

Questions from Members of the public

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 17 JUNE 2020

LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL



Question 1: Andrew Matthews

When will Surrey County Council be in a position to announce its plans to replace Bookham Youth Centre which it closed in summer 2019, particularly given the urgent need to provide more classroom space for local schools and young people in response to the coronavirus pandemic?

Response:

Surrey County Council (SCC) is committed to the re-provision to the Bookham Youth and Community Centre.

Plans are progressing and it is SCC's intention to submit a planning application for the redevelopment in early autumn 2020. It is anticipated that the project will be 'on-site' by Q2 2021 with completion within twelve months i.e. Q2, 2022

Question 2: Cllr Elizabeth Daly

When will Surrey Highways take effective action to introduce a sensible 20mph speed limit and prevent dangerous and unsuitable ratrun traffic using East Street, Great Bookham, including lorries ignoring warning signs and cars racing for passing places, in this narrow single lane road where many front doors open straight onto the highway?

Response:

East Street, Bookham is a residential road running north to south, linking the A246 Leatherhead Road in the south with Lower Road to the north. There is a footway on the eastern side of the road, which is separated from the carriageway by a grass verge. Vehicles park on the left hand side of the road where there is no footway.

An investigation has been carried out into the recorded personal injury collisions on East Street, Bookham. During the five year period from 01/10/2014 to 30/09/2019 (the latest dates for which data is available) there have been no reported personal injury collisions in East Street, Bookham.

Following concerns raised by residents regarding the speed of vehicles using East Street, Surrey Police carried out two speed surveys in East Street, Bookham. The two surveys were carried out for 24 hours a day for a 7 day period from 03/01/2018 to

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10/01/2018 and for 24 hours a day for a 10 day period from 06/16/2019 to 17/06/2019, the results of these speed surveys are shown below;

Speed survey results from 03/01/2018 to 10/01/2018

Mean average speeds Southbound – 24mph

Mean average speeds Northbound – 22mph

Speed survey results from 06/06/2019 to 17/06/2019

Mean average speeds Southbound – 23mph

Mean average speeds Northbound – 22mph

The above results show that the existing mean average speeds comply with Surrey County Council's policy for a 20mph speed limit. A scheme to introduce a 20mph speed limit on East Street, Bookham will be added to the list of schemes on the Integrated Transport Scheme list for possible future funding. However, there are many more requests for schemes of this nature to be installed within roads around Mole Valley than there is funding available. Therefore Surrey County Council prioritises funding on roads where we can make the biggest difference in terms of reducing the number of people already being injured on Surrey's roads. It is therefore unlikely that a scheme to install a 20mph speed limit on East Street, Bookham will be prioritised for funding through the Integrated Transport Scheme budget, and there is no available alternative funding identified at this time.

Unfortunately it is not possible to prevent vehicles including HGVs from using East Street, Bookham. Any width/weight restriction that would be installed on East Street would require an "except for access" exemption so that HGVs can access the rear of properties in High Street in order to deliver goods and services to these businesses. HGVs also require access to the properties on East Street in order to carry out deliveries and refuse collections. Advisory "Unsuitable for HGV" signs are already in place at each end of East Street.

Question 3: Cllr Paul Kennedy

In response to the Government's call for bold measures to create a "new era" of walking and cycling especially during the current pandemic, will Surrey County Council consider trialling a 20mph speed limit area for the whole of Fetcham and Bookham (without the need for expensive speed calming measures, and excluding major roads such as the A246)?

Response:

Government guidance was issued following the announcement on 9th May 2020, that funding would be available to Local Authorities to create temporary measures to support active travel. This guidance stipulates that *"20mph limits alone will not be sufficient to meet the needs of active travel, but in association with other measures, reducing the speed limit can provide a more attractive and safer environment for walking and cycling"*. Therefore introducing a 20mph speed limit throughout the whole of Fetcham and Bookham, would require the installation of other measures to support it in order to meet the needs of active travel.

The introduction of 20mph speed limits has to be supported by the Police who would enforce any changes in speed limits. This measure would not be supported by the

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Police without additional measures to ensure compliance with the "Setting Local Speed Limits Policy". As the costs of installing such temporary measures throughout the whole of Fetcham and Bookham would be prohibitively expensive, it is unlikely that such measures would be prioritised above other requests for active travel measures. However, this suggestion has been logged and will be assessed when the second phase of schemes are prioritised.

Question 4: Roger Troughton

Understandably a number of pedestrian refuges have been constructed along roads such as the A25 in recent years, and no doubt more will be built. However, these pedestrian refuges create pinch points which make cyclists feel very vulnerable when vehicle drivers attempt to overtake. Whilst the advice might be to "take the primary position" and to ride in the centre of the lane on the approach and through the pinch point, this is easier said than done and is probably not realistic for less experienced cyclists. What mitigating measures could and will Highways take to make it safer and less intimidating for cyclists at these pinch points?

Response:

Pedestrian refuges and traffic islands are a common road safety feature on Surrey's road network. Pedestrian refuges provide a waiting area in the centre of the road, making it easier for people to cross a two lane road as only one lane needs to be crossed at a time. Traffic islands are also provided in the centre of the road to try to deter drivers from overtaking. They are also commonly installed at the end of right turn lanes to protect drivers who are waiting to turn right.

It is acknowledged that cyclists can feel vulnerable when drivers attempt to overtake them close to pedestrian refuges and traffic islands. However responsible drivers should not be overtaking cyclists at these locations. Rule 163 of the Highway Code states "give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car".

Both pedestrian refuges and traffic islands are, like all highway infrastructure, designed to the standards current at time of construction. They will be the subject of a Road Safety Audit at both design and construction stages. When designing these refuges and islands consideration is given to all road users, including cyclists and this is looked at in the context of the overall benefit of a scheme.

There are no current plans to carry out any mitigating measures next to existing pedestrian refuges and traffic islands to make them less intimidating to cyclists. However, your concerns have been noted for consideration if there is any change to this in the future.

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