

Questions from Members of the public

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 SEPTEMBER 2019

LEAD

OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL



Question submitted by Cllr Caroline Salmon:

1. Can officers give their opinion on the concept of a paint job on the A24 to restrain excessive speed of vehicles at the same time as providing a smooth surfaced cycle route, and explain how this concept might be progressed?

We need proper cycle routes along our main roads to really encourage cycling and lower carbon emissions. Few proper cycle tracks existing across our rural areas.

NO cycle path was installed at the time of the Southern Mole Valley A24 dual carriageway installation in the 70's and in fact no footpaths were installed along certain lengths of the road either.

We also need to slow down the speeders on Mole Valley's Southern A24 and make it safe to walk to the Weald School that is on the A24.

Response:

Surrey County Council receives a vast number of requests for changes to be carried out on roads across the county due to residents concerns about road safety, the number of requests received vastly exceeds the funding available for such measures. Therefore funding changes is targeted where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surrey's roads.

In the three years to the end of March 2019, the police recorded eight collisions resulting in personal injury involving vehicles on the southbound carriageway of the A24 between Dorking and Beare Green. Although any one collision is one too many, this does not represent a very large number of collisions on this 4.5km length of road compared to many other sections of road across Surrey. Summary data on personal injury collisions is available to view on www.crashmap.co.uk. Consequently this stretch of road has not been prioritised for investment in highway safety improvements by the county council's road safety team as there are many other locations where the opportunity to reduce collisions for the amount of money invested is far greater.

Reducing the number of vehicle running lanes on the A24, as suggested and providing an on carriageway cycle lane separated by hatching or even physical kerbs could be investigated further to see if this would be feasible. A number of factors and issues would need to be taken into account. These would include:

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- the impact on the vehicle capacity of this main strategic route.
- careful consideration within the design of how vehicle and cyclists pass and gain access to and from side roads, and how to terminate any cycle facility safely.
- where the reduction in vehicle lanes should start and finish taking into account the Beare Green “roundabout” (where southbound vehicles do not have to give way).

There is a shared pedestrian cycle path between North Holmwood and Beare Green that starts at Spook Hill. The shared path is located alongside the southbound carriageway on the east of the A24 as far as the subway in South Holmwood just south of Mill Lane. It then is located on the northbound carriageway to the west of the A24 and extends as far as Old Horsham Road where the cyclists continue on carriageway. Further design work has been commissioned to continue the cycle facilities from Old Horsham Road to the subway just to the south of the Esso Garage with a longer term aim to then provide off road cycle facilities to the south from the subway. Some higher speed confident cyclists are currently cycling on the carriageway and are unlikely to use an off road shared path that would be considerably slower for them. An on road cycle path separated by white hatching from the vehicle running lane may well be welcomed by higher speed, confident cyclists, but may not be appropriate for slower, less confident cyclists who would prefer an off road cycle path fully segregated from traffic.

Therefore it will be for the Local Committee to decide whether to add this suggested scheme to the Integrated Transport Scheme list for future prioritisation for funding.

Question submitted by Mr Andrew Matthews:

1. A couple of Bookham residents have informed me, that their appears to be an issue of cars running the red lights at the Hylands Garage Traffic lights, on Leatherhead Road / Crabtree Lane / Eastwick Road.

I have been in touch with Surrey county council and Surrey Police to report the issue. SCC inform me that there is a sensor issue on these traffic lights, which is hopefully going to be repaired in the next few weeks (Surrey Highways Ref 1312500). Surrey Police have reported my concerns to the Casualty Reduction Officers, but also ask me to contact the council regarding the road design/safety features of the junction.

With increasing traffic flow in this area, is Surrey County Council able to review and improve this junction and traffic lights for safety?

Response:

The A246 Leatherhead Road/Crabtree Lane/Eastwick Road junction in Bookham is a four arm crossroads junction controlled by traffic signals. These traffic signals have full pedestrian crossing facilities on each arm of the junction, and are clearly visible to drivers approaching these signals on all arms of the junction.

In order to assess the design/safety of this junction an assessment of the most recent personal injury collisions has been carried out, using data provided by Surrey Police. This information shows that there has been 1 personal injury collision, involving a slight injury, at this junction during the most recent 3 year period for which data is available (from 31/03/2016 to 01/04/2019). This data shows that there is

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significantly less personal injury collisions at this junction than at a number of other locations on the highway network where we are targeting funding for improvements.

However Surrey County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

Surrey County Council's Traffic Signals Team are programming the detector repairs with our signal contractors but this may take some time to resolve. The repairs are likely to be completed by the end of September, subject to any unforeseen circumstances. Once they have been completed the signals should restore to normal operation.

Question submitted by Mr Tim Waller, Fetcham Residents' Association:

1. Do Councillors agree that persistent pigeon fouling on the pavements and highway beneath the railway bridge on the B2122 Guildford Road Fetcham represents a serious hazard to public health, and what enforcement action does SCC/MVDC propose to take against Network Rail to urgently resolve this matter?

Response:

While there is no robust and credible evidence that pigeon fouling on the pavements beneath the Guildford Road railway bridge in Fetcham is serious enough to represent an actionable health hazard, Mole Valley District Council does recognise and appreciate that it is a matter of public concern.

As a result, the District Council has been working with Network Rail to find a sustainable solution to the problem of pigeons fouling the pavements below the railway bridge.

Network Rail has accepted its liability to abate a statutory nuisance caused by the pigeons to areas beneath the bridge with public access. They have now agreed to instruct their contractors to repair, replace and improve the current pigeon deterrent measures within twelve months. The District Council is pressing Network Rail for a speedier resolution.

It has also been agreed through Network Rail that the pigeon deterrent measures on the top of the advertisement hoardings that are fixed to the bridge abutments will be refurbished and the hoardings cleaned.

In the meantime, the District Council will continue to arrange for the pavements below the railway bridge to be jet washed once a week and will be pressing Network Rail for payment to cover the costs.

Question submitted by Mr Roy Welch:

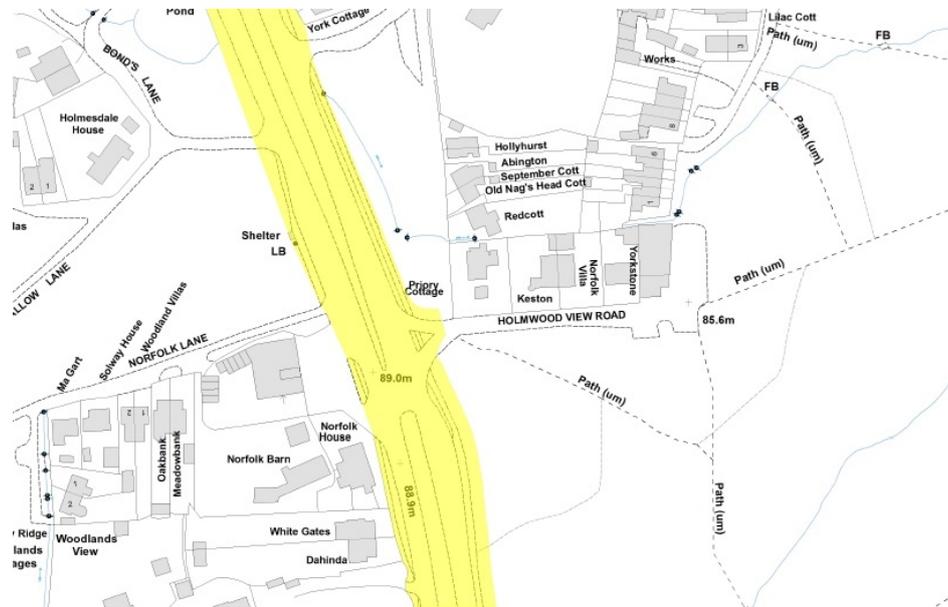
1. Will SCC please work with National Trust to identify who is responsible for the maintenance and entrance Holmwood View Road? There seems to be a complete lack of communication as to whether it should be privately maintained, or maintained by the National Trust, or Surrey County Council. This apart, signage is non-existent and the speed bumps are deteriorating. This is causing

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dangerous speeds for those entering the road from the A 24 as there is no clear speed reducing signage. The A24 has a speed limit of 50 along the dual carriageway, and is dangerous for pedestrians walking along the road to utilise either the bus stop or pathway as cars vans and lorries make no attempt to slow down when entering. I attach a map provided by SCC. A sleeping policeman or 'reduce speed now' sign would be a help across the diamond, at the entrance to Holmwood View Road; this would appear to be part of SCC's road.



Response:

The section highlighted yellow on the plan above, at the beginning of Holmwood View Road, is publicly maintainable highway which is maintained by Surrey County Council. Surrey County Council is responsible for maintaining this section of Holmview View Road to a reasonable standard. Maintenance includes insuring that the existing road surface as well as any existing signs and lines are maintained. Surrey County Council is not responsible for carrying out any maintenance work on anything on the private section of Holmwood View Road, including any existing road humps. The private section is that which is not highlighted in yellow on the plan above.

Surrey County Council receives a vast number of requests for additional measures, such as road humps and signs to be installed on public highways and sections of public highway across the county, due to resident's concerns about road safety. Because the number of requests received for such measures vastly exceeds the funding available, funding for such measures is prioritised where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surrey's roads. Surrey County Council hold personal injury collision data for traffic collisions that have occurred over the most recent 5 year period. This information is provided by Surrey Police and shows that there has been no personal injury collisions at the A24 Horsham Road/Holmwood View Road junction over the most recent 5 year period for which data is available (from 01/04/14 to 31/03/19). Therefore this junction is not a high risk site compared to many other locations on the public highway that suffer a continuing history of collisions that Surrey County Council are prioritising for additional measures. The existing sight lines for pedestrians walking along the footway in order to access the bus stop are good. Drivers are able to see if there are pedestrians waiting to cross the access to

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Holmwood View Road and they have a supporting central island. Therefore Surrey County Council would not support the installation of a road hump in Holmwood View Road, close to the junction with the A24.

Surrey County Council are only permitted to install certain signs in specific locations, on the public highway, as described within The Traffic Signs Manual. The Traffic Signs Manual states that "Reduce Speed Now" signs should only be installed on high standard all-purpose dual carriageway roads subject to a speed limit of 70mph and in conjunction with an advanced warning "Roundabout Ahead" warning sign. Therefore Surrey County Council are not able to install such a sign in Holmwood View Road.

Despite this the County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

Question submitted by Cllr Paul Kennedy:

1. Waste collection drivers have reported waits of up to 2 hours separately to empty their food waste and recycling at the Leatherhead Recycling Centre, contributing to delays and missed collections particularly in the North of Mole Valley. What steps are being taken by Surrey County Council to monitor and improve the operational efficiency of this site?

Response:

There are occasions when collection vehicles experience queuing issues at the Leatherhead transfer station operated by Surrey County Council's contractor Suez or the Leatherhead Materials Recovery facility operated by Grundon however this is not the norm and on most occasions collection vehicles can access both sites without any significant delay. Delays are usually due to an unforeseen event such as the loading shovel or weighbridge breaking down. Very busy periods such as bank holidays can also cause delays due to the volume of traffic using the site.

Surrey County Council's waste team work closely with Suez, Grundon and the district and borough councils, including Joint Waste Solutions to implement measures to minimise delays as far as is possible. For example by ensuring that waste is only removed from the site outside the times where collection vehicles are delivering, ensuring any queues are managed efficiently and communicating any problems to collection contractors so they can divert vehicles to an alternative site.

Question submitted by Mrs Susan Leveritt:

In advance of the December vote, re Leatherhead High Street, will Members please consider:

1. The fairness of choosing 250 anonymous online answers in a Survey, over a Petition signed by 1,307 users with their names and addresses, and over the Petition from 99 local businesses asking for what they need to improve footfall, which is late afternoon parking along the Leatherhead High Street?

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Response:

The comments are noted and will be fully responded to as part of the December report. It would be premature to respond now as no formal recommendations have been tabled for consideration.

2. The desperate need to address the well-known afternoon dead time or "ghost town" effect by having those parking spaces, *even if they must be chargeable spaces?*

Response:

This will be one of the matters considered at the appropriate LC meeting and the committee will ask that the report provides some analysis of this view point.

Revitalising the High Street is key to achieving the aspiration of transforming Leatherhead therefore we have been working with expert consultants Arcadis on the vital High Street Improvement study. This study consists of an economic viability study and a connectivity, public realm and movement study, to develop short and long-term options to improve the High Street.

The proposals developed for the short and long term aim to encourage greater activity, attraction and investment. Measures are required in the short term to maintain the viability of the High Street, whilst the long term improvements will need to align with the wider transformation of Leatherhead.

The proposals have been put together through studies and engagement with a wide range of key stakeholders, including the petitioners, local businesses, residents, access groups and Surrey County Council.

The two petitions submitted to Surrey County Council Local Committee in 2018 by Leatherhead Residents Association and the Chamber of Commerce and additional information sent to Mole Valley District Council Officers earlier this year, were included in the issues and opportunities evaluation of the High Street Improvement Study. Representatives of the petitioners also attended a stakeholder workshop as part of the study. Option 1 of the High Street proposals in particular has been developed to include the petition proposals regarding earlier and free parking on the High Street taking into account other restrictions and practicalities that were assessed as part of the study.

3. Whether the numbers of currently existing free parking spaces on other High Streets in Mole Valley should be reduced, to share the pain while improving the SCC parking account balance?

Response:

We make changes to parking controls and parking restrictions at a location depending on the particular circumstances and what we are trying to achieve at that location, not as a reaction to something that is happening in another town.

Question submitted by Paula Dale, Capel Parish Council:

1. Why is there no safe crossing of the A24 south of Mid Holmwood down to the Great Daux Roundabout at Warnham for horses and can one be put in to make a safe crossing for horses, bikes, buggies, wheelchairs and pedestrians?"

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There are at least four bridleway crossings on this stretch of road. Not one of these is safe in their current form to cross on foot let alone a horse.

The first crossing is by the Esso garage at Beare Green which is by means of the underpass under the dual carriageway. This is not safe as it is not very tall and you will not fit a horse under there only a pony. It is also very loud which upsets horses using it.

The second one is midway along the Capel bypass. Although the vision is better here the vehicles are going at such a speed that you could not get across the dual carriageway quick enough for it to be safe. It is also not a good place to wait in the central reservation.

The third one is at the Clarks Green roundabout. There are four exits off this roundabout. The bridleway comes from Grenehurst Park, across the dual carriage and down the road into Capel village.

The fourth is further south at Bennetts Castle which is out of the question as this is on set of very nasty bends where you have about thirty metres of vision either way.

My proposal is for a Pegasus crossing to be put in on option three where the current bridleway is twenty yards north of the Clarks Green roundabout. This would make it safe for people with horses, buggies, bikes, wheelchairs and pedestrians to cross that road.

I do not want to be the person on a horse hit by car in that vicinity. Horses are amazing animals but ultimately they can be spooked. Road work is essential part of their routines but the roads need to be safe for all users.

With the increase of traffic which has already happened in the past few years which is only going to get worse with the amount of houses going up in Horsham and Crawley areas and other areas it concerns me that where the current roads have already cut the countryside and any bridleways in half and that provision is not being carried forward to make these safe for children and adults to use whether it be on foot, bike or horse.

When the Neighbourhood Development Plan was proposed and has now been adopted, it is within this that safety issues for pedestrians, cyclists and equestrian usage be high on our vision for the future and with more dwellings planned for the entire area of Mole Valley pedestrian, cycling and equine safety must be high on the agenda.

Response:

The section of the A24 travelling south of Mid Holmwood down to county boundary is a dual carriageway strategic economic route with the highest Surrey Priority Network Rating of 1.

Bridleway 229, crosses the A24 using an underbridge on Bregsells Lane, a private road with Bridgeway access. There is currently no bridleway by the Esso garage at Beare Green by means of the underpass under the dual carriageway.

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Bridleway 157, crosses the A24, mid-way along the A24 between the Beare Green and Clarks Green roundabout, using an at-grade crossing, with no supporting measures.

Bridleway 189, crosses the A24 to the north of Clarks Green roundabout, there is an at-grade crossing with no supporting measures. The bridleway comes from Grenehurst Park, across the dual carriage and down the road into Capel village.

Bridleway 186, connects to the A24 at the Clock Tower Bends, the A24 is a single carriageway at this point and there is no bridleway immediately opposite. Access to bridleway 171 is on the western side of the A24 approximately 200m south of bridleway 186. There are no supporting measures to assist riders to cross the A24 at any point between these 2 bridleways.

Bridleway 179 connects to A24 approximately 200m north of the county boundary, the A24 continues to be a single carriageway at this point and there is no bridleway immediately opposite. Access to bridleway 173 is on the western side of the A24 approximately 30m south of bridleway 179. There are no supporting measures to assist riders to cross the A24 at any point between these 2 bridleways.

Surrey County Council receive a large number of requests for measures to be installed on the highway to improve safety, the number of requests received vastly outweighs the funding available. Therefore funding for such measures is targeted where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surreys roads.

Surrey County Council hold personal injury collision data for traffic collisions that have occurred over the most recent 3 year period (from 01/04/16 to 31/03/19), this information is provided by Surrey Police. Table 1 below shows the number of personal injury collisions to have occurred over the most recent 3 year period, in the vicinity of those locations within Surrey, where a Pegasus Crossing has been requested.

Table 1 – personal injury collisions in the last 3 years (01/04/16 to 31/03/19)

Location	Slight	Serious	Fatal
BW 229 – Bregsells Lane, Beare Green	1	0	0
In the vicinity of the Esso Garage, Beare Green	1	0	0
BW 157 Mid-way along Capel bypass	2	0	0
BW 189 Clarks Green roundabout	3	0	0
BW 186 Clock Tower bends	1	0	0
BW 171 Clock Tower bends	0	0	0
BW 179 and BW 173	1	1	0

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It should be noted that only 1 of the above collisions involved a pedestrian and none involved cyclists or horse riders. Summary data on personal injury collisions is available to view on www.crashmap.co.uk.

Table 1 shows that, although any one collision is one too many, there is not a high number of personal injury collisions at the locations where a Pegasus Crossing has been requested. Consequently this stretch of road has not been prioritised for investment in highway safety improvements by the county council's road safety team as there are many other locations where the opportunity to reduce collisions for the amount of money invested is far greater.

Careful consideration is given to where the limited funding available is targeted and the benefit that would be gained from that investment. Although it is appreciated that there is a lack of formal crossing facilities on the A24 and the safety concerns that this raises, the cost of installing a Pegasus crossing on the A24 would be in the region of £400,000 - £500,000. This amount is well in excess of the funding available to the Local Committee.

However, officers could work with the divisional Member and Capel Parish Council to see if Capel Parish Council would support any work to assess the feasibility of this request, for example carrying out, a feasibility study (which would cost approximately £15,000) or identifying match funding. Prior to possibly submitting a strategic CIL bid to Mole Valley District Council for funding.

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