

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: WEDNESDAY 17 JUNE 2015
LEAD OFFICER: SARAH SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER
SUBJECT: WRITTEN QUESTIONS FROM LC MEMBERS
DIVISION: ALL

Questions received from Mrs Helyn Clack (Dorking Rural)

The new junction layout at Mill Lane, Hookwood and the A217 is causing some drivers real physical discomfort and difficulty when pulling out of Mill Lane when checking traffic coming southbound on the A217. Is there evidence to prove that the new junction has reduced the amount of U Turns and accidents in comparison with the previous layout? Can residents be assured that the difficulties in seeing on-coming traffic to the right will not become a further safety issue?

Response from SCC Highways: Refer to response provided to Richard Banks (item 4a).

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The new bus consultation is looking to reduce the 526/527 bus service in the village of Charlwood from hourly to every ninety minutes. This proposal was put together prior to the withdrawal of the 40/50 service which served shift workers and commuters to Gatwick Airport. Can the changes now be halted to the 526/527 service? Can Surrey Transport advise whether a replacement for the 40/50 route appeal to another bus provider?

Response from SCC Travel and Transport:

The Local Bus Team has been working with operators to re-negotiate contracts and services to achieve savings demanded by the Local Transport Review. The proposal to reduce service 526/7 was made following discussions with operators and research into patronage data on the whole service.

The decision by the operator to withdraw service 40/50 was not known to Surrey County Council prior to finalising the Local Transport Review proposals. Originally, the bus service 40/50 enjoyed funding support from Central Hotels, as primarily it was designed to link their guests with Gatwick Airport. However, latterly this funding was withdrawn and the service has been provided on a non-contracted commercial basis.

All proposed service changes, arising from the Local Transport Review are subject to final consideration subsequent to responses from the public consultation which has now ended. Until June 6th 2015 service 40/50 also served Charlwood but the overall actual usage has been low. The service operated from 04:00 and operated every 45 minutes until 0700 and then an hourly service operated until 20:30, 7 days a week.

Recent survey data on service 40/50 from April 2015 showed the peak journeys for commuters and Airport workers between 04:00 – 08:30 having an average of 6 passengers per day, across the 6 journeys on offer. The busiest of these journeys is the 07:05 from Charlwood to Gatwick, with a daily average of 2.5 passengers. Much of this time relates to a period prior to the start of journeys on service 526/7.

The Local Bus team have been discussing opportunities with operators to provide a peak hour service am and pm to connect Charlwood with the Airport. Initial discussions conclude this could be achieved but at a cost as these journeys would not be commercially viable and subsidy support would be required. For budgetary reasons, Surrey County Council is unable to offer this.

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Brockham

Can Surrey Highways advise residents why there has been further delay in the resurfacing of the main road through the village from Kiln Lane to Strood Green? Residents have been expecting the road to be resurfaced for over a year and there has been a series of delays. Can these be explained?

Can residents be assured that the works due at Flanchford Bridge will not further the delay of resurfacing of the Brockham Village road?

Response from SCC Highways:

The Project Horizon scheme, from the junction of Brockham Lane with the A25 to, and including, the cross roads with Leigh Road is in the process of being assessed and programmed. The assessment of the road is underway, and the current programme for the works is to start at the end of July/early August during the school summer holidays, subject to weather and permits. The works will be during the daytime, so that there will not be construction noise at night time in this residential area. Unfortunately, surfacing works of this nature do cause traffic disruption but the works will be phased to keep access through the village.

The carriageway works have to be programmed to start after the extensive water main works are completed on the road. Unfortunately, the water main works had a delayed start but are currently on programme.

The Project Horizon works through Brockham Village are programmed to be completed before the earliest start date for the Flanchford Bridge replacement works.

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Flanchford Bridge, Leigh

Can Surrey Structures update residents for proposals and nature of the replacement bridge in Leigh? Can residents also be advised of the proposals for road closures, diversionary routes, communications supporting local businesses, length of time the closure will be and why?

Response from SCC Highways:

The replacement of the damaged Flanchford Bridge has, unfortunately, been delayed from the original programme. It is now programmed to start in mid October, at the earliest, subject to weather and the required permissions. These include for permission from the Environment Agency to carry out the bridge works over the River Mole, and the start date is dependent on favourable river levels. The contractor will be appointed in early autumn, and the works programme will be determined as soon as permissions are granted.

The road closure and diversion route, to carry out the bridge reconstruction, will be the same as the weight restriction diversion that is in place at the moment (via A217, Sidlow and Iron's Bottom). The signing will be comprehensive and the closure will be publicised in advance. The affected residents and businesses will also be informed directly, and additional signs provided as required.

The driving distance from Reigate to Leigh is increased by 1.9 miles (5.4 miles rather than 3.5 miles) when the diversion is in place. The period of the closure is anticipated to be for 6 months but it may be necessary to increase this duration if there is significant flooding during construction. This duration of 6 months is an estimate based on similar schemes however, the contractor will produce a full programme once appointed.

The proposed scheme is to replace the current bridge with a single span, single lane of traffic bridge. The bridge will be slightly widened to reduce the risk of the parapet being damaged, as was the case, and to provide a new footway on one side. The work also includes diversion and support of services. The estimated 6 month duration for these extensive works is a tight programme for all this work to be undertaken, but the disruption will be minimised as far as possible.

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Ockley

Please can Surrey Highways advise residents when the subsidence issues in Weare Street will be addressed? Residents report their vehicles sliding on the subsidence and are worried they may leave the road in wet and icy weather if this is left much longer.

Response from SCC Highways:

The project team has been working on the potential solutions to deal with the large scale complex issues at Weare Street. Unfortunately, there is no easy solution.

A thorough inspection of the road and the embankment slopes, at a number of particular locations, has been carried out by our consultant Atkins Ground Engineering. This report has been considered and reviewed by the project team and a potential way forward has now been identified. An extensive scheme, to effectively deal with the road stability issues in the longer term, is being prepared. Preliminary safety works, and a full design solution, will be carried out in the current financial year with the likelihood of major works progressing in the financial year 2016/17.

Preliminary safety works are being programmed, of substantial temporary road repairs, to stabilise the worst areas of the embankment slip where the road is starting to fail. This work has been ordered with our contractor, Kier, and we are currently waiting for all necessary approvals and permits so that the works can be carried out. Although a start date has yet to be confirmed, due to the time required for road space permits, it is currently programmed to begin in July. The road space has to be coordinated with East Sussex to avoid potential conflict with a diversion route. For your information the diversion route is (from the A29 end), A29 Stane Street, Right into Coles Lane and Right into Weare Street. And the reverse from the Coles Lane end. It's the diversion route conflict with Sussex that is the hold up at the moment.

Some of the drainage investigation work has also been carried out and the local team have ordered works to deal with these issues. This work will be carried out over the next three months in conjunction with other minor drainage repair work in the district.

Ockley A29

Can Surrey Highways further update local residents when these works will be completed and the road reopened?

Response from SCC Highways:

Unfortunately the closure of the road was extended until 11th June. This was to enable further safety improvement works to be carried out following a detailed safety audit. The road was opened, under single lane and traffic signals on the 11th June. The lane restriction is programmed to be in place, to complete the safety recommendations, until Monday 30th June.

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Beare Green

Can Surrey County Council Advise local residents of the diversionary routes police may use that have been put in place for the A24 at Beare Green? Are these made public? A recent serious accident on the A 24 caused problems on the Old Horsham Road when HGV's were unable to get through after the police diverted them.

Response from SCC Highways:

Surrey Police have some standard diversion routes for the motorway network, for example. However, an incident can occur anywhere on the Surrey Highway network and the Police will close the road without putting a diversion route in place for the immediate response. Diversion routes follow the same classification as the closed road, so the diversion for the A24 would be via "A" roads. Old Horsham Road is a "D" class road and, although local traffic may use this, it would not be signed as a diversion from the A24.

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Recently heavier traffic on the A24 alongside Beare Green Village has caused additional noise for residents living alongside. Does Surrey Highways have a programme for installing noise barriers alongside the A24 that can be applied in Beare Green?

Response from SCC Highways:

Noise barriers and bunds require a long uninterrupted length to be effective as noise can leak at the end of the system. New noise barriers and bunds are usually only installed as a planning requirement when new roads are constructed. Unfortunately, there is no programme for installing noise barriers alongside the A24 or Beare Green.

Questions received from Mr Stephen Cooksey (Dorking South and the Holmwoods)

When will the new restrictions to deal with inconsiderate parking in Dorking High Street come into force and what has delayed their introduction?

Response from SCC Parking:

The new restrictions will come into force in Dorking during the first week of July at the latest. The traffic order will be made at the end of June. The delay has been incurred by combining a number of parking schemes in Mole Valley to save resources. One of these (Bridge Street,

Leatherhead) has been delayed following discussions with local businesses but will now be progressed separately allowing the Dorking High Street, Ottways Lane and Lower Shott schemes to go ahead.

When will consultations begin on residents parking proposals in Dorking South and what are the reasons for the delay in this process?

Response from SCC Parking:

The residents parking schemes in Dorking (south) are part of the 2015 parking review. The statutory consultation for this will be carried out through July and includes a number of residents parking schemes as well as other restrictions in the district. The parking traffic orders in Mole Valley are currently 'text based' meaning the description of where the restrictions should go or be amended is described in writing. This can be time consuming to work on and has lead to some delays. This will however be the last time the review is carried out using text based orders. By the 2016 review, they will be converted to a plan based system that uses drawings rather than words to describe restrictions and is quicker to administer. It was also planned to wrap up the schemes described in the previous question, before advertising the parking review.

3. When will no through road proposals for Vincent Road, Dorking, come forward for consultation?

Response from SCC Highways:

A site visit to Vincent Road has been carried out. A plan is being drawn up and a letter is in the process of being drafted. When the Divisional Member is happy with the consultation material it will be delivered to the residents of Vincent Road. The aim is to deliver the material at the beginning of July.

When will proposals to deal with speeding traffic in Punchbowl Lane, Dorking come forward for consultation?

Response from SCC Highways:

Punchbowl Lane was included on the schemes list within the Highways Forward Programme, as discussed at the informal committee meeting of 5 November 2014. The local committee approved funding of the design of improvement measures in this financial year (2015-16) from the 'Small safety and improvement schemes' budget agreed at local committee of 4 March 2015. Surrey's Design Team is currently progressing these works, which are likely to be proposals for road markings to encourage lower speeds and improve visibility for residents. The design works are likely to be complete in the latter part of the current financial year and the local divisional member will be updated when plans are available.

County Highways officers and the police have been aware for some time that some users of the Lidl car park in Vincent Lane, Dorking, ignore the one way status of Vincent Lane and cut across the road to make a left turn into Vincent Road (which is an access only road) in order

to take a short cut to South Street. This is a very dangerous manoeuvre which residents inform me is increasing in frequency. Would County Highways take some action to prevent this activity taking place before a serious accident occurs?

Response from SCC Highways:

The requirement to turn left on exiting the Lidl car park onto Vincent Lane is clearly signed in accordance with the relevant regulations. It was noted that a left turn arrow road marking within the car park as shown on the plans approved as part of the planning application had not been provided. Lidl's have subsequently provided this road marking. There is no scope to amend the kerblines at the access to the Lidl car park to deter vehicles leaving the car park from turning right against the one-way flow of traffic in Vincent Lane. This is because this access is also used by delivery vehicles and any changes would prevent HGVs from entering/leaving the site.

The proposal to prevent access through Vincent Road (see response to further question from Councillor Cooksey above) would remove the ability for drivers who turn right from the Lidl car park and into Vincent Road to then access South Street, thereby resolving this issue. Work is on-going on this proposal.

At the present time, the only option available to address the issue of drivers turning right out of the Lidl car park is enforcement, which is the responsibility of the Police. Officers will raise this issue again with the Police to see what resource they can allocate to enforce the left turn from Lidl car park.

Question received from Mrs Hazel Watson (Dorking Hills)

In September 2014, the Mole Valley Local Committee approved the Mole Valley Cycling Plan including a series of actions with timescales. Which of the actions listed with timescales before June 2015:

a) have been achieved and what was the outcome in relation to each of these actions?

and

b) have not been achieved and what are the reasons for not doing so in relation to each action?

Response from SCC Cycling Team:

The Cycling Plan is jointly produced by the District and County. At the time of writing, a report on progress is being produced by District and County officers. When completed, it will be circulated to members of both the Local Committee as well as the District Executive.

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Question received from Cllr Rosemary Dickson (Leatherhead South)

Last year I asked the officers at the Local Committee if a No Through Road sign could go up on a little road just off the A244 and just above the turn off to Tesco on the Kingston Road. This little road has a row of houses one of which is called Fairlands.

The reason these residents want a No Through Road sign is because large vehicles come down this service road, thinking they can cut through to Oaklands Road, which they can't. There is no turning circle and it is making life very difficult for the residents.

Recently a fire engine came down this little road on a blue light with sirens going. They were looking for Rowhurst Wood. It took many valuable minutes for them to get turned and back onto the Oxshott Road.

I was assured last time I asked that this sign would be erected within the financial year. Nothing happened and I was then advised that the deadline was missed but it would be ordered and up within weeks of the new financial year. As of June 8th it is still not up, so I wonder if the Officers could tell me when the sign was ordered and when I can expect it to be erected.

I promised the residents this last year and they have waited patiently all these months. They have asked me several times when they can expect to see it. This sign is not something they just want for themselves. The reason is that vehicles, like the fire engine, are mistaking it for a through road and lives on that occasion could have been lost.

Response from SCC Highways:

The No Through Road sign requested by Councillor Dickson was ordered in early April and is waiting to be programmed by our contractor. Our contractor currently does not have a signing sub-contractor but is in the process of appointing one. Once the new signing sub-contractor is in place they will have a backlog of signing work to clear. Therefore it is unfortunately not possible to give an indicative date for the installation of this sign.

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