

Mole Valley Local Committee – 20 January 2022**Written Public Questions****Four questions received from John Moyer, Leatherhead Living**

Q1. Has Cycle parking provision been improved in Leatherhead High Street during the period of the temporary traffic order? Assuming the answer is no, are there plans for some additional cycle parking in place of on-street car parking and within the part-time pedestrian zone? Permanent cycle hangars or racks would serve the same purpose as planters in reducing the indiscriminate parking in the evenings.

Response

The installation of new cycle parking requires careful consideration due to many competing interests within the High Street, for example although there is no kerb line delineating the pavement or the road, the different surfaces within the High Street delineate areas for pedestrians, vehicles and areas for businesses to load and unload. Therefore, there are several areas within the High Street, that need to be kept clear of permanent street furniture such as cycle parking.

There are also a number of cafés/restaurants in the High Street that want to provide temporary tables and chairs outside their premises and would therefore not want permanent cycle parking outside their café/restaurant. The market area also needs to be kept reasonably clear to ensure that it is not obstructed by permanent cycle parking. Items of other street furniture have also been recently requested, which also need to be provided and their location carefully considered and agreed with all parties, including businesses. Due to the number of competing interests within the High Street, it is planned to have further community engagement on what could be possible at this location.

Q2. What Continuing Professional Development or briefing have (a) Local Highways engineers and (b) members of the Local Committee received on the Government's permanent changes to legislation and policy on active travel, promotion of walking and cycling, and the hierarchy of road users, changes to highway code etc.?

Response

Surrey County Council's new Transport Plan (LTP4), includes plans to reduce the 46% of carbon emissions currently generated by transport in Surrey and will supersede the previous Local Transport Plan (LTP3) following adoption sometime in early 2022. LTP4 proposes measures to increasing and improving walking and cycling routes to encourage people out of their cars, providing more charging points and parking for electric vehicles, more bus services, charging for transport use and introducing car clubs.

LTP4 has been developed through engagement with Surrey County Council officers, borough/district councillors and county councillors, including those on the Local Committee. In July 2021 a Member Development Meeting was held with county councillors to provide an overview of the draft Surrey Transport Plan that was out to public consultation.

When new guidance or policy, is published by central government, the new guidance/policy is freely downloadable from the Government's website and Surrey County Council ensures that all local/design highway engineers are aware of and have access to any new guidance or policy.

New central government guidance regarding cycle infrastructure design was published in July 2020, under Local Transport Note (LTN) 1/20. All officers are aware of this design guidance and some officers have had formal training from those who have written and

contributed to the LTN 1/20 guidance and are “practitioners” of, or working towards, the Professional Certificate in Active Travel Planning and Design. The Department for Transport has also set up training for local authority officers on Cycle Infrastructure Design Standards which is being held in February, which Surrey’s highway design engineers will also attend. The following Member Development Sessions have taken place covering active travel/promotion of walking and cycling. All county councillors, including those on the Local Committee, were invited to attend these and recordings of the sessions together with slides are also available to CountyCouncillors on the Local Committee.

5 Jul 2021 – Enabling Greener Futures

26 Jul 2021 – Introduction to Surrey Transport Plan

2 Sept 2021 – Introduction to Healthy Streets

1 Nov 2021 – Active School Movement and Movement for Change

On 28 July 2020 central government launched consultation on proposed changes to the Highway Code, which includes the new hierarchy of road users, the consultation ran for 12 weeks and ended on 27 October 2020. The outcome of the consultation was released on 18 June 2021 and the changes are due to come into effect on 29 January 2022. The Highway Code provides information, advice, guidance and rules for all road users, therefore all road users should be aware of the changes made within the updated highway code, which will be available online once it is released.

Q3. If, as appears, the 'refurbishment' by SCC of the traffic signals at Station Road / Waterway Road, planned and funded for early 2022, is a like for like replacement of the signals controlling vehicle movement, without any enhancement for those walking, cycling or using wheelchairs, how is this compatible with strategy and policy, DfT LTN circular 1/20? Can the project be paused to incorporate this?

Response

The maintenance work on traffic signals, such as that on the Station Road/Waterway Road junction considers not only the replacement of the traffic signal heads themselves but also a review of the operation and timings of the signals. If necessary, it will also include the replacement of other traffic signal infrastructure at this junction such as, chamber covers, damaged underground ducting, electrical service pillars and other traffic signal equipment. If necessary mobile communications to the traffic signals will also be upgraded to improve their operation.

Any enhancements to the Station Road/Waterway Road traffic signal junction for pedestrian use, would require the installation of push button pedestrian crossing facilities. When installing such facilities on existing traffic signals, consideration needs to be given to the increased delay to vehicles, including cyclists, who would be using the carriageway at this point as there are no “off carriageway” cycle facilities at this junction. The increased delay to vehicles, following the installation of push button pedestrian crossing facilities at this junction, could lead to increased traffic congestion around the existing one-way system resulting in increased vehicle emissions and poor air quality. Therefore, any pedestrian/cycle enhancements at this junction would require detailed feasibility design, including traffic modelling of the one-way system to assess the impact that such enhancement would have on other junctions around the one-way system. Prior to any decision on the priority of such improvements being made to this junction.

Unfortunately, such detailed feasibility design cannot be funded from the maintenance budget which is being used to replace and improve the existing traffic signal equipment at the Station Road/Waterway Road junction. However, there are future plans to create an

enhanced walking/cycling route along the B2122 Waterway Road as part of Transform Leatherhead.

Q4. Is the design of the shared use pavement now about to be installed in Randalls Road compatible with the current DfT circular on segregation of walking and cycling and reduction in road space available to vehicles to make room for cycling? Also, will the junction of Randalls Way, the only one on the short route, be adjusted in favour of those walking and cycling to give them priority over vehicles? Again, can the scheme be paused if incompatible with current policy set out in 1/20 to capture some redesign to future proof it, rather than use a 2016 design? Have the consultants used on the SCC Active Travel bids and draft Transport Strategy been consulted - Living Streets etc, or local cycling stakeholders?

Response

The previously proposed shared use footway/cycleway did not align with the new guidance from central government regarding cycle infrastructure design, taking this into account as well as objections from residents during the consultation on this scheme, has meant that the shared footway/cycleway is no longer being progressed. However, the existing footway, which is very narrow in places, is to be widened to improve safety and provide an improved walking route between the junctions of Cleeve Road and Station Approach.

Question 5: from District Councillor Elizabeth Daly

Residents continue to express frustration and concern at the lack of effective action on speeding in Bookham, especially in hotspots such as Little Bookham Street/Church Road, East Street, The Lorne/Hawkwood Rise, Crabtree/Dawnay/Howard/Dorking Roads, Groveside/Dowlans Road, Downs Way, Woodlands Road, the traffic lights at Hylands garage (which is becoming a regular crash site), and many others; and about the lack of safe routes to school for young pedestrians and cyclists, whom motorists should not be passing at more than 20mph.

When will Surrey County Council start taking a strategic, whole-village approach to addressing these concerns, and start meeting its public equality duty and wellbeing/environment objectives - for example, by trialling 20mph speed limits in residential streets and outside schools, and promoting measurable improvements in active travel for people of all ages in Bookham?

Response

Excess vehicle speed can increase the risk of collisions and can make the consequences of any collisions much more severe. Speeding vehicles can also make places less pleasant to live in due to increased noise and pollution. The fear of road danger could deter more walking and cycling, too. Therefore, Surrey County Council works closely with Surrey police to create local speed management plans. This means that whenever there are concerns over speeding we will measure the speeds using a speed detection radar box. This is a black box mounted on street furniture for a week or so without anyone really knowing it is there or what it is doing. A week's worth of speed data is then used alongside data on the number of injury road collisions to determine the extent and nature of any speeding problem. This is then shared and discussed with the police to prioritise interventions at the sites that need the most attention, and in response to community concerns. Interventions might include Community Speed Watch, enforcement by the police using different methods, and where funding allows there may be opportunities to invest in vehicle activated signs, traffic calming or speed cameras.

With regards to the locations referred to, taking each in turn:

- Little Bookham Street/Church Road: Speeds were measured in June 2021 using a speed detection radar box mounted on lamp column number 18 on Little Bookham Street, and the mean average was recorded as 26mph. Another survey was conducted on lamp column number 28, and the mean average speed was recorded as 36mph. This shows that there are some stretches where the compliance with the speed limit is very good, and others where there is endemic speeding. Previously the police provided training and equipment to local Community Speed Watch volunteers. Through collaboration with Bookham Residents Association the county council is arranging for two vehicle activated signs to be installed. These will illuminate to remind drivers of the 30mph speed limit if they are travelling too fast and have been shown to help encourage greater compliance with the speed limit.
- East Street: Speeds were measured in June 2019, using a speed detection radar box mounted on lamp column number 2 and the mean average speed was 22mph northbound and 23mph southbound. This shows that the existing speeds are well within the existing 30mph speed limit. It would also be possible to introduce a new lower speed limit of 20mph using signs alone.
- The Lorne, Hawkwood Rise, Crabtree Road, Dawnay Road, Howard Road, Dorking Roads, Groveside, Dowlans Road, Downs Way, Woodlands Road: Speed data has not previously been collected for these roads, but we will add them to our list for investigation.

Officers have checked the county council's database of personal injury collisions recorded by the police for the traffic signal junction between the A246 Leatherhead Road and Eastwick Road where Hylands Garage is located. This shows that there have been three collisions resulting in slight injury to car occupants in the last three years. There may be other collisions resulting in damage only (without injury), but these are not necessarily reported or systematically recorded by the police, so we don't hold any information on them. Although any one collision is one too many, this does not represent a very large number and pattern of collisions that the council would prioritise for safety improvements as there are many other locations with a greater and potentially solvable problem. Summary data on injury collisions can be viewed via www.crashmap.co.uk.

Mole Valley Local Committee has already trialled the implementation of 20mph schemes in the vicinity of schools. For example, several years ago a lower advisory 20mph speed limit was implemented on Bell Lane, The Street and School Lane in the vicinity of Fetcham Village Infant School and Oakfield Junior School. This used flashing wig wags and advised "20 when lights show" during the school journey times. It was found that this signed only scheme had negligible impact on speeds. Therefore, in more recent years a permanent 20mph scheme with supporting traffic calming has been implemented and has been much more successful at reducing speeds near the schools.

Within Surrey a budget for highway improvements is delegated to each local committee. Implementing successful 20mph schemes in residential and busy shopping areas would help reduce the risk of collisions and support more active travel. Where existing mean average speeds are above 24mph additional supporting measures (e.g. traffic calming) would be required to get the speeds down successfully; however, there are likely to be many roads where a 20mph speed limit would be possible without the need for traffic calming. It is for local members to decide how to prioritise their local highway budget, and 20mph schemes can form part of that. There have been a number of signed-only 20mph schemes across Surrey in recent years, including Reigate Town Centre, and a number of residential roads in Guildford Town Centre, to name just two.

Question 6: from District Councillor Elizabeth Daly

Proctor Gardens is one of a number of roads in the Bookham/Fetcham area with dipped sections which flood every time there is heavy rain, in this case because the number, size and location of drains are inadequate to cope with water flowing down from Eastwick Road and Candy Croft, notwithstanding periodic drain-clearing measures.

How satisfied is the Council that there is adequate capacity in the Bookham/Fetcham area to cope with surplus rainwater, and, following the work near the squareabout, is there any hope we can offer to residents that the design problems with other roads, such as Proctor Gardens, can be fixed?

Response

The council believes that the road drainage capacity in the area mentioned is sufficient to maintain road safety in periods of normal and heavy rainfall. The road drainage network is, however, only designed to drain water from the carriageway itself and not surface water runoff from surrounding areas and urban development. Highway drains and other watercourses often become vulnerable to flood risk in severe storms which may exceed their designed capacity. Local development leading to a reduction in permeable surfaces will often also contribute to increased surface water entering the road drainage network.

Surrey County Council has no input or comment to any changes or housing development below 10 properties or the block paving and lowering of curbs as examples. These changes are subject to assessment and approval from the local borough council, in the case Mole Valley District Council. Investigations by the SCC Flood and Climate Resilience Team are however showing that these applications and changes to Surrey towns and villages appear to show a highlighted flood risk to local communities.

Proctor Gardens has a wetspot on the eastern end of the access road with a prioritisation score of 100. This means that this wetspot is not currently prioritised above other locations for a drainage scheme, but could prioritise for further investigation work when resource could be available and prioritised. The highway drainage gullies in Proctor Gardens were cleaned in November 2021 and of the 20 gullies 16 were successfully cleaned and proved running with 4 not being cleaned due to being parked over by cars. This road is currently on a lower risk biennial cleaning cycle and the gullies are next planned for cyclical cleaning in November 2022. The soakaways, that form an integral part of the highway drainage system, were successfully cleaned in November 2020.

Further details about wetspots and prioritisation of drainage scheme works can be found on our website via this link:

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/report-a-highway-problem/drainage-and-flooding/flooding-and-wetspots>

Question 7: from Monica Weller

What Active Travel initiatives is Surrey County Council currently pursuing in Great and Little Bookham?

Response

Currently there are no Active Travel Initiatives being pursued in Great and Little Bookham. 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\[1\]walking-infrastructure-plans-technical-guidance-and-tools](https://www.gov.uk/government/publications/local-cycling-and[1]walking-infrastructure-plans-technical-guidance-and-tools)

The initial Mole Valley LCWIP Project meeting was held last week. First stage LCWIP output report is due around July/August, to then move into feasibility stage which should be completed by the end of the year. We should then be in a position to publish the LCWIP for Mole Valley in Spring 2023.

The active travel list is awaiting funding, which is likely to be a lesser priority to the funding for LCWIPs.