# Middle Street, Brockham, Road Safety Scheme

## Introduction

This document summarises the results and feedback received from the public following consultation using the webportal: [Have Your Say Today - Middle Street, Brockham – Commonplace], along with Officer's responses to the feedback, the reasoning behind the decision to proceed and key milestones.

## Decision

- **In agreement with the County Councillor Helyn Clack, Brockham Parish Council and Surrey Police, it has been decided that the proposed road safety scheme in Middle Street will go ahead as planned.** This is because:

    - There is an ongoing risk of further collisions (including the risk of personal injury) if the scheme were not to proceed.
    - There were a comparatively small number of people that objected to those that live in the village, and Officers have responded to the main comments received.
    - Several respondents who objected requested that more attention be paid to concerns elsewhere in the Middle Street. Further measures could be considered elsewhere in the future.
    - Speed limit repeater signing will be enhanced in response to concerns over speeding and signage.

## Background

In response to concerns over collisions with vehicles parked outside the cottages between Glenfield Road and Oakdene Road and speeding issues, Surrey County Council have developed proposals for two priority give way pinch point traffic calming features. One will be located near house number 113 in the northbound running lane, and one will be located near house number 95 in the southbound running lane.

# Timeline: Key Milestones

## January 2022

Following contact from residents and previous campaigning from Brockham Parish Council, Surrey County discuss road safety concerns with road safety specialists and Surrey Police during bi-annual Mole Valley Road Working Group

## April 2022

Surrey County Council, Brockham Parish Council & Cllr Helyn Clack meet to discuss concept designs

## November 2023

SCC & Brockham Parish Council hold Council Meeting which was attended by over 75 people

## April 2023 – October 2024

SCC complete final detailed designs. Road Safety Audit conducted to ensure safety of proposals. Discussions with Surrey Police Road Safety experts and internal colleagues

## November 2024 – January 2025

SCC publish final detailed design drawings and other relevant materials for public engagement on Commonplace where residents could have their say on the proposals

## February 2025

Outcome of comments from engagement exercise are evaluated and decision is made to proceed with the scheme. Small changes made to detailed designs as an outcome of respondent's comments

## March 2025

Road Safety scheme approved by Cllr Helyn Clack and Brockham Parish Council. Works to begin March 2025

# Consultation Overview: Key Findings

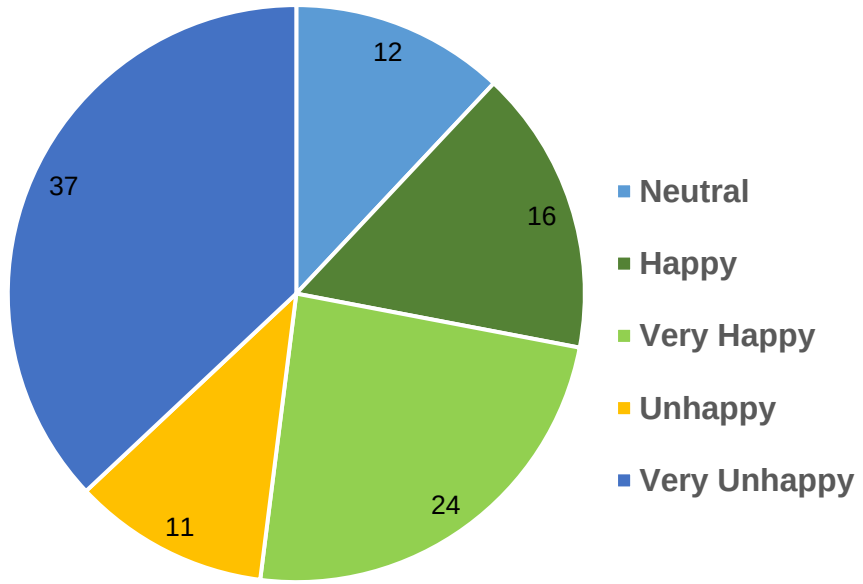
**Response Rate:** The Middle Street, Brockham Road Safety Scheme engagement received **100 responses.**
**Methodology:** SCC presented detailed design drawings and a description of the scheme on the Commonplace web portal. This was advertised via social media platforms and leaflet drops to surrounding properties. We also held a face-to-face public engagement at Brockham village hall in November 2023. As well as plan drawings of the scheme, we also presented watercolour visualisations of what the scheme would look like.

**Key findings:**

**Question: How do you feel overall about the proposals for road safety improvements on Middle Street, Brockham?**

- From **100** responses,
- **48%** of respondents are unhappy or very unhappy.
- **40%** of respondents are happy or very happy.
- **12%** of respondents are 'neutral'.

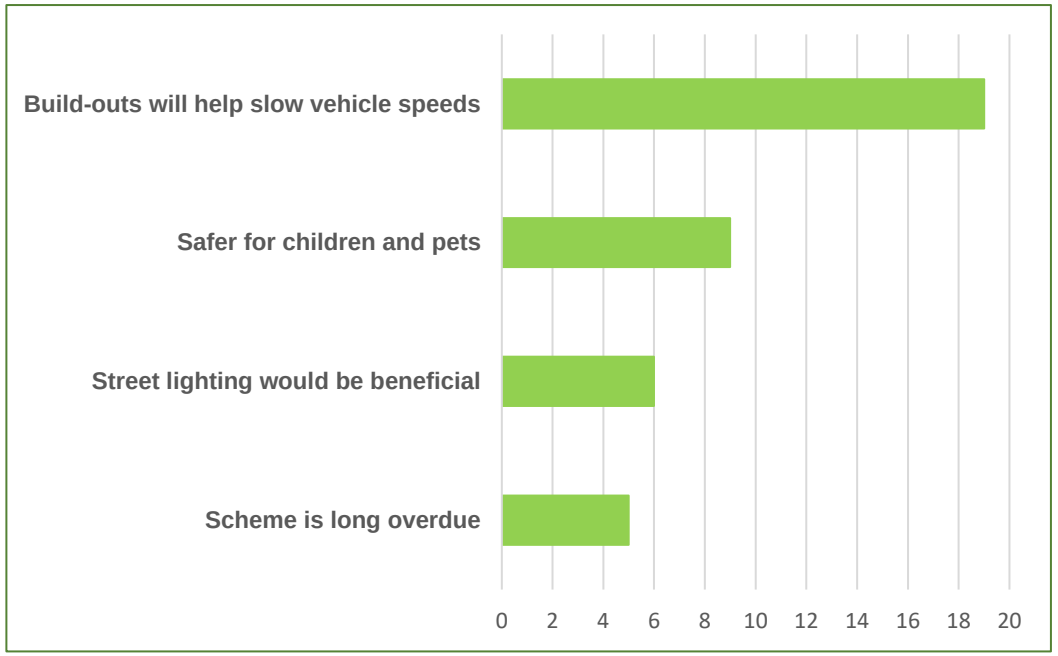
**How do you feel overall about the proposals for road safety improvements on Middle Street, Brockham?**



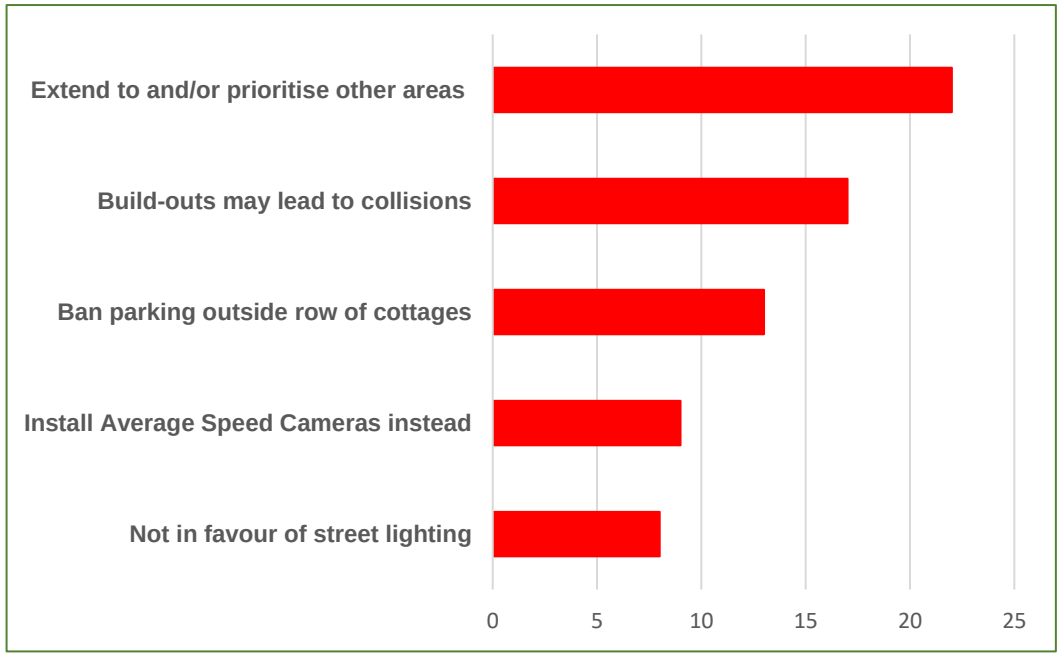
# Consultation Overview: Key Themes

Respondents were then asked what aspects of the scheme they liked, did not like and why. We have highlighted here the top positive and negative themes for the road safety scheme. These are all the themes that have had 5 or more mentions.

**Are there any aspects of the scheme that you like and why?**




**Are there any aspects of the scheme that you do not like and why?**

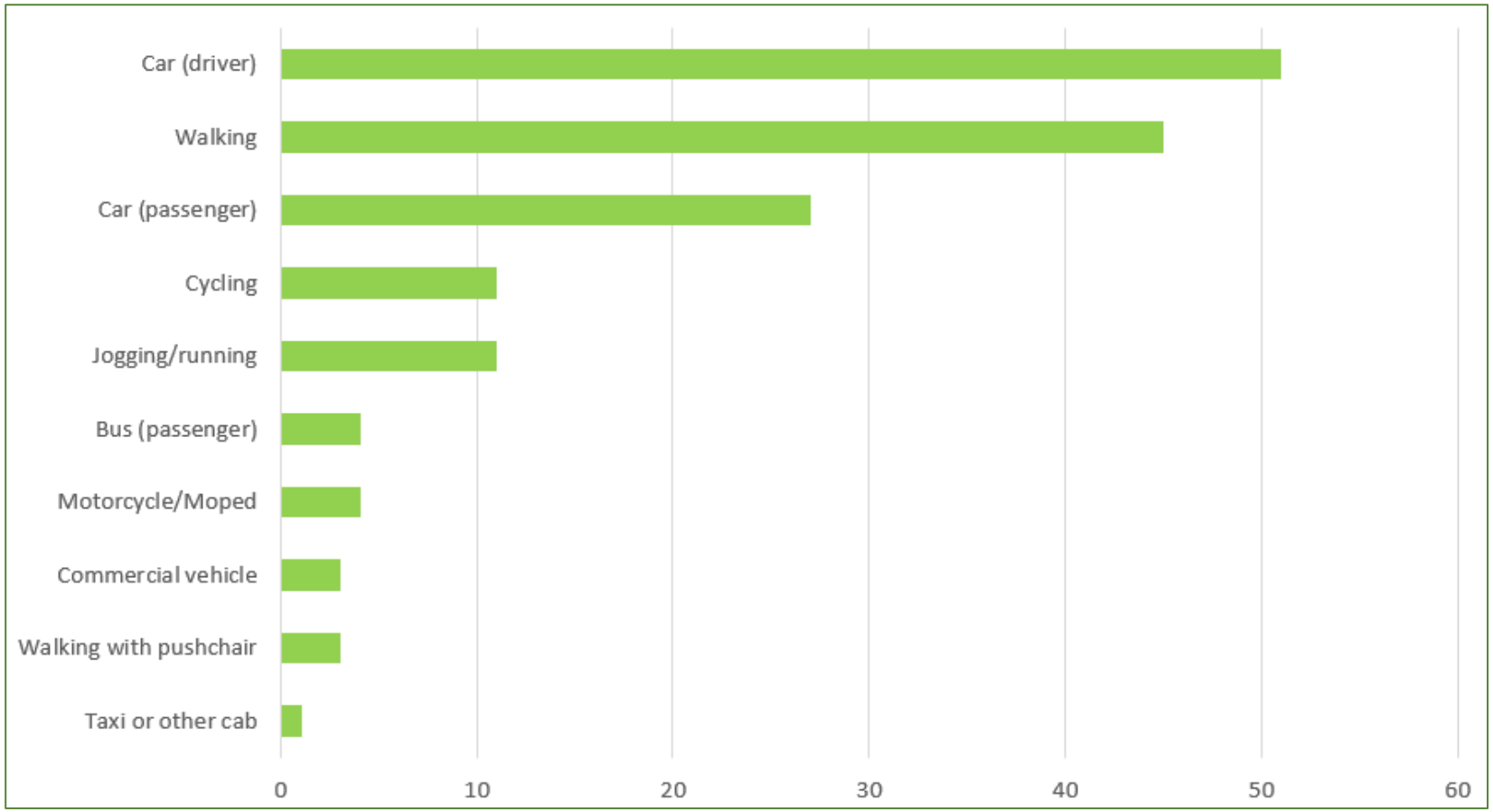



**Please see Concerns Raised pages for more in-depth analysis of these comments*

# Consultation Overview: Key Findings

**Mode of travel:**
Of those that chose to answer;
Car (driver) **(51)** was the most common way of travelling on Middle Street, followed by walking **(45)**. There wasn't any particular difference in the proportions in support of the scheme by road user type.

**How do you usually travel in or around the area?**




**Please note that respondents were able to select more than one answer option to this question.*

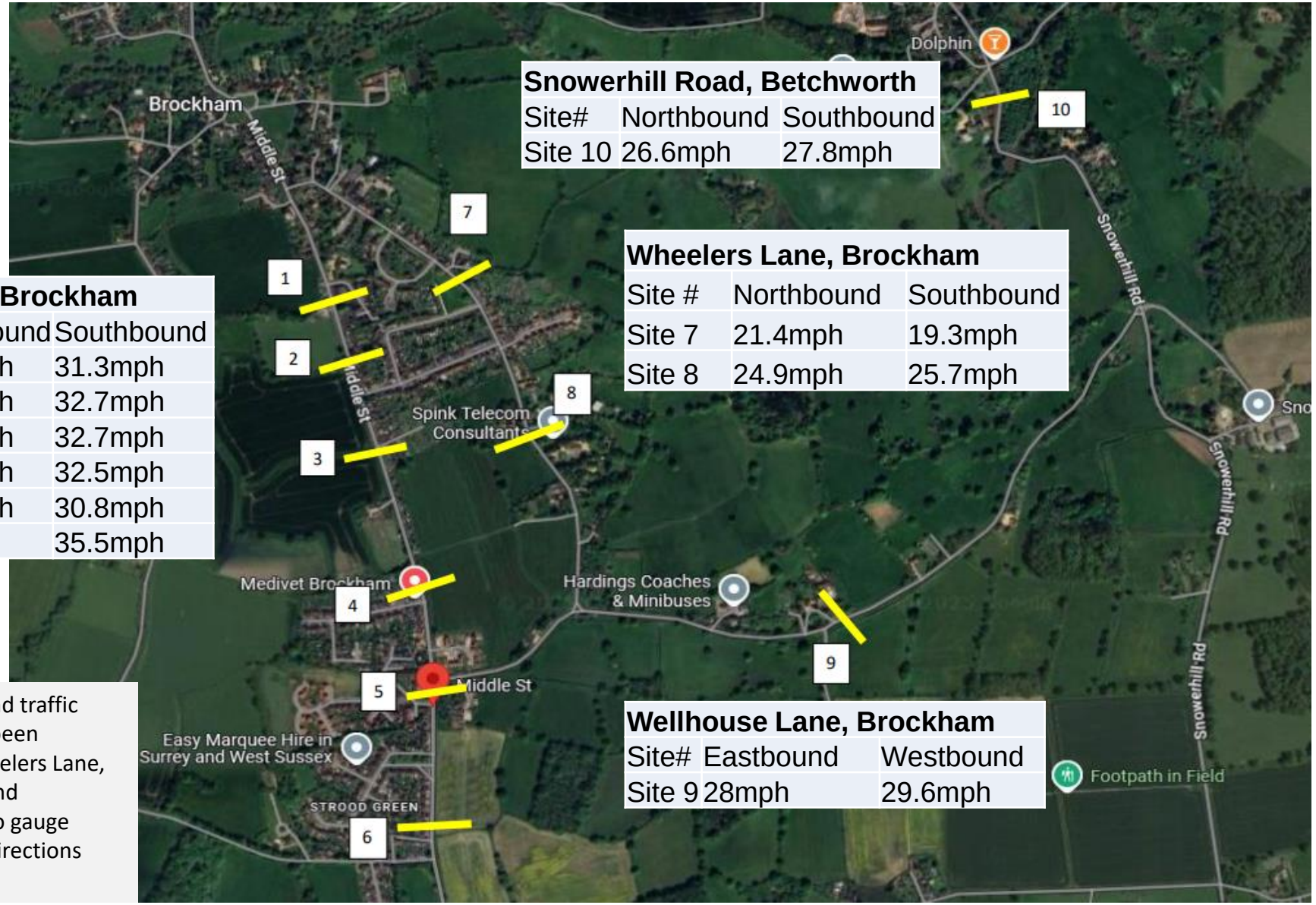
# Consultation Overview 1

| Concern | Officer response |
|---|---|
| Some respondents suggested the road safety scheme outside the cottages may not work in isolation and may also lead to increased speeding issues near the Butchers or pond to the north and in Strood Green to the south. | • We do not share the belief that the introduction of the priority give way build-outs will negatively affect road safety to the north and south. Once implemented Surrey County Council will assess the effectiveness of scheme focusing on the decrease/increase of collisions, speeds and general driver behaviours throughout the entirety of Middle Street.<br>• Further measures could be considered in the future for other sections of Middle Street if a need is confirmed with reference to the level of speeds and number of collisions. Any further measures would be subject to public engagement. |
| Concerns that the proposed build-outs may lead to an increase in collisions at this location. | • The priority give way build-outs have been developed by road safety specialists within the County Council in discussion with Surrey Police. The proposals have been subject to independent Road Safety Audit. The success of the scheme will be monitored using speed surveys and analysis of the number of collisions following implementation. |
| Concerns around a scheme being implemented to serve those at the cottages only (as apposed to anywhere else throughout Middle Street).<br>Why can parking not be banned at this location? | • The road safety scheme has been developed to benefit all roads users, for those living in the area or those travelling through. The location in question has been a known collision hotspot whereas there haven't been patterns of collisions elsewhere on Middle Street. |

# Consultation Overview 2

| Concern | Officer response |
|---|---|
| Why can Average Speed Cameras not be installed throughout the village instead? | • When investigating schemes to improve road safety, we would always prioritise road safety engineering measures such a traffic calming to reduce collisions and vehicle speeds as a first resort, as this can solve the problem without the ongoing need for Surrey Police to operate and maintain cameras and issue penalties. Average Speed Cameras will only be considered as a last resort if highway engineering measures have been unsuccessful or are not feasible. |
| Concerns over street lighting in rural setting. | • In accordance with UK legislation, traffic calming such as build-outs and chicanes on 30 mph roads must be street lit to ensure drivers are aware of the change in alignment and road layout. There are approx. 40 lamp columns in Brockham village already, and we are proposing to install four heritage Victorian style lamp columns (similar to those on Brockham Bridge) to maintain the visual aesthetics. |
| There is a lack of visible 30mph repeater signs throughout Middle Street. | • We will commit to a full signing enhancement scheme for all existing 30mph repeater signs throughout Middle Street and will upgrade them with new signs on yellow backing boards. This will ensure drivers are fully aware of the posted speed limit of 30mph and will help to maintain vehicle speeds along this stretch. We will confirm if these enhancements will be completed at the same time as the main works or if they will need to be done separately.<br><br>• SCC have also relocated the Vehicle Activated Sign opposite Glenfield Road to Strood Green and an additional Vehicle Activated Sign will be installed opposite the junction with Oakdene Road. These signs illuminate to remind drivers of the speed limit if they are approaching too fast. |

# Speed Surveys: Data shows mean average speeds in the 30mph sections




| Middle Street, Brockham | | |
|---|---|---|
| Site# | Northbound | Southbound |
| Site 1 | 29.1mph | 31.3mph |
| Site 2 | 31.7mph | 32.7mph |
| Site 3 | 32.2mph | 32.7mph |
| Site 4 | 31.1mph | 32.5mph |
| Site 5 | 29.6mph | 30.8mph |
| Site 6 | 35mph | 35.5mph |

| Snowerhill Road, Betchworth | | |
|---|---|---|
| Site# | Northbound | Southbound |
| Site 10 | 26.6mph | 27.8mph |

| Wheelers Lane, Brockham | | |
|---|---|---|
| Site # | Northbound | Southbound |
| Site 7 | 21.4mph | 19.3mph |
| Site 8 | 24.9mph | 25.7mph |

| Wellhouse Lane, Brockham | | |
|---|---|---|
| Site# | Eastbound | Westbound |
| Site 9 | 28mph | 29.6mph |

*Speed surveys and traffic counts have also been conducted in Wheelers Lane, Wellhouse Lane and Snowerhill Road to gauge traffic flows and directions post-installation.