

**Mole Valley Local Committee – 29 September 2021****Written Public Question****Question from Ms Monica Weller**

My revised question for SCC Local Committee meeting in September.

Parts of Church Road in Great Bookham near Fiona Close and Sharon Close have become a dangerous, ill-maintained rat run where speeding motorists show no regard for pedestrians, particularly where they have to manoeuvre along part of the road where there is no pavement on either side. One unsuccessfully repaired dip in the road, near the corner of Fiona Close and Church Road, literally causes a house to move when speeding vehicles thump over it. This stretch of road as it approaches the National Trust Tunnel Car Park has become the go-to place for huge numbers of visitors to the Common. We also have a climate emergency and need to reduce our carbon footprint. SCC is promoting active travel on its website, but I have learned in an email from SCC's Highways Dept that there is no budget available, so Active Travel ideas will not be coming to Great Bookham until at least 2023/2024.

In 2022, with the proposed changes to the UK's Highway Code in place, what action will be taken by SCC to enforce the new protocol, particularly in Church Road, whereby drivers who could potentially cause the most harm, will be expected by law to ensure people on bicycles and pedestrians are safe on the shared road?

If SCC's words are to be believed about its commitment to Active Travel, and not just an embarrassing failure, I would like to ask when a more joined-up urgent approach will be taken by the council to make Church Road in Bookham a greener, safer place for pedestrians and cyclists?

I would like to suggest new road safety signs, selected from the attachments to this email, are urgently put in place. 30mph to be painted in white on the road surface in both directions. I do not want to see road bumps installed on the road.

**Response**

Church Road, Bookham is a residential road and, for most of the length, has properties on either side and a pavement available on at least one side of the road. However, the northern end of Church Road runs through Bookham Common, with residential properties on the eastern side and Bookham Common to the west. There is access to an established car park for visitors to the Common and Bookham Railway Station at the northern end of Church Road. There is no pavement on the north western end of Church Street, where the Common is located. However, Footpath 87 provides a footpath across the Common for pedestrians walking north/south along Church Road to Bookham Railway Station.

It is appreciated that some residents could feel that there has been an increase in traffic using Church Road to access Bookham Common. The road has regular Highway Safety Inspections and any undulations that meet the intervention level are identified within those inspections and fixed in accordance with our standards and procedures: [Highway Safety Inspections - standards and procedures - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/highway-safety-inspections-standards-and-procedures).

Residents who have any concerns regarding damage to their property, that they consider could be due to undulating road surfaces, should firstly contact their home insurance

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company. They will be able to install the necessary equipment to determine if the property is being damaged and the probable cause.

Active Travel makes an important contribution to the reduction of carbon and forms a central part of the Local Transport Strategy (LTP4) for Surrey. In addition to prioritised specific Active Travel bids, the approach taken to support walking and cycling networks is through the Local Cycling and Walking Infrastructure Plans (LCWIPs). Surrey County Council is collaborating with Boroughs and Districts and the intention is to have LCWIPs developed to provide countywide coverage, and ready for taking priority schemes forward to delivery subject to funding streams availability. The infrastructure plans enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

Further detailed information and guidance on the LCWIP process can be found on the DfT website using the link here: <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

It is acknowledged that there are many communities across the county that are keen to see active travel schemes and a list for future funding opportunities is being compiled. The suggestion for active travel measures installed on Church Road, Bookham has been added to this list for future consideration.

The Highway Code changes came into effect on 14<sup>th</sup> September 2021 and included 33 updates to existing rules and two new additional laws. The changes do not require local authorities to install additional infrastructure to ensure that drivers take on board the changes to the guidance within the Highway Code. The existing laws which can only be enforced by Surrey Police, such as "Driving without due care and attention" as well as "Dangerous driving", remain in place.

There are a number of stages involved in agreeing to the installation of speed reduction measures such as on Church Road. The first stage was achieved when this scheme was included on what is called the ITS (Integrated Transport Scheme) list. This list includes all the active and proposed highways schemes in the district and provides the basis for prioritising the schemes against several criteria.

The members of the Mole Valley Local Committee agreed, at the meeting held on 24<sup>th</sup> February 2021, that funding will be allocated in the next financial year (2022/23) to design a scheme to introduce speed reduction measures on Church Road, Bookham for construction in the 2023/24 financial year. These measures will reduce vehicle speeds and help to improve road safety for all road users using Church Road, Bookham.

Roads are a highly regulated environment and Surrey County Council, along with all local highway authorities, can only install signs on the public highway if they are contained within the Traffic Signs Regulations and General Directions 2016. The majority of the suggested signs are not contained within this statutory document, and therefore Surrey County Council is not legally permitted to install these signs. However, the suggestion of the "No Footway" sign will be considered as part of the design stage for Church Road, where there is no pavement next to the road.

Church Road, Bookham is classed as a restricted road under the Road Traffic Regulation Act 1984. The system of street lighting in the road indicates to drivers that the speed limit is

30mph. Surrey, as highway authority, must comply with national regulations covering the signing of speed limits. For a restricted road such as Church Road, Bookham, the 30mph speed limit can only be signed at its terminal points and it is not permitted to use repeater signs or 30mph road markings. Therefore, Surrey County Council is not legally permitted to install 30mph road markings in Church Road, Bookham as suggested.

The concerns about road humps to reduce traffic speeds have been noted, and will be taken into consideration during the design stage for this prioritised ITS scheme.

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