



**OFFICER REPORT TO LOCAL COMMITTEE  
(MOLE VALLEY)**

**PUBLIC WRITTEN QUESTIONS**

**06 MARCH 2012**

The following question was submitted in accordance with Standing Order 66.

**1. Question from Ron Billard, Chair of Mole Valley Cycling Forum**

*In Relation to SCC application for DfT funding for cycling safety improvements in the Leatherhead area, Mole Valley Cycling Forum requests the Local Committee to ask the officers concerned to reconsider the priority of the proposed schemes linking Leatherhead and Ashted. Our reasons are provided below.*

*The choice is between extensive work on the main roads linking the two areas and work on a footbridge over Leatherhead bypass. In both cases signage and redesignation of footpaths will be required.*

*The Linden Pit Path route meets the needs of:*

- *School children trained at the lowest level.*
- *Parents of young children in prams and buggies.*
- *Users of mobility scooters.*
- *Shoppers,*
- *Commuters,*
- *Users of local sports facilities,*
- *Workers in the leatherhead industrial areas.*

*The Linden Pit Path route requires engineering work to the bridge over Leatherhead Bypass to remove the steps and to raise the Parapet.*

*The Main Road proposal:*

- *Brings users in proximity with heavy main road traffic.*
- *Includes discontinuities.*

- *Has already been rejected in part by SCC Cycling Officer and SCC Highways.*

*The demolition and replacement of the Grange Road footbridge although highly desirable is not a safety scheme within the terms of reference of the work.*

*SCC has already spent in the region of £800,000 on pedestrian safety "improvements" at Knoll Roundabout. SCC has already spent around £80,000 on creating a segregated path on Epsom Road including the cost of its removal, when found to be impractical. To spend further large sums will provoke outrage and reflect badly on both officers and members.*

- *Removal of trees,*
- *Rebuilding of bus stops to provide clear sight lines.*
- *Changes to an electricity substation.*

*Even with these changes there are numerous blind sighted entrances, exits and corners all of which were highlighted in a MVCF report and which will present hazards to pedestrians, cyclists and other users. Land ownership is an issue where the route crosses the M25 and where access for Pedestrians and Cyclists would be severely limited.*

### **Response from SCC Road Safety Team**

When developing the bid to the Department for Transport (submitted on 30 November 2012), officers consulted with Mole Valley Cycle Forum and were aware of the Forum's support for developing cycling facilities along the Linden Pit Path and associated bridges over the Leatherhead bypass and M25.

In order to give Surrey County Councils' bid the best chances of success, officers developed schemes that would provide the best fit with the criteria set by the Department for Transport. This criteria included the perceived or actual risk to cyclists. Although the suggestion for improved cycling facilities along the Linden Pit Path route may have merit, it was the officers view that proposals for a fully segregated two way cycle path from Leatherhead along the B2122 Epsom Road past the Knoll Roundabout and then along the A24 Leatherhead Road to Ashstead offered a better fit to the criteria set by the Department for Transport.

These proposals improve safety for cyclists along a route that has suffered 10 cycling casualties, including 3 serious injuries over a 3.5 year period from January 2008 to July 2012. The proposals also improve accessibility and safety for cyclists and pedestrians at the Knoll roundabout and at the junction with Grange Road, which at present are difficult and inconvenient to negotiate. Should the bid be successful the detailed design will be closely supervised to ensure a high quality.

It is hoped that in order to build on the bid to the Department for Transport, proposals for further cycling facilities across the Mole Valley District will be developed in case any further funding becomes available in the future. This could include consideration for proposals that link Ashstead and Leatherhead along the Linden Pit Path and Barnet Wood Lane.

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

**2. Question from Linda Glynn, Dorking Rural resident**

*My family moved to Welsummer (formerly named Gerrans), Parkgate Road, Newdigate last September. Since moving I have become concerned about the speed of traffic along Parkgate Road between the 30mph sign and the Surrey Oaks pub. Given the bends and the number of houses along this stretch of road (many of whom have very limited visibility for egress), I consider that 40mph is simply too fast, and that consideration should be given to extending the 30mph limit.*

*My son, who is 15, has no choice but to cross the road outside our driveway each morning at the busiest time (around 8.00) to get to the only pavement on the other side, so that he can walk up to the Village Hall to catch a bus to The Priory School in Dorking. We have to check that there is absolutely no traffic coming from the left so that we can concentrate all our attention (in particular our ears) on any traffic approaching from the blind bend to the right; if there's a lull he dashes across and we both hope for the best!*

*There is an advisory 20mph on the corner near the junction with Hogspudding Lane which is very rarely observed by drivers, in fact, to the contrary, I think many regard the high speed with which they can hurl their cars around that corner as something of a challenge.*

*Can I ask if any studies have been carried out along this stretch of road to assess the safe speed that should be applied and would the Committee consider supporting a lower limit?*

*Can I also ask that if such a study has not been carried out and that if members of the Committee feel that there is no need to consider lowering the speed limit, they only come to that conclusion after trying to cross the road safely from my driveway to the other side at 8.00 on a weekday morning, and in particular if they would be happy to let their own families do so.*

**Response from SCC Highways Team**

The speed limit in Parkgate Road, Newdigate changes from 30mph to 40mph approximately 250 metres west of the residential properties near Hogspudding Lane. Properties then extend from this for most of the length of Parkgate Road up to the Surrey Oaks public house, just west of Broad Lane. There is a narrow footway on one side of the road throughout this length of Parkgate Road. Parkgate Road is also on a bus route.

Parkgate Road bends sharply at Hogspudding Lane, reducing visibility of oncoming traffic for residents close to the bend as they exit their driveways. The bend is signed on both approaches with an advisory 20mph maximum speed limit.

Analysis of recorded personal injury accidents over the three year period November 2009 to October 2012 shows that there was one slight injury accident near the

properties. This involved a vehicle reversing out of a driveway onto Parkgate Road being hit by a northbound vehicle. Speed was not recorded by the Police as a possible factor in this accident.

Speed limits are set in accordance with Surrey's speed limit policy, which also sets out the process for assessing speed limits. Experience has shown that lowering a speed limit on its own will not guarantee that average speeds (the measure used to determine speed limits) will be reduced. If a speed limit is set much lower than the existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise.

Surrey does not hold any data on traffic speeds in Parkgate Road. It is proposed that Officers carry out speed surveys to determine if an extension of the existing 30mph speed limit would comply with Surrey's speed limit policy. If compliant with the policy, the request for a reduced speed limit would have to be assessed and prioritised against set criteria (Congestion, Accessibility, Safety, Environment and Maintenance) in accordance with the County's Local Transport Plan to ensure that the limited available public funds are used effectively. Following consultation with the divisional Member, the request could then be added to the Integrated Transport Schemes list for consideration for future funding.

### **3. Question from Peter Seward, Chair of Bookham Residents' Association**

*The long standing issue associated with SCC Flooding Wet Spot programme in Bookham has been improving thanks to many actions by Highways. The cause of many problems still lies at the southern end of the Dorking Road. Attempts to resolve this to date have been unsuccessful. Would Highways please provide an update on this situation and how the other main Bookham flooding areas be alleviated? These are mainly East Street/Lower Road, Church Road and Fife Way.*

### **Response from SCC Highways Team**

Flooding issues in Great Bookham are being identified as a part of the work of the Bookham Flood Forum, chaired by County Councillor Clare Curran. The Flood Forum membership is made up of key representatives from the community, and the various authorities and organisations who share responsibilities for drainage and flooding matters in the Bookham area.

Good progress has been made in the identification of the specific issues that concern the community, mapping the problem areas, and highlighting areas of responsibility for the maintenance and repair of the various sections of the drainage systems. This work is ongoing and involves considerable background research and site investigation into matters such as land ownership and asset ownership. The alleviation of flooding will require a joint effort by those organisations, authorities and land owners to deal with specific issues identified from the Flood Forum. These include issues identified in Church Road, Lower Road, East Street and Fife Way in Great Bookham.

The solution initially identified to resolve the drainage issues at the southern end of Dorking Road involved negotiations with a local land owner, to identify the scope that exists for surface water from the road to be received by a facility on private land. Unfortunately, the necessary agreement with the local land owner could not be obtained.

Officers are continuing to explore other options to find a solution for the southern end of Dorking Road which will be sufficiently robust. This site remains at the top of the priority list and officers will continue to seek a solution during 2013/14. Resources will be made available to carry out further feasibility work and, should this result in a deliverable scheme; it will immediately be awarded funding.

#### **4. Question from Mike Ward, Dorking and the Holmwoods Resident**

*Residents have complained about parking on diagonal yellow lines near Newdigate School. On investigation, it turns out that the parking restrictions cannot be enforced until a traffic order is in force. Apparently this situation applies to a number of schools. When will these traffic orders be made?*

*Residents have also expressed safety and access concerns about parking in Old Horsham Road, Beare Green. These concerns are in relation to the area at and near the bend at the south end of the road, where parking limits visibility causing potential danger and further north towards the station where there is a large amount of commuter parking causing similar problems as well as access issues. Some of these issues have been reported via the website and/or by email without response so far. Could consideration be given to measures to improve safety and safeguard access, perhaps involving double yellow and white lines as appropriate?*

#### **Response from SCC Parking Team**

It is planned to make all the school keep clear markings in Mole Valley enforceable - proposals have been agreed and a statutory consultation is underway, ending on the 8th March. The actual markings have already been refreshed and once any objections have been considered, the signing will be ordered, put into place and the Order made. This will make all of the markings enforceable and is likely to be during April 2013.

We have responded to a number of concerns about commuter parking in Old Horsham Road, Beare Green in recent months. All the residential driveways near the station have been given access protection markings and it is planned to place additional markings at the junction of Hawksmoore Drive and the bus stops near the station.

Any additional changes to on street parking in Beare Green, particularly near the shops can be considered as part of the next parking review, although consideration must be given to safety it is important not to cause unnecessary displacement and take the needs of local businesses into account. The next parking review is due to be presented to the Local Committee on 12 June 2013.

**5. Question from Hubert Carr on behalf of Bookham, Leatherhead, Ashted and Fetcham Residents' Associations**

*The circulatory road system at Bull Hill in Leatherhead continues to suffer from increasing traffic congestion especially at peak hours. A way of improving the traffic flow would be the removal of the old Staircase in Station Road enabling a faster flow of vehicles into Randalls Road and so reducing back up.*

*Could Highways please advise if and what traffic flow studies they have made on the effect such a removal would have and what plans and timescales they have for the removal of this structure.*

**Response from SCC Highways Team**

That removal of the steps was seen as not viable due to prohibitive costs and the need for land gain which was causing significant issues. Officers also looked at the removal of the opposite footway to enable widening of the carriageway, however this was also found to be prohibitive due to the cost of protecting existing services and the cost benefits of reducing queuing lengths on the junction or at the bridge. No new data is available for this Area. However I have asked my colleagues in the Economy, Transport & Planning Team at the NMIC Centre to do another traffic survey of this signalised junction. The results will be given to the Chairman / Vice Chairman and Divisional Member once they have been completed in the new financial year. This will enable officers and Members to seek an alternative solution if at all possible.

*MVLC 06 March 2013*