

Tel: 0300 200 1003
Email: highways@surreycc.gov.uk
Contact: Mrs P Gates



Sophie Martin
Clerk to Limpsfield Parish Council
The Pound
Wolf's Row
Limpsfield
Surrey RH8 0EB

Surrey County Council
Highways.
Rowan House
Merrow Depot
Merrow Lane
Guildford
GU4 7BQ

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11 February 2022

Dear Sophie

**A25 Westerham Road, Limpsfield
Signalised Pedestrian Crossing & Speed Reduction Measures**

Thank you for your letter dated 1 February 2022 to Lucy Monie with the response from Limpsfield Parish Council to our proposals. Thank you for taking the time to comment and we value your opinion.

I understand that the Parish Council are in support of the crossing improvement, but have some concerns about other aspects of our proposals in particular residents parking, congestion and pollution, cyclists and the junction with Kent Hatch Road.

We have received a number of objections to the scheme which have been considered by the Area Operations and Infrastructure Group Manager in consultation with the Tandridge Local Committee Chairman and Vice-Chairman under delegated authority. The decision has been taken to proceed with the scheme and the objections have been set aside. Works are programmed to start on site on 21 February, and signs about the works will be put up on site next week.

Your comments raised concerns relating to the proposed scheme. All of the concerns were considered, we have the following comments to make in response.

Residents Parking

Drivers currently park partly on the pavement, therefore restricting its width, and partly on the road, obstructing the existing cycle lane. The proposals provide 13 on street car parking bays, allowing drivers to park on the road without obstructing either the pavement or the cycle lane. It is acknowledged that these on street car parking bays are further away from the cottages than where some residents park currently.

There are no plans to make any changes to the existing double yellow lines between the bus stop outside the school and Pebble Corner. The proposed hatched markings between the double yellow lines and the footpath to Limpsfield High Street are advisory markings.

There are no plans as part of these proposals to make these on street parking bays resident only bays using permits. However, residents may wish to apply for these bays to become resident only bays and information on this process can be found on the Surrey County Council website at the following web address:

www.surreycc.gov.uk/roads-and-transport/parking/restrictions-and-controls/permit-parking-schemes#local

There are no plans as part of these proposals to make one of the new parking bays a disabled bay. Only residents who are blue badge holders can apply for disabled parking bays. Information on this process can be found on the Surrey County Council website at the following web address:

www.surreycc.gov.uk/roads-and-transport/parking/where-to-park/disabled-parking-bays

Congestion and Pollution

It is acknowledged that during busy periods traffic may queue back from the new signalised crossing. It is anticipated that the crossing will be most heavily used for short periods at the beginning and end of the school day. However, any marginal increase in congestion is outweighed by the safety benefits of the new crossing.

One of the purposes of this scheme is to reduce vehicle speeds. It is acknowledged that the proposed right turn filter lane for vehicles waiting to turn into Kent Hatch Road is shorter than the existing lane. However, the proposed right turn lane is approximately 50m long, which is sufficient for several vehicles to wait to turn into Kent Hatch Road.

It is possible that during very busy periods that right turning vehicles in the shorter may block back onto the new single lane, leading to a marginal increase in congestion. This does not outweigh the benefits of reducing vehicle speeds on this section of road.

No research has been carried out on the impact on air quality of the proposed scheme. Air quality and the impact of vehicle emissions is a matter for Tandridge District Council. The web address below takes you to the page of the Tandridge District Council website that has information about Air Quality Management Areas. Tandridge District Council does not currently have any air quality management areas.

www.tandridge.gov.uk/Environmental-concerns/Air-quality

Potential Danger for Cyclists on the Hill

The Highway Code has recently been updated. There is updated guidance for people cycling about where to position themselves on the carriageway. This includes riding in the centre of their lane on quiet roads, in slower-moving traffic and at the approach to junctions or road narrowings. It is acknowledged that some cyclists may choose to ride in the centre of the lane rather than in the cycle lane, and in these circumstances, traffic will slow behind the cyclist. This situation will be the same on many roads and consideration has not specifically been given to this issue in the design of this scheme.

Junction with Kent Hatch Road

This scheme has been designed to provide a signalised pedestrian crossing at the existing informal crossing outside the school, and to reduce vehicle speeds on the section of the A25 Westerham Road between the junction with High Street and Wolf's Row and the change in speed limit from 30mph to 50mph close to the allotment site.

The scheme has not been designed to specifically improve safety at the junction with the A25 and Kent Hatch Road and there are no changes to the junction itself as part of the scheme. It is hoped however, that the anticipated reduction in vehicle speeds as a result of these works will improve safety along this section of the A25 Westerham Road.

I understand that it can be difficult for drivers to turn out of the school car park as visibility to the left is restricted by the bend in the road. There are no changes proposed to the car park entrance or the road outside the car park entrance as part of the scheme.

I hope that this information is of help and thank you for your contribution to the statutory consultation for this scheme.

Yours sincerely



Philippa Gates
Traffic Engineer
Highway Engagement & Commissioning Team