

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 10 SEPTEMBER 2014

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: MEMBERS QUESTIONS

DIVISION: MOLE VALLEY



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

1. How many cyclist only accidents have take place on the Zig Zag Road between Mickleham and Box Hill since 1 January 2012?
2. Can KEEP CLEAR be painted on the A25 at the junction with Milton Court Lane leading to Hanover Court to enable vehicles to access Milton Court Lane when eastbound traffic is queuing on the A25 into Dorking?
3. Was an evaluation of the STAR project carried out and if so what were its findings?
4. Has a safety audit been carried out on the shared cycle path on the pavement on the east side of the A24 north of the Deepdene roundabout to Dorking railway station and if so what were its findings?
5. I have twice reported to Surrey lighting services that the streetlight at the junction of the A25 with Balchins Lane in Westcott is permanently lit and both times my request has been acknowledged but not acted upon. Please could you arrange for this streetlight only to be lit when it is dark?

**Response from SCC Highways Team:**

1. For the entire length of Zig Zag Road between Mickleham and Box Hill, and from 01/01/2012 to 30/06/2014 inclusive there were two reported injury accidents which involved only cyclists. The details of these are in the attached report.

Also attached is plot of cyclist casualties in Mole Valley for the same period.

2. There is only one junction along the A25 on the eastbound approach to Vincent Lane where a Keep Clear road marking has been provided. This is at Vaughan Way, which is approximately 75 metres (the equivalent of around 12 car lengths) west of the signal controlled junction where there is the potential for queuing traffic to block the junction for long periods of the day. Nutcombe Lane lies between Vaughan Way and Milton Court Road and does not have a Keep Clear marking. Milton Court Road is approximately 330 metres west of the junction with Vincent Lane. Whilst traffic queues back on the A25 beyond this point during peak periods, it is not a situation that regularly occurs at other times of the day.

Keep Clear road markings are only advisory and their overuse, particularly in locations where queuing traffic only occurs at limited times of the day, can have a detrimental impact as drivers are more likely to ignore them. Drivers accessing Milton Court Road may experience some delay during peak periods, but the majority of drivers will allow vehicles to enter/exit the side road when the queue moves forward. This situation is no different to that experienced at many side roads on major routes that are subject to congestion.

In view of the above, it is not proposed to install a Keep Clear marking on the A25 at Milton Court Road at the present time.

3. The order to reduce the speed limits on roads in the rural area south of the A25 and east of the A24 was made in 1997 as part of the STAR project. Files did not start to be saved electronically until about 2000, but there are a limited number of paper files retained in the Area Team that contain reports that were taken to Mole Valley Partnership Area Transportation Committee prior to 2000. In 22 July 1998 a report was taken to this committee which states that the first stage of the project to implement 40mph and 30mph speed limits throughout the area is proving successful in that reductions in actual vehicle speeds have already been identified. However we have not been able to find the supporting evidence for this statement, or any data relating to the size of the reduction.
4. The toucan crossing outside Deepdene train station on the A24 was converted from a pelican to a toucan crossing and a Stage 3 RSA conducted in Sept 2003. The toucan crossing across A25 (eastern arm of Deepdene / Cockerel roundabout) had a Stage 3 in May 2001. There is no record of a RSA on the shared footway linking the two controlled crossings. This is most likely due to one not being requested.
5. County Councillor Mrs Watson's question has been passed to Skanska for a response. No answer has been provided in time for the Local Committee meeting. Officers will press Skanska for a response, which will be provided to the member on receipt.

#### **Question from Raj Haque, Councillor for Fetcham West**

1. Approximately two to three years ago heavily overgrown hedges and foliage were cut back at Fetcham Lodge in the Street in Fetcham, which helped make the pavement free of all obstructions, caused by overgrown trees and hedges. Pedestrians and School Mums are now able to walk freely. Unfortunately the stumps and roots of those trees were left underneath the pavement, which are now causing further problems by causing large cracks in the pavement.

May I therefore request that the Highway Authority extracts those stumps from underneath the pavement. Once this has been done hopefully this will stop further maintenance of the re growth of the trees and foliage within the site.

2. Rising speeding traffic is causing a great deal of concern amongst many residents in the District. Kennel lane and the Ridgeway in Fetcham are no exception; residents of both of these areas in Fetcham are living in constant anxiety due to the rising speed. I believe there are chicanes being installed at Ridgeway Fetcham

Unfortunately it is not addressing the underlying problem of speeding and in many instances there have been near misses because of people driving at each other without stopping. Is there anything can be done to bring the speeding traffic under control?

**Response from SCC Highways Team:**

1. The maintenance engineer for Mole Valley has been dealing with the issue of overhanging vegetation in The Street for a number of years. The issue has been complicated by uncertainty over land ownership and determination of the definitive highway boundary. However, the removal of roots carries the risk of damaging the trees and hedges, and could result in them dying.

The maintenance engineer will investigate the feasibility of levelling and resurfacing the footway to remove any potential trip hazards, subject to the allocation of funding. The maintenance engineer will liaise with the divisional member on this matter to agree what works are required and if there is any funding available.

2. 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. Cllr Haque submitted a question to Mole Valley Local Committee on 4 December 2013 regarding the speed of traffic on Kennel Lane. The response to that question stated that Surrey Police had carried out speed monitoring on Kennel Lane during August 2013 and the recorded average speed of traffic was 28.18mph. This figure indicates that traffic speeds on Kennel Lane are within the 30mph speed limit, and therefore there are no current proposals to take action regarding traffic speeds on Kennel Lane.

The Ridgeway runs south from Guildford Road to Lower Road. It is currently subject to a speed limit of 30mph and it has street lighting along its entire length. There are two priority give way measures installed in the Ridgeway, one just north of the junction with Rookery Close and one to the north of the junction with Church Close. The divisional member, Cllr Tim Hall, has asked officers to carry out a speed survey to measure existing vehicle speeds on The Ridgeway and this is on the Area Team's forward work programme. Once the survey has been carried out the results will be presented to the Chairman of Mole Valley Local Committee who is also the divisional member and to the Vice Chairman.

**Question from Rosemary Dickson, Councillor for Leatherhead South**

Last September I asked what could be done on the corner of Dene Road/Rectory Lane to prevent an accident on the very tight blind bend, when crossing into Crampshaw Lane. The listed wall on the corner has been knocked down at least

twice since I asked the question and nothing (as far as I can see) has been done to increase safety for drivers.

This morning (26 August) I yet again had a very near miss crossing into Crampshaw Lane. Three other people at the event I was attending had a similar experience. Something must be done and soon. What do you intend to do to make this bend safe and when?

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

An assessment of the road layout was undertaken in 2013 by the South East Area Team, consisting of a review of the carriageway, existing signing, usage and collision data.

The road forms a 90° bend, with a high brick wall along the length of the inside of the bend restricting visibility for through traffic. The available width in the location of the wall is limited, being less than 5m on the eastbound approach, just over 4m on the westbound approach, and less than 6m at its widest point on the bend. Any physical measures would encroach into this space and potentially cause damage to the foot of the wall if struck. Therefore, physical measures were not considered suitable.

The existing signing consists of:

- Road narrows, unsuitable for long vehicles, bend ahead on the approach from the east;
- Bend ahead, road narrows, unsuitable for long vehicles, no footway for 400 yards from the west

Due to the existing road layout and the available space, it was decided that moving the existing signs or providing additional signs on approach would not be likely to provide significant benefit. Department for Transport guidance advises that the over-provision of signs can have a detrimental impact on the environment and can dilute more important messages if they result in information overload for drivers.

It is recognised that the road layout presents difficulties for longer vehicles. As part of the assessment, it became apparent that some satellite navigation systems appeared to advise using Dene Road/Rectory Lane/Parkers Lane as a preferred route. Surrey County Council's Strategy Team has been collating information on HGV usage to determine and influence the most suitable routes. This includes providing information to satellite navigation mapping companies, advising of appropriate routes. As such, the issue of vehicles using Rectory Lane was included in the report to mapping companies.

As any improvements to the mapping and routes are likely to take some time to filter down to the sat-nav systems being used, and are dependent on users upgrading their system, new signs in addition to the 'unsuitable for long vehicles' were installed. These are in the wider area, in an attempt to create a positive route for heavy goods vehicles (HGVs) which avoids Rectory Lane. The signs were installed in Autumn 2013 and consist of 'Unsuitable for HGVs' signs on:

- Park Lane at the approach to the junction with Dene Road
- A24 Leatherhead Road approaching Parker's Lane from the south
- A24 The Street approaching Rectory Lane from both north and south

The available collision data records a personal injury accident in November 2013, whereby a car collided with the wall near the junction with Gray's Lane. The

attending police officer recorded the likely contributory factors as 'poor turn or manoeuvre; failed to look; sudden braking'.

Whilst there are no further measures planned at the current time, Surrey's road safety team have been made aware of the concerns for consideration in their on-going monitoring and analysis of the local roads.

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

1. In August 2013 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. That assurance was repeated in answer to written questions at the Local Committee in December 2013, again in March 2014 and again in June 2014. However no action has yet been taken. Could I be informed when this work will be undertaken?
2. The Contractors dealing with the flooding issues at the Deepdene Roundabout left the site in February 2014. At the March 2014 meeting I was informed that this was because of an urgent requirement to carry out work in Tandridge but that they would return to deal with the work on the western side of the roundabout where flooding is a serious problem when the emergency work had been completed. I was also assured that the funding for this project had been ring fenced. I understand that there has been exploratory work but I have been given no information about when work to resolve the problem will be undertaken. Could I be informed when this work will take place?
3. It is almost 4 weeks after the RideLondon cycle race took place and yet there are still signs advertising the road closures littering our streets. This is not an uncommon problem and signs advertising temporary closures and giving other information are often left uncollected for weeks. Why is it more difficult to collect signs and other materials at the end of a project than to erect them before the project takes place?

**Response from SCC Highways Team:**

1. The Maintenance Engineer is currently on leave and therefore a full answer cannot be provided to this question at the present time. Cllr Cooksey, together with the Local Committee Chairman and Vice-Chairman, will be provided with a full response on the officer's return.
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3. Cllr Cooksey's question has been passed to the officer dealing with events, who will be able to provide information about the removal of the Ride London cycle race signs. Cllr Cooksey, together with the Local Committee Chairman

and Vice-Chairman, will be provided with a full response once that information has been received.

*MVLC 10 September 2014*