

Questions from members of the public

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**



**DATE: 13 MARCH 2019**

**LEAD**

**OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER**

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

**DIVISION: ALL**

**1. Question from Jeremy Maxwell-Timmins**

Please will the Local Committee ensure that clear signage is put up at the junction of A24 and Mowbray Gardens/Croft Avenue to alert drivers to the presence of children in the road and to flag that this is an entrance to a school? The speed limit should be severely restricted to something very low such as 5mph and there should be a sign warning of children and/or of a school entrance.

**Response:**

Mowbray Gardens is a cul-de-sac that runs from the A24 northbound carriageway of the A24 London Road in Dorking. Croft Avenue is a private cul-de-sac that runs from Mowbray Garden. There is an entrance to Ashcombe School off Mowbray Gardens approximately 20m from the junction with Ashcombe Road.

A review has been carried out of reported personal injury collisions in Mowbray Gardens between November 2105 and October 2018 the latest dates for which data is available. During this period there have been no personal injury collisions in Mowbray Gardens.

The speed limit on Mowbray Gardens is 30mph. The nature of the road layout enforces low speeds because of the acute bend. The minimum speed limit that it is possible on a public road is 20mph. There are many requests for 20mph speed limits in the vicinity of schools and these are prioritised where there would be most benefit for risk of accident. For this reason here are no current plans to investigate a scheme to reduce the speed limit of Mowbray Gardens at the current time as is suggested.

It is acknowledged that some pupils attending the Ashcombe School enter and exit the school site through the Mowbray Gardens entrance. There are no signs warning drivers that there is a school entrance. However the only drivers entering Mowbray Gardens are likely to be residents of Mowbray Gardens and Croft Avenue and drivers dropping off and collecting pupils from Ashcombe School. These drivers will know that there is a school entrance in Mowbray Gardens.

Surrey County Council is currently carrying out a programme of decluttering in line with Department of Transport guidelines. This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs, therefore all requests for new signs are very carefully considered. For the reasons given above there are no plans to install a school warning sign in Mowbray Gardens as it is suggested.

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

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Works have recently been carried out to cut back vegetation on that section of the Mowbray Gardens footway adjacent to the railing of the underpass under the A24 London Road. This has increased the available width of this footway for pedestrians.

### **2. Question from Bookhams Residents Association**

How are MVDC working with SCC to address infrastructure deficits and problems across their District, to accommodate the additional numbers of residential dwellings being considered for their new Local Plan? In Bookham, for instance, there are already serious shortcomings with infrastructure and this will be made worse by a considerably increased village population i.e :

1. The highway networks with its narrow south-north roads between the A246 and the outer parts of the village.
2. Surface water and foul drainage overload, with new properties being continually added onto an old drainage network. This already results in problems throughout the village but particularly in the centre and in the west in Little Bookham.
3. Parking is regularly at a premium in the centre of the village.
4. Primary and Secondary Schools will need to be extended to provide places for the increased student population.
5. Primary Health care will need to take account of the increased population and aging profile
6. Public Transport links need to be improved, particularly in the train service through Bookham.
7. Retail offer needs to be increased, particularly in South Bookham and Little Bookham.
8. The power substation network needs to be improved. There are still too many overhead electricity lines which are subject to continual faults.
9. Mobile phone and broadband reception and speeds need to be greatly improved.

### **Response:**

The district council and county council are required by the statutory duty to cooperate - as supported by the government's plan making policy guidance in the National Planning Policy Framework (NPPF) - to work together to provide sufficient infrastructure to support development. The two councils have been working together on an ongoing basis, although provision for any new infrastructure that might be necessary to support new development cannot be finalised until Mole Valley has decided on the preferred options for its Local Plan.

### **3. Questions from Cllr Duncan Irvine, MVDC**

1. Westhumble Street narrows and widens at various points. People manage and it works, but there are frequently near misses of cars scraping past each other between the stepping stones pub and the railway station car park. The residents association believes that a priority, giving priority to cars travelling from West to East, would be useful just to the West of the pub. Could the Local Committee consider introducing this?

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**Response:**

Westhumble Street runs from the A24 London Road in Westhumble to Chapel Lane immediately to the east of the railway bridge at Boxhill and Westhumble station. This road, like many others, varies in width.

A review has been carried out of reported personal injury collisions in Westhumble Street between November 2105 and October 2018 the latest dates for which data is available. During this period there have been no personal injury collisions in Westhumble Street.

The residents association are suggesting that a priority arrangement giving priority to cars travelling west to east be installed between the Stepping Stones pub and the station car park. A long priority arrangement would not be possible due to visibility, as it is necessary to be able to see from one end of the priority section to the other.

Point priority give way arrangements can be used as a form of traffic calming in order to reduce traffic speeds. They are often used together with kerb build outs, where the kerb build out narrows the carriageway. They need to be lit so that they are visible to motorists after dark. As Westhumble Street is narrow in places this encourages motorists to reduce their speed.

Thank you for your suggestion, however the South East Area Highway Team receives large numbers of requests for road safety measures on the public highway network, and has very limited funding for such measures. These requests have to be prioritised in a fair way over other requests of this nature, for the limited funding available. Unfortunately this proposal does not prioritise over other requests of this nature.

2. The top (Eastern part) of the zig zag road has speed bumps, whereas towards the bottom (Western end) does not. This causes a problem because vehicles speed along the bottom section before slowing for the bumps and turns. The issue is compounded by the fact that there are dwellings along the bottom section whose peace and safety is affected by this. Would it be possible to extend the bumps up to Old London Road (it would probably only require one of two) so that this section can also benefit from traffic calming?

**Response:**

Zig Zag Road runs from Old London Road in Mickleham to the top of Box Hill. The majority of the road is private and in the ownership of the National Trust. The public section of Zig Zag Road runs from Old London Road as far as the first hairpin bend.

A review has been carried out of reported personal injury collisions in the public section of Zig Zag Road between November 2105 and October 2018 the latest dates for which data is available. During this period there has been 1 slight personal injury collision in the public section of Zig Zag Road. This collision involved a person on a skateboard coming down the road at speed and hitting a vehicle on the bend. There are no available engineering measures that would prevent a future personal injury collision of this nature.

The speed limit on the public section of Zig Zag Road is 30mph and the Police are responsible for enforcing this speed limit. Cllr Irvine is suggesting that speed humps are installed on this section of Zig Zag Road. All of the existing speed humps are in the National Trust section of the road. The regulations do not permit the installation of vertical traffic calming measures, such as speed humps, in public roads that are unlit. There are no street lights in Zig Zag Road and therefore it would not be possible to install speed humps in this road as is suggested.

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3. The Westhumble Resident's Association has been considering the best ways to get cyclists to use both the A24 cycle path and the underpass by the Burford Bridge. We would like to request the following:
- a) More signage is used on the A24 between Leatherhead and Dorking to encourage the use of the cycle path. It is acknowledged there is no legal requirement to use the cycle path but this health and safety advice would not contravene that.
  - b) Parabolic mirrors could be installed in the subway, to i) make it feel safer from a security / crime point of view, and ii) make cycling safer.
  - c) Signs be installed in the subway reading words to the effect of "cyclists and walkers share subway". The barriers should be left as they are because it is possible to cycle round them but they force cyclists to slow down which is appropriate.

In addition to being of practical use these measures would demonstrate to the non-cycling public that their safety concerns around the A24 are being addressed.

### **Response:**

There is an existing shared use, pedestrian and cycles, underpass underneath the A24 between the junction with Westhumble Street and the bridge over the River Mole. It is acknowledged that the Westhumble Resident's Association would like more cyclists to use this underpass, however cyclists are entitled to cycle on the A24 carriageway should they so wish. Leisure cyclists may well use the cycle path and the subway but experienced road cyclists could be more likely to cycle on the A24 carriageway.

- a) The Resident's Association are suggesting that more signs are provided for the cycle path on the A24 between Leatherhead and Dorking. There is an off carriageway cycleway along the A24 between London Road, Dorking and the A246 Young Street in Leatherhead. There are a number of cycleway signs along this cycleway. Improvements to that section of the cycleway in Dorking between London Road and Ashcombe Road have recently been carried out.

Surrey County Council is currently carrying out a programme of decluttering in line with Department of Transport guidelines. This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs. The point about reducing visual intrusion is particularly applicable as most of this cycleway is in the Surrey Hills Area of Outstanding Natural Beauty. For this reason all requests for new signs are very carefully considered, and there are no current plans to install additional signs on the A24 cycleway as is suggested.

- b) The Resident's Association are suggesting that parabolic mirrors are installed in the subway. Surrey County Council do not put mirrors on the highway, as experience shows that rather than improving safety, a mirror could cause problems. They can be a target for vandalism and when dirty can restrict and distort the view. For these reasons parabolic mirrors cannot be installed in the underpass as is suggested.
- c) The Resident's Association are suggesting that signs be installed in the subway with the wording "cyclists and walkers share subway". There are existing pedestrian and cycle direction signs on either side of the underpass. These show that the underpass is a shared facility for both pedestrians and cyclists. An additional direction sign for cyclists and

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pedestrians with the wording Box Hill via underpass could be provided in Westhumble Street, subject to agreement for funding from the Divisional Member. This would advise cyclists on Westhumble Street approaching the A24 that they can use the underpass to get to Box Hill.

#### 4. Questions from Caroline Salmon

The A29 commences at the Beare Green roundabout on the A24. A 50 mph speed limit runs from there until the sharp curve where it hits Anstie Lane and 20mph is recommended. However 50mph is regularly exceeded on this short stretch of road, particularly on the straight that has double white lines in the centre which runs past 10 residences on the right between two bends. Traffic coming towards Beare Green accelerate on finding the straight stretch of road, and those exiting the roundabout do the same. Thus vehicles often exceed 50mph from each direction.

The residences on the right have exits on the straight stretch that are almost invisible to anything coming along from their right! One such exit is also the only entrance to a field and huge tractors regularly turn in and out. There are a few more properties that come in on the left before the railway line which are marginally more visible to oncoming traffic. The last biker fatality was at one of those turnings.

Smallburgh Stables is on the right of this very fast straight double white line stretch - it is one of only 4 of Surrey's Parent and Family Foster Carer homes, but the speed of the cars is now so increased the carer would be unable to walk the children and a push chair to the Weald School as it has become too dangerous. Further down on the left is Long Barn, a home for autistic children of special needs. These used to walk the path alongside the road and woodland, but that has also ceased due to safety concerns.

The only footpath has been seriously neglected allowing grass and vegetation to intrude towards the road, it is now almost halving its base width. It got so bad that Local residents have cut some of the worst vegetation back. This is hardly a safe route to school and yet it is the only footpath from the residential properties to get to the Weald School.

I have analysed the [crashmap.co.uk](http://crashmap.co.uk) data along that road for the last 19 years and it shows a worryingly high number of fatalities and serious accidents. Added to that, twice last year residents had to direct traffic before the Police arrived at 2 serious incidents not yet listed.

So I ask you 3 questions

- 1) Can the footpath on this fast stretch be improved to make it a safer, route to school especially around the curves?

#### Response:

The A29 is a main A-Class road connecting the A24 to Chichester in West Sussex. The section of A29 between the A24 Beare Green roundabout and the railway bridge, which is the section in question with a footpath along it, is rural in nature, unlit and has a 50mph speed limit in place (50mph speed limit installed in August 2012). The existing footpath is along the southern side of the A29 at this point and runs from the Beare Green roundabout to just after the private entrance to Wigmore Lodge.

- 2) a) I have provide to Officers Evidence from Crash Map (until 2017). Is this sufficient, with our request for road safety improvements, for you to put in speed recording strips to prove that speed is excessive?

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### **Response:**

Ms Caroline Salmon has provided information from [www.crashmap.org.uk](http://www.crashmap.org.uk) regarding the number of personal injury collisions that have occurred over a 19 year period along the section of the A29 from the Beare Green roundabout to the junction with Broome Hall Road. Unfortunately as with all roads across the county, the greater the distance and the longer period over which an assessment of personal injury collisions is carried out, the greater the number of personal injury collisions that would have occurred.

Surrey County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. Every 6 months Surrey County Council analyses the most recent 3 year personal injury collision data which is provided by Surrey Police, to identify those roads within Surrey that experience a pattern of collisions where engineering measures, such as additional signs and lines, could be installed to reduce future personal injury collisions.

Surrey County Council has analysed the most recent 3 year personal injury collision data for the section of A29 Ockley Road in question (between the Beare Green roundabout and the railway bridge to the east of the junction with Henhurst Cross Lane). This analysis has shown that between 1<sup>st</sup> November 2015 and 31<sup>st</sup> October 2018 there has been 1 personal injury collision along this section of the A29, which involved a serious injury, however Surrey Police did not consider vehicle speed as a contributory factor in this collision and it did not involve pedestrians. The most recent fatal collision on this section of the A29 which involved a motorcyclist occurred in 2011. This section of the A29 is not a high risk site compared to many other locations in Surrey that suffer a continuing history of collisions which Surrey County Council's Road Safety Team are prioritising for highway improvements.

Surrey County Council has a policy in place regarding the setting of local speed limits. The aim of Surrey County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network. This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 2013" and national policy issued by the Association of Chief Police Officers, "Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads". This policy was approved by the county council's cabinet on 24 June 2014 and became effective on 3 July 2014.

Step 2 within the policy, following the receipt of the request to lower the speed limit, is for a one week automatic survey of vehicle speeds to be carried out, in order to gather comprehensive data on existing mean vehicle speeds on the road. Surrey County Council currently has no funding available to carry out such surveys, however these surveys will be added to the list of surveys to be carried out, subject to funding being available. Capel Parish Council may also wish to fund these surveys, the location of such surveys would need to be agreed with Surrey County Council and Surrey Police. Funding could also be sourced from future CIL money via the District Council or the Parish Council should those authorities agree that it is a priority according to the Mole Valley District Council CIL Infrastructure Funding List (Regulation 123 List).

2) b) If they prove that vehicles (and in particular motor bikes) are found to regularly exceed 50mph, would you consider lowering the speed limit to 40mph?

### **Response:**

Speed surveys are carried out in order to gather comprehensive data on existing mean vehicle speeds on the road. Under Surrey County Council's existing policy "Setting Local Speed Limits"

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the results of speed surveys would be used to assess whether or not existing mean vehicles speeds on this section of the A29 Ockley Road would comply with the policy for a reduced speed limit.

- 3) There are 13 children living in the Smallburgh residences. Would you consider putting up triangular warning signs to warn that Children are around and that Tractors are turning?

**Response:**

Surrey County Council are only permitted to install signs on the public highway if they are contained within the Traffic Signs Regulations and General Directions 2016 document. There is no sign within this document that can be installed on the highway to warn motorists that children are in the area.

Surrey County Council is also currently carrying out a programme of decluttering in line with Department of Transport guidelines. This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs. For this reason all requests for new signs are very carefully considered, having taken account of the low collision history along this section of the A29, there are no plans to install an agricultural vehicle warning sign at this location.

It is appreciated that the existing vegetation is impacting on the width of the existing footway. The vegetation along this section of the A29 Ockley Road does not form part of any formal contract or on-going maintenance schedule. General vegetation maintenance throughout the District is a considerable task and there is unfortunately no revenue budget available to deal with these issues. The significant funding needed to side out the footway to remove overgrown grass to widen the footway to its original width, is not currently available to the Local Committee. Works to cut back vegetation hanging over footpaths, such as trees and bushes, are raised with the contractor on a reactive basis to deal with any highway safety issues, therefore the trees and bushes along this section of the A29 Ockley Road will be inspected and any overhanging vegetation will be cut back where they cause a highway safety issue.

There is a proposal for Members to allocate some of their Member Highways Fund towards procuring a revenue maintenance gang for the 2019/20 financial year. The County Councillor for this section of road, Councillor Helyn Clack, has access to the use of the revenue maintenance gang for the 2019/20 financial year. The cutting back of some of the trees and bushes along this section of the A29 Ockley Road could be added to the list of jobs for the revenue maintenance gang.

**5. Questions from Nancy Goodacre**

- a) What plans does the Council have to address the problems of traffic congestion and antisocial parking in Dorking Road, Bookham? This is the main access road to the National Trust property at Polesden Lacey which significantly contributes to the volume of traffic and subsequent congestion that has a substantial detrimental impact on the lives of residents in both Dorking Road and adjacent roads.

**Response:**

SCC will only look to implement parking restrictions, following complaints from residents, emergency services, etc.

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In the last parking review, we did receive a request to look at implementing parking restrictions at the access between nos.12 & 14 Dorking Road – the responses to this proposal are still being considered, but the final results will be published on the web site soon.

This proposal will create a passing place within the row of parked cars and hopefully alleviate some of the pressures.

If residents wanted to request further restrictions, they could do so via the following web page:

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

This explains how we carry out a parking review as well as having a link to an online request form – consideration will then be given to the request in the next available parking review.

- b) What is the currently expected timing for repairing the road surfaces in and around Crabtree Lane in Bookham?

### **Response:**

D2546 Crabtree Lane is on our Horizon list of future resurfacing schemes under consideration which is published on our website

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>

Road maintenance works are prioritised using a number of criteria including:

Risk to the public - this is calculated using data such as past insurance claims and the number of small repairs carried out

Condition of the road - this includes an engineer's assessment

Road priority - greater priority is given to roads with the greatest usage or need.

Road class (A, B, C and D), speed limits and daily traffic are all factors in this.

The above criteria ensures that the available funding is used on the roads and pavements that are in greatest need of treatment in a fair and consistent manner across the county.

Crabtree Lane is monitored and prioritised in terms of condition and risk against other roads on the list and will be programmed when budgets are available.

Our major maintenance rolling programme has highlighted many roads in various levels of condition that would benefit from some kind of resurfacing. These are subject to review as it is impossible to accurately predict when or how quickly all roads will deteriorate. Therefore some roads on the list, when reassessed after a period of severe weather, become a lower priority than others which have deteriorated more rapidly.

There are no roads around Crabtree Lane that are included on our Horizon list of future resurfacing schemes, however all roads will continue to be inspected for individual safety defects, and repairs will be arranged as appropriate.

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## 6. Questions from Cllr Elizabeth Daly

- a) Given the increased incentives for residents and visitors to access Norbury Park by foot and bicycle rather than pay for parking, what steps is the Council taking to make crossing the A246 safer for pedestrians and cyclists, especially near the junction between Guildford Road and Young Street?

### Response:

The A246 is a main A-Class road linking Guildford in the west with Leatherhead in the south, this road runs through Bookham and Fetcham. The A246 Guildford Road/Young Street junction is a roundabout junction providing access to Norbury Park and the B2122 Guildford Road which provides access to Leatherhead town centre. The junction is semi-rural in nature with Bookham/Fetcham to the north of the junction, Norbury Park and agricultural fields to the south. There is one footpath running to the north of this junction which is set back from the carriageway.

A review has been carried out of the personal injury collisions that have occurred at the A246 Guildford Road/Young Street roundabout junction. There has been 2 personal injury collisions, which have resulted in slight injuries, at this junction between 1<sup>st</sup> November 2015 and 31<sup>st</sup> October 2018 (the most recent 3 year period for which data is available). One of these collisions involved a pedal cyclists, however neither involved pedestrians.

It is appreciated that residents would like works to be carried out to install pedestrian and cyclist crossing facilities at this junction, in order to improve access for pedestrians and cyclists. However, a scheme to provide such facilities will require more funding than is available to the Local Committee and would not prioritise above other requests for major highway improvements at this time. In spite of this Surrey County Council is aware of the increased need for pedestrian/cyclist facilities at this junction, as well as for the existing bridleway which crosses the A246 Young Street. As a result such crossing facilities have been added to the Integrated Transport Schemes List for potential future prioritisation for a feasibility study to be carried out from the limited funding available alongside other schemes across the District. Surrey County Council will continue to look for sources of funding for such facilities to be provided.

- b) Has the Council made any representations to Mole Valley District Council concerning the widely reported problem of waste bins left blocking the highway after emptying by the new contractors, especially in the Bookham area?

### Response:

Mole Valley District Council is responsible for managing the waste contract, including any issues that may arise following contractors emptying any waste bins. Therefore any concerns regarding waste bins being left blocking the highway after emptying by the contractors should be directed to Mole Valley District Council in the first instance.

Surrey County Council has passed on the concerns regarding the issues around waste bins blocking the highway. Mole Valley District Council responded as follows;

Joint Waste Solutions (JWS), on behalf of MVDC, have been working with Amey to ensure that bins are being returned to where they are presented for collection. Amey collection staff have all received training in relation to this and where we find that the crew are failing to follow their training then Amey will take action. Residents are encouraged to report problems when they occur so we can immediately address them with Amey.

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