



SCC LOCAL COMMITTEE IN ELMBRIDGE – 16 NOVEMBER 2020

AGENDA ITEM 05

WRITTEN PUBLIC QUESTIONS

Question 1: Anna Huskisson

Re: Road Safety around Hurst Park and Chandlers Field primary schools

According to crashmap.co.uk there have been a total of 8 serious accidents in the areas around Hurst park primary school and Chandlers field primary school in the last 3 years. These were recorded as 2 along the Hurst road close to Hurst park primary school, 3 along the Walton road at the junction of Rosemary avenue and a further 3 in the roads around Chandlers field primary school. What plans are there to improve safety for road users and to safeguard children accessing school in these areas?

Question 2: Louise Duffy

Re: Road safety on Hurst Road and Walton Road

I attended a committee meeting around two years ago to ask that an assessment is made in relation to the speed at which cars drive on the Hurst Road and Walton Road near Hurst Park Primary School. Many families, including myself walk to school and indeed are encouraged to do so. Whilst there is a grass verge on one side of Hurst road, most of the cars are travelling more than 35mph and crossing the road is difficult as there is no proper crossing except a bollard in the middle of the road. On the Walton Road, there is nowhere for parents and children to safely cross when walking to and from school and there is no grass verge.

I wanted to request that this issue is re-visited and I am asking if the council would kindly consider one or more of the following steps that other councils have adopted to help control the speed on these roads being mindful of the use by young children and parents to walk to school:

- A time specific speed limit of 20mph at usual pick up and drop off times e.g. from 8.30am to 9.15am and 2.45pm until 3.30pm.
- A 20mph zone which is permanently in place close to the school (as has been implemented in neighbouring borough of Richmond-upon-Thames).
- Installing a proper pedestrian crossing so that parents and children can cross safely.
- Introducing chicanes or additional bollards to slow vehicle traffic down when approaching the school.
- Clearer/increased signage and warning signs to alert drivers of speed limit, pedestrians and school.

The road is not congested and any measures to slow cars down would not have an impact on traffic flow or air quality as I understand this is the nature of the reservation held by highways officers about implementing the 20mph measures. Can the Committee please explore these options and consider implementing, even as a pilot to begin?

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I am speaking on behalf of other parents for whom I know express the same concerns as I do regarding the road and the speed of the traffic.

Officer response to questions 1 & 2:

Collision data for the last three years as recorded by Surrey Police are as follows.

Area of Chandlers Field:

- 21 December 2019; Kingdom Hall, High Street; driver pressed accelerator instead of brake whilst performing a slow speed manoeuvre, colliding with lamp post; one casualty; serious injury
- 11 November 2019; junction of High Street and Down Street; two vehicle collision; one casualty; serious injury; recorded factor of 'Disobeyed Give Way or Stop sign or markings'
- 14 September 2018; junction of Priory Lane and Helen Close; motorcyclist fell off going round the corner; one casualty; serious injury; recorded factor of 'Inexperienced or learner driver/rider'

Area of Hurst Park:

(Hurst Road)

- 11 December 2018; junction of Hurst Road/ Freeman Drive; vehicle pulled out of side road, rider dropped motorcycle; one casualty; serious injury; recorded factors of 'Failed to look properly, 'Poor turn or manoeuvre'
- 1 July 2018; west of junction of Hurst Road/ Freeman Drive; rider fell from motorcycle; recorded factors of 'Poor or defective road surface', 'Inexperienced or learner driver/rider'
- 14 April 2018; junction of Hurst Road/ Weston Avenue; vehicle pulled out of side road into path of cyclists; two casualties; slight injuries; recorded description of 'Driver and passenger aggressive and refused to exchange details'
- 4 November 2017; junction of Hurst Road/ Weston Avenue; vehicle pulled out of side road; one casualty; slight injury; recorded factors of 'Failed to judge other persons path or speed', 'Slippery road (due to weather)'

(Walton Road)

- 9 August 2019; at Grovelands Recreation Ground; vehicle hit in rear; one casualty; slight injury; recorded factors of 'Sudden braking, 'Following too close'
- 21 July 2019; junction of Walton Road/ Rosemary Avenue; vehicle waiting to turn right hit in rear by motorcycle with rider and passenger; one casualty; serious injury; recorded factors of 'Failed to judge other persons path or speed', 'Travelling too fast for conditions'
- 20 August 2018; junction of Walton Road/ Rosemary Avenue; no description recorded; one casualty; serious injury; recorded factors of 'Poor or defective road surface'
- 23 July 2018; junction of Walton Road/ Rosemary Avenue; vehicle emerging from Rosemary Avenue collided with vehicle on Walton Road; one casualty; serious injury; recorded factors of 'Failed to look properly', 'Disobeyed double white line'

Elmbridge Local Committee prioritised Walton Road for the investigation of improvements. This has been undertaken by the county council's highway design team and was reported to committee in March 2020. The study provided an overview for the section of Walton Road between Weston Avenue and Esher

Road/Bridge Road, and included assessment of vehicle speeds as well as collisions resulting in injury.

The next step is to agree priorities for progression and then seek funding to progress and implement measures. Unfortunately the county council does not receive direct funding to allow significant measures to be constructed. Therefore the local committee has been using its limited budgets to design improvements so that external funding can be sought. This provides best value for the taxpayer investment. A recent source of funding has been from the Community Infrastructure Levy (CIL) which is a contribution collected by Elmbridge Borough Council from developers, so allows for measures to be provided where development has contributed to issues experienced by residents.

Investigation of measures as suggested would need to be considered in the context of a further feasibility study.

Surrey Highways officers have no reservations about investigating measures to improve safety with respect to air quality.

In terms of safety for children travelling to school, Surrey's Safer Travel Team works with schools to improve education and lead the process to assess road safety to and from schools. Please see details at:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety>

<https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/road-safety-and-sustainable-travel-for-schools>

The Safer Travel Team has previously engaged with both Hurst Park Primary and Chandlers Field schools, including assessments line with the county's Road Safety Outside Schools Policy. The team would be happy to advise and assist with initiatives to improve safety.

**Question 3: Claygate Parish Councillor, Mark Sugden
Re: Stevens Lane, Claygate**

Stevens Lane, Claygate is a key route through the Village with many homes, in addition to which there are eleven residential streets, with many homes, that can only be accessed from it. It is identified as a potential future Active Travel Scheme (ATL 367) which states 'Road closure'. Can the Local Committee clarify exactly what is envisioned, as there is significant concern among residents about vehicular access to their homes if such a 'Road closure' scheme were to be introduced?

Officer response:

The Government's Emergency Active Travel Fund was announced earlier this year as part of the work to combat the COVID-19 pandemic. This emergency fund tasked Highway Authorities to develop and deliver schemes to promote active travel (cycling and walking) and assist with social distancing.

The funding is in 2 tranches, Tranche 1 supported the installation of temporary measures to support social distancing and cycling and walking. For example, in Farnham town centre we have narrowed roads and widened pavements to provide more space for pedestrians to assist with social distancing and promote active travel.

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Tranche 2 will fund permanent Active Travel schemes throughout the County. Locations for these schemes have been identified and bid for.

However, this announcement prompted hundreds of requests from a variety of sources (Councillors, residents, local groups) for measures within their community that promoted active travel and social distancing. We reviewed all proposals and decided to use Common Place on the Surrey County Council website as a tool to open a conversation with our residents over these ideas. The schemes on the map on Common Place which identifies Stevens Lane, are schemes which we do not currently have funding for and are not priorities.

Stevens Lane was identified as a possible location to explore the concept of a 'Low Traffic Neighbourhood'. A low Traffic Neighbourhood reallocates road space away from road traffic towards pedestrians and cyclists, by introducing point closures. Access for residents would always be available.

Please be assured that at this time, the road closure proposal on Stevens Lane is only an idea for future development should there be any possibility to fund further Active Travel works.

If in the future, if it was decided to develop this idea, a full public consultation would take place inviting all local residents and businesses to voice their concerns and thoughts over the idea. Depending on the results from this consultation, this idea may or not be progressed.

Question 4: Claygate Parish Councillor, Brian Rawson Re: Pavement Parking

Can the Local Committee confirm whether SCC has or will be submitting a response to the Government consultation on whether to introduce new regulations on pavement parking, which closes on 22nd November, and if so whether it supports any of the potential options and the reasons why?

Officer response:

We are pleased that the government has launched a consultation looking into potential solutions to the pavement parking problem. We will indeed be responding positively to the consultation. Briefly, the options the Department for Transport has set out are:

- 1) Make it easier for local authorities to make traffic regulation orders that prevent pavement parking.
- 2) Introduce an offence 'unnecessary obstruction of the pavement' which council enforcement officers could enforce.
- 3) Introduce a blanket ban on pavement parking (as per London), which council enforcement officers could enforce.

Option one would still require a significant amount of legal work and a substantial volume of traffic signs which would be costly to install and maintain on a county-wide scale, and bring visual / environmental issues.

Our preference is for option two, which we feel will be the most cost effective and practicable solution. This would allow enforcement to be targeted in response to differing circumstances around the county and complaints from road users. A blanket ban regardless of whether or not parking is obstructive, (as per option three), could

cause significant displacement problems in some areas and lead to increased need for parking restrictions.

Question 5: Claygate Parish Councillor, Jo Collon
Re: Pedestrian and cyclist safety

There appears to have been a significant increase in both pedestrian and cyclist use of footpaths, countryside footpaths, alleyways and bridleways in and around Claygate since the Covid-19 pandemic began. There is some concern about the potential for increased accidents. Can SCC clarify what the statutory rights of different users are and how these are enforced?

Officer response:

There is a distinction to be made between a Footway which runs adjacent to a road, mainly in urban areas (pavement) and a Public Footpath or Public Bridleway which can be found in urban areas but is more often found in rural areas.

A footway/pavement can be used by the public on foot. It is an offence to cycle on a footway/pavement, unless it is a designated shared use pavement and so enforcement would be a matter for the police.

A Public Footpath can only be used by the public on foot. A person using a bicycle on a Public Footpath commits the offence of trespass against the landowner, so is a matter for the landowner.

A Public Bridleway can be used by the public on foot, on horseback or on a bicycle. Under the Countryside Act 1968 cyclists are supposed to give way to pedestrians on public bridleways.

Question 6: Maggie Alderman
Re: Cycle Route, Weybridge

The new shared path will be coming through Waverley Road and Melrose Road. These roads are part of an official safe route for Heathside School and Brooklands College so at certain times of the day is very busy indeed, not just students walking and cycling but parents in cars looking for parking as well as commuters for the station nearby.

Will there be some safety parking restrictions to enable pedestrians, scooters and cyclists, to safely navigate from Brooklands Lane across the junction of Heath Road, Curzon Road, and Waverley and Melrose Roads to the Churchfields footpaths?

There are also unmarked junctions in Melrose Road with Molyneux road and with Waverley Road.

I am aware of some vulnerable people with hidden disabilities and disabled children living in these roads and I do wonder if your committee will be considering the needs of all these groups of people in your planning.

Officer response:

The proposed route along Waverley Road and Melrose Road would be an on-road signed route, not a new shared path. These roads experience much lower levels of

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traffic and lower traffic speeds than Heath Road, and are more suitable to be signed for on-road cycling.

Regarding the junctions of Heath Road / Brooklands Lane and Waverley Road, as shown in Annex A, we are recommending to the Committee that we should construct a road table to slow vehicle speeds, and extend double yellow lines on Brooklands Lane and Waverley Road to improve visibility, to provide a safer link between the new Heath Road cycleway and the 'quiet roads' signed route along Waverley Road and Melrose Road. In doing this we have recommended a layout that we believe balances safety improvements with the local demand for on street parking.

There is an existing signalised pelican crossing on Heath Road near the junction with Brooklands Lane, which together with the changes proposed, would provide an improved location for pedestrians, cyclists and push scooters to cross.