

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (MOLE VALLEY)

DATE: 9 March 2022

SUBJECT: Public Questions

DIVISION: All



Question 1 District Councillor Keira Vyvyan-Robinson re roundabout maintenance

I would like some information about the maintenance of 2 roundabouts in Leatherhead, which I understand are maintained by SCC. These are the Knoll Roundabout and the Beaverbrook roundabout. If they are not maintained by SCC could you let me know who does control them.

Neither have had their grass cut in many months and look a complete state. There is a tree which was knocked down after a car drove onto the roundabout still on the Knoll Roundabout.

Can you please confirm what is the maintenance routine for these roundabouts, as they compare very badly with the roundabouts I see in Dorking - notably with ones with the Cockerel and the Bikes, both of which seem continuously mown and tidied.

We have also been struggling to get any maintenance of the roundabout outside B&Q in Leatherhead, which is now over-run with brambles.

Can I please find out when these roundabouts will have a winter tidy, and if they are not scheduled for any work, how we can go about adding them to the maintained roundabouts?

Response

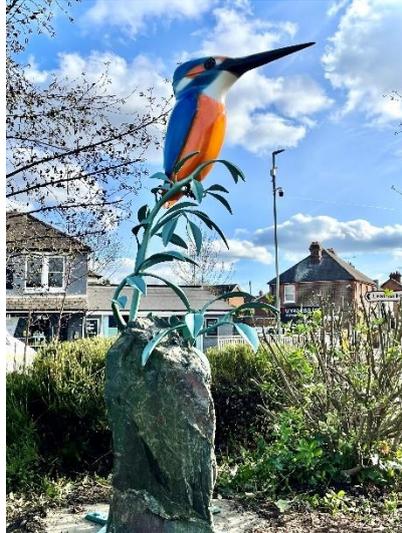
Knoll Roundabout and the Beaverbrook Roundabout, both on the A24, form part of the public highway and are maintained by Surrey County Council.

Both roundabouts fall within the rural grass cutting programme, where the grass is cut two times a year between May and November, subject to weather conditions and operational consideration. The whole area of the roundabouts are cut, although the contractor leave areas of wild flowers at the first cut as they help support pollinators that are essential for the environment.

The fallen silver birch tree at the Knoll roundabout had not been reported to highways. This has now been added to our tree asset management system, requesting that the fallen tree be cleared and the site tidied. This has been prioritised as a P3 job which means it is not a safety issue and so is a low priority with no timescale for completion.

Extensive work has been carried out on the roundabout outside B&Q in Leatherhead in collaboration with local community representatives and a local artist. Vegetation has been cleared and a Kingfisher sculpture installed – see photo below. The sculpture has been provided by the Fire and Iron Gallery, with installation funded by the divisional member, Tim Hall.

ITEM 5



Damage to street furniture on the roundabouts can be reported through Surrey's website ([Report it online - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk)) for repair. Repairs are carried out either through the countywide sign maintenance programme for non-illuminated signs (eg. Chevrons) or by Milestone for illuminated signs (eg. Turn left arrows).

Question 2 Rosemary Dickson re roundabout maintenance

The roundabouts in the South of the District are well maintained but the ones in the North of the District, on the whole, are not particularly the Knoll, Beaverbrook and Givons Grove roundabouts.

Could you please tell me when these roundabouts will have some attention paid to them as they are in a very poor state and will they continue to have the maintenance that other roundabouts have?

Response

Knoll Roundabout, the Beaverbrook Roundabout and Givons Grove Roundabout, all on the A24, form part of the public highway and are maintained by Surrey County Council.

These roundabouts fall within the rural grass cutting programme, where the grass is cut two times a year between May and November, subject to weather conditions and operational consideration. Givons Grove roundabout is cut under the countywide high speed traffic management programme and is scheduled to be cut in May and September 2022. The whole area of the roundabouts are cut, although the contractor leave areas of wild flowers at the first cut as they help support pollinators that are essential for the environment.

The question from District Councillor Keira Vyvyan-Robinson on this agenda reports that there is a fallen silver birch tree at the Knoll roundabout. This had not been reported to highways but has now been added to our tree asset management system, requesting that the fallen tree be cleared and the site tidied. This has been prioritised as a P3 job which means it is not a safety issue and so is a low priority with no timescale for completion.

All roundabouts that fall within the rural grass cutting programme receive the same level of maintenance ie. 2 cuts per year. Roundabouts that fall within the urban grass cutting programme receive 4 cuts per year between March and October. An urban area is a built-up area with a 30 or 40 mph speed limit and the grass is cut to a higher standard than rural areas.

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Question 3 Roger Troughton, Secretary, Mole Valley Cycling Forum re maintenance of footways

It has been very encouraging to see a concerted effort in the last year or two to "side out" footways alongside the A24 (eg. Deepdene Ave last year) and the A25 (eg. between Abinger and Wotton last year & this year) to make them more usable by pedestrians etc. However, there appears to be a lack of subsequent maintenance to sweep these paths and keep them clear of leaf litter and other vegetation, which will only cause these paths to become encroached upon again, rendering the efforts less effective. Could the Local Committee please bring together the responsible parties to address this issue on a permanent basis?

Response

Mole Valley District Council is responsible for street cleaning and litter picking, and works collaboratively with Surrey County Council and volunteer groups. If you consider a street is in need of cleaning or litter picking, it is best to report this to Mole Valley via their web page here: [Street Cleaning | Mole Valley District Council](#). Officers from Joint Waste Solutions and Surrey County Council do regularly talk to each other on street scene matters and the issue of encroachment onto footpaths is something that they will continue to focus on.

Question 4 Roger Troughton, Secretary, Mole Valley Cycling Forum re Matrix displays

There are a number of matrix displays on main roads in Mole Valley. During the pandemic they were used to display public information messages relating to Covid. When they have no traffic message to display, could they not still be used to display public information messages such as the recent changes to the Highway Code: for example to keep 1.5m when passing cyclists and 2m from pedestrians where there is no pavement? They could also be used to warn drivers of the penalties for littering from vehicles and using mobile phones.

It would also be interesting to understand why the matrix display on the Westcott Road approaching Dorking did not alert drivers to the diversion in place when West Street was closed the other week.

Response

Historically SCC have avoided continual use of our Variable Message Signs (VMS) with generic Transport related messages as evidence suggests that drivers are less likely to read and take action of specific VMS messages if they get used to passing a sign which is always displaying something. If the default for the sign is that it is blank, then any specific message displayed is more noticeable to drivers. During the height of the pandemic we considered this an exceptional circumstance and displayed related messages in areas where cases were high as part of SCC's overall public health messaging. Many other Highway Authorities and National Highways (formerly Highways England) also did similar at various stages of the pandemic.

We are however reviewing SCC's position on the value of displaying more generic transport related messaging including those topics suggested here and we may programme a different

ITEM 5

series of messages in addition to any specific network messaging around incidents, delays or future roadworks.

Whilst considered by the Network Coordinator for the area, the VMS on Westcott Road was not used to forewarn drivers of the recent West Street closure, as forewarning of the closure at this location would have been too late to be of any use to drivers to consider any suitable alternate routes at this point. It was therefore decided to not try to forewarn drivers at this point on the highway network in this instance in case they tried to attempt to re-route unnecessarily, prior to the point of closure and the signed diversion route.

The real value of such VMS locations is to forewarn drivers far enough in advance of road works so that they can consider their route choices at the earliest opportunity. Therefore the VMS on Westcott Road would be better suited to forewarn drivers of works on the A24 either north or south of Dorking or of work on the A25 east of Dorking, or works/incidents across a wider area of Surrey.

Question 5 Roger Troughton, Secretary, Mole Valley Cycling Forum re 20mph limit in towns

Whilst the bid to make 20mph the default speed limit in all Surrey town centres and residential areas was thrown out by county councillors in January, is there still scope for Mole Valley to request 20mph limits in its towns, for example Dorking? If it is good enough for Reigate town centre, surely it is good enough for central Dorking to help encourage Active Travel?

Response

Surrey County Council's speed limit policy entitled "Setting Local Speed Limits" can be found at the following location on Surrey County Council's website;

[Setting local speed limits policy - Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)

Research has shown that implementing lower 20mph speed limits using signs alone is not successful in reducing speeds close to 20mph when the existing mean speeds are much closer to 30mph. Therefore, the county council's policy is that where the existing mean speeds are above 24mph, additional supporting measures, such as traffic calming would be needed to ensure that vehicle speeds reduce to 20mph. Where the existing mean speeds are 24mph or less, then a signed only 20mph speed limit can be introduced and would be successful at reducing vehicle speeds closer to 20mph. This ensures that investment in the introduction of lower speed limits is successful.

Under Surrey County Council's speed limit policy, the first step would be for speed surveys to be undertaken to assess the feasibility of a 20mph speed limit with or without additional supporting measures. In Reigate town centre the only roads where the speed limit was reduced were the main roads, the A25 and A217. These roads have no side roads off of them, it was therefore possible to carry out 4 surveys on these 4 main roads. The results of these speed surveys showed that the existing mean speeds on these roads were 24mph or less, and therefore a 20mph speed limit using signs alone was installed.

Unlike the main roads within Reigate town centre, the main roads in Dorking town centre (High Street, West Street, South Street and Vincent Lane) have many side roads off of them. Therefore, any 20mph speed limit within the town would either need to consist of the main roads only or would need to also include the side roads off the main roads. If the main roads only were included speed limit signs would need to be installed where the speed limit changes, which would include at every side road off of the main roads. This would significantly increase the number of signs in central Dorking which is a conservation area. If

the side roads were included, a large number of surveys would be required, to include the main roads and also the side roads to assess whether or not all these roads would comply with a 20mph speed limit using signs alone.

Unfortunately, at this current time there is no available speed data for the main roads within Dorking town centre, such as High Street, South Street, Vincent Lane, West Street or the side roads off of these roads. Speed surveys would need to be carried out to measure the current traffic speeds to assess whether a 20mph speed limit within Dorking town centre could be installed using signs alone and unfortunately there is no funding available at this current time to carry out this survey work. However, there are emerging suggestions for improvements to the street scene in Dorking Town Centre, and this suggestion for a 20mph speed limit has been passed on to colleagues working on assessing those proposals.

Question 6 Joanna Slater re Leatherhead town main road crossing

Crossing the three lanes of traffic at Wesley House in Leatherhead is tricky at the best of times, but when it's been raining, a puddle forms that makes visibility for pedestrians very poor. Is there anything that can be done to increase visibility for pedestrians, making crossing there easier?

Response

Existing pedestrian crossing facilities on the A245 Bull Hill, Leatherhead consists of informal pedestrian crossing facilities in the form of pedestrian islands with dropped kerbs and tactile paving. These facilities enable pedestrians to cross each of the 3 traffic lanes on the A245 Bull Hill individually, rather than all 3 at once.

It is appreciated that a puddle can form during wet weather in front of the informal crossing point on Bull Hill outside Wesley House, reducing visibility for pedestrians who wait further back on the pavement or slightly away from the crossing to wait to cross, to avoid the puddle.

An assessment has been carried out on the most recent personal injury collision data at the Bull Hill/Leret Way junction where this informal pedestrian crossing point is located. This information is provided by Surrey Police and shows that during the most recent 5-year period for which data is available (from 01/10/2016 to 30/09/21), there have been no personal injury collisions reported to the Police at this junction during this 5-year period.

Kerbs are used not just to delineate the footway but to also direct surface water along the edge of the road. Unfortunately, when the kerbs are lowered at informal crossing points, to assist pedestrians especially those with pushchairs and wheelchair users to cross the road, there are times that surface water can collect at these informal crossing points during wet weather. However, there are several other informal crossing points which provide alternative routes to cross Bull Hill, during times of wet weather. They include those at the bottom of Bull Hill at the junction with Kingston Road, and next to the bus stop on Leret Way just to the east of the junction with Bull Hill. This crossing point can be used to access the informal crossing points and pedestrian islands to cross Bull Hill from the southern side of Leret Way. There are no current plans to carry out any works on Bull Hill outside Wesley House to attempt to prevent the puddle forming in front of the informal crossing point.

Question 7 and question 8 Julia Dickinson re LCWIP-related

Q1. With the start of Mole Valley's LCWIP process in mind, please can you provide a short overview with pictures of the newly installed Mole Valley section (A217 Hookwood to Westvale Park) of the DfT-funded Active Travel Trance 2 scheme. What feedback has been

ITEM 5

received from users, District and County Councillors regarding how successful the investment has been?

Q2. As part of the LCWIP process for Mole Valley, will Surrey's Active Travel Team please investigate the existing good practice in London regarding the success (or otherwise) of contraflow cycling schemes in operation, including the possibility of using Experimental Traffic Orders to introduce a pilot scheme? Here are some examples:

- Wandsworth (second tranche of pilots using ETOs)
<https://haveyoursay.citizenspace.com/wandsworthecs/cycle21/>
- Lambeth <https://beta.lambeth.gov.uk/streets-roads-transport/cycling-walking/two-way-cycling-one-way-streets>
- Richmond
https://www.richmond.gov.uk/news/july_2021/share_your_thoughts_on_richmond_contraflow_cycling_routes
- Royal Borough of Kensington and Chelsea <https://www.rbkc.gov.uk/parking-transport-and-streets/cycling-and-walking/two-way-cycling-one-way-streets>

Officer response

Question one

Work began on the Mole Valley section of the Active Travel Phase 2 scheme (A217 Hookwood to Westvale Park) on 10th January 2022. Below are some photos of the work, which is progressing well. Due to the change of Surrey County Council's term contract in April, work on the first section of this scheme (up to the bridge south of Mill Lane) will be completed by mid-March. Work on the second section will begin in June for completion in September this year.



Question two

The LCWIP process will take into account examples of good practice (both in UK and overseas, with particular reference to Dutch infrastructure examples), and is being developed in collaboration with our Highways and Transport consultant Atkins who have a wealth of experience developing LCWIPs and knowledge of good practice. Surrey County

Council also have Sustrans involved in this work to oversee the process and input to the design of scheme interventions and measures proposed for the routes. Suggestions regarding contraflow cycle schemes have already been raised with Atkins, especially in regard to Leatherhead High Street, which if feasible, will be fed into any initial concept designs. [LTN1/20](#) standards are also being followed wherever possible, which not only ensures that cycle facilities will be designed to the highest standards and follow latest national guidance but is also required to obtain DfT funding for any schemes identified within the LCWIP.

Concept design work will be a part of the LCWIP stage 1 output and will include proposed measures/interventions for prioritised routes. Member and other local stakeholder engagement workshops will be held for feedback and input to this process. The possibility of using experimental TRO's will be considered, as necessary, as part of construction phase of any of the LCWIP schemes.

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