whether there are any other engineering measures that could be implemented (to maintain the principle that safety camera enforcement should be used as a last resort). The implementation of any new sites will also depend upon the availability of funding, and the likely cost of the camera technology that would be required.

Question received from Rosemary Campbell**Road safety in Abinger Common**

Is there a plan to reverse the recent changes to speed limit signage, which I believe encourages drivers to drive too fast in the village?
If not, please can I have the risk assessment, which informed the setting of the current speed limits, including evidence that the changes were based on use of the local government speed limit appraisal tool?

Response:

Abinger Lane is a narrow road between Hollow Lane and Raikes Lane. From Hollow Lane it runs in a northerly direction through the village of Abinger Common, and then becomes rural in nature before joining Raikes Lane. The speed limit on Hollow Lane and Leith Hill Road, was designated ‘derestricted’ which is a 60mph speed limit. In March 2018 the speed limit was reduced to 40mph in Hollow Lane and Leith Hill Road. The speed limit reduction was carried out at the request of the Coroner following the inquest into the death of a motorist on Leith Hill Road, and was the subject of a report to this committee on 30 November 2017.

The roads leading into Hollow Lane and Leith Hill Road, such as Abinger Lane and Pasturewood Road have an existing 60mph speed limit. As part of this process of changing the speed limit on Hollow Lane and Leith Hill Road it was necessary to install derestricted speed limit signs on the adjacent roads that were not included in the speed limit reduction. These signs advise motorists of the speed limits on the roads and enable the Police to enforce the speed limits. Signs are installed where speed limits change to advise motorists of the change in speed limit.

The speed limit on Abinger Lane through Abinger Common has not changed and remains at 60mph (derestricted). It is acknowledged that this road is narrow, and it should be noted that motorists are advised by the Highway Code to adapt their driving to the appropriate type and condition of the road they are on and should not treat speed limits as a target; it is often not appropriate or safe to drive at the maximum speed limit.

It is recognised that some residents have concerns about road safety and would like the speed limit on Abinger Lane to be reduced. A review of the recorded collisions

resulting in personal injury on Abinger Lane between Hollow Lane and Raikes Lane has been carried out. During the period July 2015 and June 2018 (the latest period for which data is available) there have been three collisions resulting in slight injury and none of these collisions involved a pedestrian.

Surrey County Council's Policy "Setting Local Speed Limits" details a process that needs to be followed in order that speed limits can be changed. This was the process that was followed to reduce the speed limit on Hollow Lane and Leith Hill Road. The Policy can be downloaded at the web page at the following address:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety-and-emergencies/speed-limits>

A scheme to investigate a speed limit reduction on Abinger Lane has been added to the Mole Valley Integrated Transport Schemes (ITS) list for consideration for future funding. It should be noted that Officers receive many more requests for schemes than there is funding available, and requests need to be prioritised for the limited funding available.

Question received from Elizabeth Daly

What steps is the Council taking to ensure that recovery vehicles parked in the side road off Leatherhead Road in Bookham are not obstructing access or endangering traffic turning into and out of Allen Road, and are fully insured to be kept on the public highway both with and without recovered vehicles overnight?

Response:

Depending on the circumstances, there are a few ways to try to resolve this issue.

If the recovery vehicles are parked on yellow lines during the hours of operation, then this can be enforced by Mole Valley District Council - you would need to contact them directly to report the offending vehicle. Link to their webpage below:

<http://www.molevalley.gov.uk/>

If the vehicle is causing an obstruction to the public highway, then the police would need to be contacted (on their non emergency number) - this is the only agency that can remove or enforce against obstructive vehicles.

If the vehicle is over 3,500Kg, then it must have an operator's license. The license would usually state that the vehicle has to be kept off-street overnight (usually in a depot). If you believe the vehicle may be in contravention of this, then you can contact Surrey County Council's Licensing Team. There are more details via the link below:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety-and-emergencies/large-goods-vehicles/licensing-of-goods-vehicles>

SCC can try to resolve problems by asking for the use of conditions on the granting of a licence. These can include hours of movement of authorised vehicles in, within

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and out of the operating centre; or where and when maintenance and parking of authorised vehicles can be carried out within an operating centre; or the type, length and weight of authorised vehicles. Where it is not possible to agree conditions with the applicant, and the Traffic Commissioner calls a Public Inquiry, we make a representation at a hearing called by the Traffic Commissioner.

Alternatively, residents or concerned motorists could request that yellow lines are implemented - this would have to be done as part of a parking review - the details of how a parking review is carried out can be seen via the link below:

<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

Question received from Ian Anderson

In March I received a reply from the committee regarding the pigeon fouling from the railway bridge onto the Guildford Road in south Leatherhead. Unfortunately there has been no work carried out since then to solve the problem.

Can I ask whether Mole Valley District Council, or Surrey County Council, as the highway authority, have received any quotes for pigeon proofing work and when the work will be carried out?

Response (from MVDC):

Network Rail did not engage as helpfully as originally expected and quotes have not yet been obtained for the work.

Representatives of Network Rail are meeting with Council officers tomorrow with a view to taking this forward positively.

In the meantime, cleaning of the pavements under the bridge is being carried out on a weekly basis to keep any fouling to a minimum.