

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**



**DATE: 09 SEPTEMBER 2015**  
**LEAD OFFICER: SARAH SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER**  
**SUBJECT: WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC**  
**DIVISION: ALL**

**Questions received from Ms Gill Riggs (on behalf of Holmwood Park Residents' Association)**

1. We were promised at the start of this year, white lineage at the junctions of Holmbury Drive, Shellwood Drive and Leith View. This is due to the enormous number of vehicles turning in or out of these junctions, at speed, with many reported accidents and near misses – it is a daily occurrence, and many times each day. Drivers feel they are on a continuous road – not turning in or out of a spur. We also have an elderly person's home in Dukes Ride, which leads into Holmbury Drive.

We were advised that the white lineage would be done within three months, which has extended and extended. We were also advised that the job required sufficient work for a gang for a day, as the minimum cost would be £750 regardless of volume. We find it difficult to believe that a day's worth of white lineage has not accumulated locally in this time – especially as we have witnessed many worn out white lines in the local area/Dorking etc. and have also seen white lineage done in other roads in the nearby area.

Could this work now be given a high priority, or are we waiting until there IS a fatality?

**Response from SCC Highways:**

Following a request from the Holmwood Park Residents Association it was agreed to provide junction markings at four locations on the Holmwood Park Estate. The most cost effective way of providing new road markings is to batch them together with other new road markings in the same area. A batch of new road markings in the Dorking area, including the junction

markings on the Holmwood Park Estate has been ordered through our contractor and is currently waiting to be programmed.

The renewal or refreshing of existing white lining is carried out as part of a separate programme, and it is not possible to add the provision of new road markings to this programme.

A review of recorded personal injury collisions on the Holmwood Park Estate shows that there has been one slight personal injury collision in the past three years. This collision did not involve a turning manoeuvre, and the Police considered illness to be a contributory factor in this collision.

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2. At the latter part of 2014, SCC's website showed as planned works, resurfacing on Holmwood Park, between Russet Way and the junction of Wildcroft Drive/Holmsdale Road. It showed a link on your interactive map, showing dates for the work to be between mid December 2014 and March 2015. The use of traffic signals was mentioned. We advised residents accordingly, but there was no sign of this work. There are parts of this stretch which are in an appalling condition, including Larkspur Way and in Wildcroft Drive where the bus turns, yet this work has been ignored, having been listed. Additionally, why does SCC not ENFORCE the bus company to put right the constant and repeated damage it causes when reversing into Westlees Close from Wildcroft Drive to turn the bus around. SCC did a small amount of patching there a couple of years back, but it was very poorly done and lasted no time at all.

### **Response from Surrey Highways:**

Following meetings between the Residents Association and the local Maintenance Engineer a section of Wildcroft Drive (between Holmsdale Road and Westlees Close) and a section of Larkspur Way (between Magnolia Way and Wildcroft Drive) were identified for potential resurfacing.

A bid was submitted by the Maintenance Engineer for work under the 2014/15 Winter Damage and Flood Recovery programme which included many sites where significant highway damage had occurred on the highway network. As a part of the process all the sites included in the bid went through the scheme preparation process which included notification to utility companies about the impending works to ensure such work was coordinated. The full list of potential sites were also added to the interactive website at that time, before any final decision had been made about which schemes were to go forward into the works programme. This happened in error and the system

has since been change to ensure that no sites are advertised on the website until a final decision has been made regarding its inclusion in a work programme. The County Council can only apologise for this error.

Subsequent to this, the twenty two sites that were bid for in Mole Valley were prioritised resulting in eighteen sites going forward to construction with the remainder being not funded. Wildcroft Drive and Magnolia way were two of the sites that were not funded from the winter damage budget because the surface deterioration was not as severe as other sites on the bid list.

It should be noted that the road condition data taken from CVI (Coarse Visual Inspection) surveys would not trigger any of the roads in Holmwood Park as potential major maintenance schemes. CVI surveys for roads of this nature are carried out every 4 years, with the last survey carried out in Holmwood Park undertaken in Sept 2014.

However, the Mole Valley Maintenance Engineer has confirmed that these two sites remain on the potential sites list awaiting a suitable funding opportunity in the future.

Both sites will rolled forward for possible inclusion in next financial years (2016/17) Local Structural Repair (LSR) programme, which will be subject to member approval and the budget allocation.

Both sites are regularly inspected for highway safety defects and will continue to be kept safe until the resurfacing can be funded and carried out. The surface defects that are visible do not currently meet the County Councils criteria for urgent safety defect intervention at this time.

Given the age and types of surfacing used on the existing road surfaces throughout the estate, some deterioration can be expected over the 35 years since its construction. The various surfacing used on different parts of the estate can and do deteriorate at different rates. The presence of the bus route on Wildcroft Drive may have contributed to the deterioration to some extent; however this is considered normal traffic use and therefore wear and tear. There is no onus on the bus company to contribute to the maintenance of highways used by their vehicles.

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**Questions from Mr Walter Blanchard**

You have no doubt received many complaints about the increasingly difficult access to Dorking from the Westcott direction, held up mainly by almost permanent congestion at the Vincent Lane/Westcott Rd junction. I live just off the Horsham Road to the south of Dorking and if I wish to visit my doctor's surgery in South St. I can either go south down Flint Hill, round the bypass and back into the High St (five sets of lights) or go north, using Vincent Lane and West St. (four sets of lights) adding to the jams whichever way. Until it was recently made 'access only' Vincent Road was a neat shortcut, eliminating my car from the jams and saving myself 10 minutes.

There appears to be a growing tendency in Dorking to close residential roads to through traffic by restricting them to 'access only'. These are public roads maintained at public expense by the County Council that are effectively being turned into council owned car parks with access limited to residents only, which is most unfair to the rest of us who are expected to pay for their upkeep through Council Tax. I happen to live in a private road which is maintained by we residents who pay a substantial sum each year towards a Road Fund, eliminating any need for outlay on its maintenance by the Council. We have not closed it to public use in spite of the fact that it is often used as a "rat-run".

1 Will Surrey County Council consider implementing a scheme to pass on the cost of cleaning and maintenance of a road made 'access only' to the residents of that road?

**Response from SCC Highways:**

There are no plans to pass on the cost of cleaning and maintenance of Vincent Road to the residents of that road. Vincent Road remains a public highway despite the prohibition of traffic order that was implemented as a result of the Lidl development. Therefore the costs of cleaning and maintaining Vincent Road are the responsibility of Mole Valley District Council and Surrey County Council respectively.

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2. In view of the urgent need to keep open all possible alternative routes around jam-points can Surrey County Council reassure us that this type of scheme will not be increasingly implemented in other areas of Dorking?

**Response from SCC Highways:**

Any prohibition of vehicles order would require the support of Mole Valley Local Committee. As part of the order making process there is a statutory consultation period and members of the public have the opportunity to comment on the proposal.

Officers can confirm that there are no proposals at the current time to prohibit vehicles using any other roads in Dorking.

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**Question from Deanna Weller (on behalf of SeeAbility)**

Will Surrey County Council explain the decision to use smart studs within the shared space area along the Leatherhead – Ashtead cycle path? These do not meet the needs of the large number of visual impaired residents within the area. Will the council also then set out what action it will take to bring the path up to the requirements necessary for the safety of the disabled?

**Response from SCC Highways:**

The new path is not aimed at, and is unlikely to be used by, high speed sports cyclists. Rather it is aimed at, and more likely to be used by, slower “every day” ordinary cyclists including children and less confident cyclists who would not wish to ride in the road within busy traffic. For much of route the pedestrian use is low and therefore the risk of conflict between pedestrians and cyclists is low. However an informal segregation has been provided on a section of the path on Epsom Road due to the likelihood of higher footfall in the vicinity of Downsends School and where there is sufficient width available to provide segregation.

A number of factors were taken into account when deciding to segregate cyclists and pedestrians on this length of shared path using an informal stud method rather than the traditional formal method of a solid raised tactile white

line accompanied by “ladder and tramline” tactile paving across the path at every start and end point. It was concluded that:

- The current layout would encourage courtesy and considerate behaviour between pedestrians and cyclists. A more formal segregation between cyclists and pedestrians using a raised white line could result in a feeling of increased “entitlement” by some cyclists and this could result in higher speeds and less considerate behaviour by cyclists on the section they consider “theirs” to use. This could increase perceived danger and could feel intimidating to pedestrians.
- A tactile white line would need to be accompanied by “ladder and tramline” tactile paving across the entire width of the path at every point that the segregated section starts and finishes (i.e. either side of every side road crossing, and in the vicinity of the signalised pedestrian crossing) to indicate to the visually impaired and cyclists as to which side of the path they should be on. This would need to be provided in addition to the existing “blister” tactile paving provided to indicate pedestrian crossing points across each of the side roads. Therefore this would result in a large amount of tactile paving over a short length which could be confusing and unattractive.

The scheme was designed to include a number of benefits for disabled people, as summarised below:

- Care was taken to de-clutter the route and to reposition street furniture, lighting and bus stops to improve the route for both pedestrians and cyclists.
- Pedestrian and cycle symbols are provided on the path to help highlight which side each should use on the segregated section.
- Raised tables across side roads to slow motorised traffic and to improve the safety and convenience for pedestrians, wheelchair, and mobility scooter users when crossing the side roads.
- A new signalised crossing next to the Knoll Roundabout which previously was very difficult place for pedestrians to cross, and new signalised crossing points near the junctions with Stag Leys and Greville Park Road.
- Improved pedestrian crossing facilities at the junction with Grange Road and Ermyn Way, replacing an old, unattractive stepped pedestrian bridge that was inconvenient to use and did not comply with modern standards for the mobility impaired.

The use of the studs to provide an “informal” segregation between pedestrians and cyclists on part of this scheme is a new idea and the

opportunity to discuss the experiences of visually impaired residents and any specific problems that they may be experiencing on this route would be welcomed. Officers will contact the correspondent to this end.

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**Questions from Mr Peter Seaward (on behalf of Bookham Residents' Association)**

1. **Dorking Road Bookham** - Thank you for the work recently carried out cleaning gullies and soakaways on Dorking Road. We look forward to the implementation of the remaining phases of this work to minimise runoff coming into the Dorking Road from Polesden Lacey, Chapel Lane and Admirals Road. May we have a programme for this work please?

**Response from Surrey Highways:**

The design is substantially complete and being priced. Once the works have been ordered, they will be programmed by the contractor. The Chairman, Vice-Chairman, who is also the divisional Member, will be updated once the programme date is available.

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2. **Flooding on Lower Road in Bookham.** Recently we asked SCC Highways for updates in the other three areas of flooding that we previously raised:

1. Lower Road between East Street and the Squareabout.
1. Lower Road at the corner of Lower Road Recreation Ground.
2. Lower Road and Junction of Water Lane.

Of these three locations No 1 is of serious concern. This is because every time it rains the full width of the carriageway floods to a considerable depth and the footways become impassable. Could we have an indication as to when this problem will be better understood and solutions implemented please?

**Response from Surrey Highways:**

Lower Road between East Street and the Squareabout: Investigations have been carried out using the jetter and the gullies have been cleared. However, the drainage system goes through the graveyard at St Nicholas Church. This is being taken forward by the Bookham Flood Forum.

The Flood Forum has historical maps which show a Pond in the corner of the graveyard. This pond has since been filled in and used for burials. This issue has passed on to the Flood Forum to investigate further with the church.

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**3 Accidents to Wild Animals on Church Road Bookham.**

Church Road has a series of bends with poor sight lines close to the National Trust Tunnel Car Park. Serious accidents involving the death of wild animals (young deer) have been reported and we have requested some form of traffic calming. The accidents are both unfortunate for the animals but are also a traffic danger, as these deer can be quite large. May we have an update on measures that are being considered for implementation at this location please?

**Response from Surrey Highways:**

Officers have no record of the request for traffic calming measures on Church Road in Bookham. A review has been carried out of personal injury collisions on Church Road, in the vicinity of Bookham Common. Over the past three years there has been one collision involving serious personal injury and two collisions involving slight personal injury. In none of these collisions did the police consider animals in the carriageway to be a contributory factor. Consequently, there are no proposals to introduce traffic calming in Church Road, Bookham at the present time. However, in view of the concerns expressed by Bookham Residents Association, it is proposed that Wild Animal (Deer) warning signs are installed in Church Road on both approaches to Bookham Common.