

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)**

**DATE:** 2<sup>ND</sup> DECEMBER 2015  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER  
**SUBJECT:** DORKING TRAFFIC SIGNALS  
**DIVISION:** ALL

**SUMMARY OF ISSUE:**

Following a question to the September meeting of Mole Valley Local Committee regarding the traffic signals and congestion in Dorking town centre, County and District officers and Members have met to discuss the issue. This report provides the Local Committee with a summary of the issues identified at the meeting and how County proposes to investigate and, if possible, improve the operation of the existing signals.

**RECOMMENDATIONS:**

**The Local Committee (Mole Valley) is asked to note the contents of the report.**

**REASONS FOR RECOMMENDATIONS:**

To inform the Local Committee on actions being taken to investigate the traffic signals and congestion in Dorking town centre, as requested at the September Local Committee meeting.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In September 2015, the divisional Member for Dorking South and the Holmwoods asked a question regarding the traffic signals and congestion in Dorking town centre. Further to the response received by the divisional Member, he stated that he was of the view that it is the responsibility of the Local Committee to seriously discuss the traffic lights issue and that he would like a comprehensive survey to be carried out. He requested that a report come back to the December committee meeting on how this would be carried out.
- 1.2 .A meeting was held at the beginning of November, attended by Surrey and Mole Valley District Council officers and Members. The aim of the meeting was to identify the issues surrounding the operation of the existing traffic signals in Dorking town centre, and to agree actions to review and where possible, improve capacity at the signals so as to reduce congestion in Dorking.

## ITEM 8

1.3 There are 6 sets of junction signals and 7 signalised pedestrian crossings in Dorking town centre. The junction signals are not linked as they are more than 500 metres apart, which precludes linking. Stand alone signalised pedestrian crossings generate random demands and so cannot be linked.

1.4 The signal loops used to detect vehicles which are buried in the carriageway were damaged during the recent resurfacing of the one-way system. It is anticipated that the loops will be recut and operational again by the end of November 2015.

### **2. ANALYSIS:**

2.1 Members were asked to identify the locations where they considered the main problems with congestion to be in Dorking. The consensus was that:

- It can take 40 minutes on a 'normal day' to get from Westcott to Dorking. Traffic starts to flow again from Pump Corner onwards.
- Northbound traffic on the A24 backs up to the Holmwood roundabout. This can be exacerbated by traffic queuing westbound on the A25.
- Traffic on the A25 often queues westbound from Brockham in the morning peak.
- Southbound traffic on the A24 queues back to Burford Bridge.

2.2 It was agreed that three sets of signals appeared to be causing the above problems:

- Pump Corner
- A25 Reigate Road/London Road, where an 'all red' pedestrian phase adds to the delays
- South Street/Junction Road

2.3 Members commented that modelling was carried out prior to the development of two large and one smaller food stores in Dorking. This information is held by Mole Valley District Council and it was considered that it could be used to compare predicted and actual traffic generation from these developments. It was noted that the proposed dualling of the A24 south of Capel and increased housing development in Horsham will add to the problem of congestion in Dorking in the future.

2.4 The suggestion of turning off the signals at Pump Corner, with the introduction of a zebra crossing to provide for pedestrian movement, was discussed. Officers commented that the volume of pedestrian movement at Pump Corner could result in greater delays to traffic as pedestrians would have right of way as soon as they stepped onto the zebra crossing.

2.5 Members were concerned that it is not known how much traffic using the A24/A25 in Dorking as a through route. The Local Enterprise Partnership (LEP) Wider Network Benefits Package will enable data collection to be carried out. Automatic Number Plate Recognition technology will be used to provide average journey times between two points and will include the Dorking sections of both the A24 and A25. This data will feed into Variable Message Signs which will enable drivers to make route decisions based on real time travel information.

**3. OPTIONS:**

- 3.1 A number of actions were agreed to try to get the existing traffic signals in Dorking working to their optimum.
- (i) Assess and revalidate the data sets used to run the signals at Reigate Road/London Road and Westcott Road/Vincent junctions once the signal loops have been recut and checked that they are operating correctly
  - (ii) Reassess the signal timings at Pump Corner
  - (iii) Consider removing approximately two parking spaces in South Street opposite Rose Hill to provide a greater length for vehicles entering South Street from West Street and High Street to merge, assisting westbound traffic flow
  - (iv) Approach Surrey Police to request video evidence of the use of Pump Corner by pedestrians and seek their views before further consideration is given to turning off the traffic signals at Pump Corner for a trial period
  - (v) Seek information and past reports covering the introduction of the traffic signals at Pump Corner and the period in 2011 when the signals were not operational
  - (vi) Consider how best to keep local residents and businesses informed of the work being carried out in Dorking town centre to try to reduce congestion
- 3.2 It was agreed that an update would be provided to Members at the February 2016 Informal Local Committee meeting.

**4. CONSULTATIONS:**

4.1 Not applicable

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The actions set out in section 3 would not incur any capital cost. The revenue costs would be met from existing revenue budgets.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

**7. LOCALISM:**

7.1 Funding has been allocated from the revenue maintenance budget to fund the Highways Localism Initiative.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate	No significant implications arising

## ITEM 8

Change and Carbon Emissions)	from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below

### 8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

### 8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The identification of issues and actions to improve the operation of the traffic signals in Dorking town centre arising from a meeting of Surrey and Mole Valley District Council officers and Members is set out. The Local Committee will be updated on progress at the February 2016 Informal meeting. Local Committee is asked to note the contents of the report.

## **10. WHAT HAPPENS NEXT:**

10.1 The actions set out in section 3 of this report will be progressed and an update provided to Members at the February 2016 Local Committee Informal Meeting.

---

### **Contact Officer:**

Anita Guy, Principal Engineer, South East Area Team, 03456 009 009

### **Consulted:**

SCC Traffic Signals Team

### **Annexes:**

None

### **Sources/background papers:**

Notes of meeting held to discuss Dorking traffic signals, 6 November 2015