

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: MEMBERS QUESTIONS

DIVISION: MOLE VALLEY



**Question from Raj Haque, District Member for Fetcham West**

1. There has been a lot of concern expressed by the residents of Kennel lane over speeding. Is it possible for the Committee to reconsider their decision to introduce some kind of appropriate speed reduction measure in Kennel lane?
2. For part of Kennel lane, near the Bungalow no 65a, the road narrows for 100 yards due to hedges, foliage and trees. This makes it impossible for two cars to drive pass, especially large vehicles such as buses. Is it possible for the Committee to agree to put up a warning sign to tell drivers that road narrows and to please slow down?
3. Like many roads in the District of Mole Valley condition of which are appalling May I ask the Authority when Oswald Close, in Fetcham will be resurfaced.

**Response from SCC Highways Team:**

1. Kennel Lane runs north from Lower Road to join Penrose Road. It is currently subject to a speed limit of 30mph and it has street lighting along its entire length. Surrey Police carried out speed monitoring on Kennel Lane during August 2013. They found that the average speed of traffic was 28.18mph. The provision of speed reducing measures could not be justified.

As the existing traffic speeds are below the existing 30mph speed limit, consideration could be given to reducing the speed limit on Kennel Lane to 20mph. However, Surrey's Speed Limit policy recommends that a 20mph speed limit will only be authorised if the average free flow traffic speed does not exceed 20mph. As the average speed of traffic on Kennel Lane was recorded by the police to be 28.18mph, a reduction of the speed limit in Kennel Lane would not comply with Surrey's Speed Limit Policy.

Therefore it is not proposed to take any further action at the current time.

2. Kennel Lane is a residential road that has grass verges and footways on both sides along the majority of its length. There is no footway on the eastern side of the road along a short section of Kennel Lane from the junction with The Glade to the southern boundary of no. 67. The verge on this section of Kennel Lane has trees and bushes growing on it. Approaching this section of Kennel Lane from the north, the carriageway width does reduce in width by approximately 1.2m as the verge on the western side of the road suddenly increases in width. This is on the right hand side of the road for vehicles travelling south. The width of the narrower section of road is still approximately 5m, which is a generous width for a residential road. Many bus routes run over some roads that are narrower than 5m.

The regulations state that road narrows warning signs should only be used where a reduction in width on a single carriageway road presents a hazard. The personal injury collision records indicate that there have been no personal injury collisions in this section of Kennel Lane over the last three years. It is not considered that the reduction in width on Kennel Lane presents a hazard.

Surrey County Council is currently carrying out a programme of decluttering in line with Department of Transport guidelines. This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs. Therefore requests for all new signs are very carefully considered.

For these reasons it is not proposed to install road narrows signs and accompanying slow down markings as requested.

3. Oswald Close is on the Operation Horizon programme to be carried out during years three to five (2015/18). It should be noted that Cabinet is due to make a decision by February 2014 whether or not to accelerate the Operation Horizon programme, to deliver the programme in three rather than five years.

#### **Question from Hazel Watson, Member for Dorking Hills**

1. Are there any plans to introduce electronic information displays for local bus services in Mole Valley and in particular in Dorking and Westcott so that bus passengers know how long they will have to wait for the next bus? If there are no plans to introduce electronic information displays in Mole Valley, can it be progressed and when is the earliest that it could be implemented?

2. Please can a cul-de-sac sign be installed at the junction of Hart Gardens with Hart Road to stop vehicles driving into Hart Gardens attempting to access the High Street as it is not possible for them to do so?

#### **Response from SCC Highways Team:**

1. In Mole Valley there are four real time passenger information electronic displays. These are along the service 479 (Epsom - Leatherhead - Bookham - Guildford) corridor; two at the North Street, Leatherhead bus stops, and in

Fetcham and Bookham. These were originally installed as part of the bus corridor development works SCC undertook when the Countryliner bus company operated the route, however following the liquidation of this company, we now have work in progress with the new operator (Buses Excetera) to add the realtime information onto these displays.

Looking specifically at Dorking and Westcott, the Arriva and Metrobus operated 22/32/93 routes are current services on the Surrey RTPI system, and therefore could be displayed at stops along the routes that were fitted with electronic signs. Service 465 (Dorking - Leatherhead - Kingston) is operated by London Buses, and work is currently in progress to add all TfL services that operate in Surrey onto our RTPI system (this requires a link between the separate TfL and Surrey RTPI systems, and has been funded from secured developer contributions). This will be available during 2014.

Each bus stop display costs in the region of £10K; this includes the sign, maintenance, electrical connection and installation. Funding sources for signs is now predominantly through developer related funding (S106, PIC etc), and/or other 3rd party contributions. Local Committees can also assist. Unfortunately there is no identified funding to provide RTPI displays in Dorking or Westcott in the immediate future.

Electronic signs at individual stops are only one means of providing real time bus information to passengers. Realtime bus information is also available on the SCC website (use the link at <http://www.surreycc.gov.uk/travel> and the 'map' or 'buses and trains' icon links to access the realtime bus information) These pages also include details of the SMS text realtime mobile phone service provided by Surrey County Council and Traveline. This is particularly convenient for getting the latest service information for your bus without needing to be standing at the bus stop, and will be the same information that would be displayed on any signs installed at the stops. Details of how to use these services are all on the website. These web and mobile phone channels present a very cost effective way to provide the realtime bus information to the public and are used alongside the signs on the street to provide a range of information sources for bus passengers.

Further to this, and linked to the SMS text/mobile phone service Travel and Transport Group is progressing a project to incorporate QR codes and NFC tag information within existing bus stop information and publicity, aimed at providing smartphone/internet users with additional access to real time bus information at the stops. This will be available during 2014.

2. Hart Gardens is a cul-de-sac that runs south from Hart Road. It is a narrow, residential road, with no off street parking and there are a number of businesses operating from a site at the southern end.

Surrey County Council is only able to install signs on the public highway that comply with the Traffic Signs Regulations and General Directions 2002. The appropriate sign in this circumstance would be a no through road sign as depicted below.



The footways at the junction of Hart Gardens and Hart Road are very narrow, and we would not wish to install a sign and associated post as this would further restrict the footway width.

Cul-de-sac signs can be incorporated into street name plates. Mole Valley District Council are the authority responsible for maintaining and installing street name plates. The District Council have already considered incorporating a cul-de-sac sign into the street name plate at Hart Gardens but unfortunately this has proved not to be possible at this location.

### **Question from Stephen Cooksey, Member for Dorking South and the Holmwoods**

1. In August I submitted a request that the yorkstone paving stones destroyed by various contractors in Dorking High Street and 'temporarily' replaced by tarmac but never subsequently reinstated should be replaced in the original material and was given an assurance that this would happen. However no action has yet been taken. Could I be informed when this work will be undertaken?
2. Some months ago I submitted a proposal to officers outlining a scheme designed by a local resident to place signs indicating when and where shared cycle/pedestrian lanes began and ended in the area around the Deepdene roundabout and was informed that this would be considered seriously and that I would be informed of the outcome. Could I be informed about what progress has been made in considering this proposal?
3. Could an explanation be given of the reasons for delay in the proposed works to resolve the flooding problem at the Deepdene roundabout together with an indication of when this work will be undertaken? It is important that residents should be made aware of the current situation.
4. Could an explanation be given regarding the delay of several months that has taken place in the completion of the road safety scheme on the A24 between Deepdene Drive and Kuoni together with an indication of when the scheme will be finally completed? It is important that residents should be made aware of why these delays have taken place and of the current situation.
5. In a recent response to residents of Dene Street Gardens in Dorking regarding the failure of street lights in the road, Skanska has indicated that because the lighting did not appear on the lighting inventory and is situated in

a private road they are not prepared institute the necessary repairs which leaves the residents without any functioning street lighting. Would officers please indicate whether there are any private roads in Mole Valley where lighting does appear on the lighting inventory and if so why a consistent policy has not been implemented across the District?

**Response from SCC HighwaysTeam:**

1. Following the Councillor's request in August, a scheme for the repair of the yorkstone paving has been prepared by our Operations Team and the order for the work has been placed with our contractor for completion this financial year. A start date for the work is yet to be agreed due to the lead in time for the specialist materials, but it is likely to be early in the new year (avoiding the Christmas /New Year trading period).

The Maintenance Engineer will provide the local divisional Member with an update as soon as a programme date is available.

2. The status of the designated cycle facility has been confirmed. The site has been visited by officers and possible signing improvements considered. The divisional member has indicated that he may wish to use some of his Member Allocation to fund the improvements. A cost estimate will be provided to the divisional member as soon as possible for his consideration.

3. The original scheme was programmed to be carried out during the October half term. Unfortunately, due to unforeseen circumstances, the contractor was unable to deliver this scheme. A revised scheme has been prepared, that would enable the contractor to deliver the scheme in the colder winter weather. There is also a Christmas embargo on works on this road which has affected the programme. The new scheme has been programmed to start on 20th January 2014 and to take 15 working days, subject to weather conditions. Advanced warning signs will be displayed on site, for information, 2 weeks before the start of the works.

4. The delay in completing the road safety scheme on the A24 Deepdene Avenue has been due in part to the lead in time required by UKPN, the electrical supplier, to carry out the electrical connections.

However, there are three lamp columns that have not yet been connected. The design team are liaising with Skanska to find out why the connections to these three columns are still outstanding and when the work can be expected to take place. Officers will advise the divisional Member when a date has been programmed.

There is an abnormal load due to travel southbound along the A24 on the 7th December 2013. This will require the keep left sign and pole on the traffic island south of Kuoni to be removed. Once the abnormal load has passed through, Skanska will carry out the connection of both this keep left sign and the illuminated bollards on the new traffic island by Kuoni. A programme date

for this work has not yet been finalised but the divisional Member will be advised when the date is known. The surfacing of the new islands will then be carried out.

The right turn lane into Kuoni and the public highway section of Kuoni's access have been resurfaced in the past week, work which was additional to the original scheme.

5. There are approximately 4000 lights in Surrey County Council's inventory which are located on private and unadopted roads including roads where some of the road has been adopted and some not.

In the case of Mole Valley these apportioned as follows:

- 208 lights located on part private roads - the vast majority (if not all) will be located in the adopted sections of these roads
- 184 lights located on private or unadopted roads. These are located on 75 roads.

It is not possible to be specific as to why these roads were originally entered into the Inventory. However, they had been in the Inventory prior to 2005 when procurement of the Streetlighting contract commenced.

As part of the contract award, Cabinet, Select Committee and Council elected to retain these lights within the contract and to continue to manage the street lighting for those roads rather than excluding them and passing responsibility to the residents of the roads. In the case of Dene Street Gardens, the lighting in the road had never been included in the Inventory (nor repaired or maintained by the Council) and so was not considered the responsibility of Surrey County Council.

*MVLC 4 December 2013*