

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

DATE: 5TH SEPTEMBER 2016
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: DENE STREET, DORKING – RESULTS OF TRIAL ONE-WAY WORKING

DIVISION: DORKING SOUTH AND THE HOLMWOODS

SUMMARY OF ISSUE:

Following concerns raised regarding the safety of pedestrians using the narrow section of Dene Street between the junctions of High Street and Heath Hill, the Mole Valley Local Committee approved a scheme for one-way working for inclusion on the Integrated Transport Scheme forward programme for 2015/16. In order to assess the impact of a permanent one-way working in Dene Street, a trial one-way working was installed on 21st April 2016 for a period of 18 months until 19th September 2017. This report presents the results of traffic surveys carried out before the trial was implemented and whilst it was in place, as well as the results of the consultation carried out with residents and businesses asking for their views on making the one-way working permanent. This report recommends making the one-way working be made permanent.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to:**

- (i) Note results of the consultation and the traffic surveys that have been undertaken.
- (ii) Agree that, based upon the evidence the temporary one-way working in Dene Street, between the junctions of High Street and Heath Hill should be made permanent.
- (iii) Agree to monitor Surrey County Council's personal injury collision database to ensure that the one-way working in Dene Street is not detrimental to road safety.
- (iv) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to implement the one-way working permanently and revoke any existing traffic orders necessary to implement the changes and, subject to no objections being upheld, the Order be made.
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the Local Divisional Member to resolve any objections received in connection with the

proposals.

REASONS FOR RECOMMENDATIONS:

Following concerns that have been raised regarding vehicles mounting the footway along the narrow section of Dene Street (between the junctions of High Street and Heath Hill), the implementation of the one-way system has been well received. The results of the consultation show that the majority of respondents are in favour of keeping the one-way system in place for pedestrian safety.

The results of speed surveys carried out show that vehicle speeds have remained the same or reduced within Dene Street following the implementation of the one-way working.

Concerns were raised by those who responded to the consultation that vehicle numbers have increased in roads surrounding the one-way working following its implementation. However the results of traffic surveys show that the increase in the number of vehicles using roads surrounding the one-way working has been low and Surrey County Council's personal injury collision database can be monitored to ensure that the one-way working in Dene Street is not detrimental to road safety.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In March 2015 the Mole Valley Local Committee approved the forward programme of Integrated Transport Schemes for 2015/16. A scheme for one-way working in Dene Street formed part of this forward programme. The aim of this scheme is to improve pedestrian safety in the narrow section of Dene Street. Concerns have been raised in the past regarding vehicles mounting the footway along this narrow section of Dene Street in order to pass each other, therefore putting pedestrians at risk.
- 1.2 In order to assess the impact of a permanent one-way working in Dene Street, a trial one-way working was installed on 21st April 2016 for a period of 18 months until 19th September 2017. This trial one-way working was introduced in Dene Street between Heath Hill and High Street with the southern section of Dene Street remaining two-way. Vehicles were able to travel northwards along Dene Street from Heath Hill, but were not able to travel southwards along Dene Street from High Street.
- 1.3 A questionnaire was carried out in June 2016, once the one-way system had been in place for 6 weeks, in order to consult residents and businesses on whether or not they wanted the one-way system to remain in place. A total of 415 questionnaires were sent to residents and businesses and a total of 182 questionnaires were returned, with 134 respondents supporting the proposal to make the one-way working in Dene Street permanent. The results of the questionnaire survey are shown in Annex A.
- 1.4 In order to have a clear understanding of the affect that the trial one-way working had on traffic movements and speeds in the area, a series of traffic surveys were carried out before the trial was implemented and whilst it was in place.

1.5 Surveys were carried out to record the number of vehicles turning at the following 6 junctions;

- Site One – A25 High Street/Dene Street
- Site Two – Dene Street/Heath Hill
- Site Three – Dene Street/Marlborough Hill
- Site Four – Chart Lane/Cotmandene
- Site Five – A25 High Street/Moore's Road
- Site Six – Moore's Road, Cotmandene

The results of these surveys can be found in Annex B.

1.6 Speed surveys were also carried out at the following three locations in Dene Street.

- Location One – Layby outside Sea Breeze Cafe
- Location Two – Outside Red Bar and Lounge
- Location Three – At the junction with Cotmandene

The results of these speed surveys can be found in Annex C.

2. ANALYSIS:

2.1 The majority of respondents, to the questionnaire, 134 out of 182, were in favour of the one-way system remaining in place, with 37 respondents stating that they felt it was better/safer for pedestrians using the one-way section of Dene Street.

2.2 The majority of respondents who did not want the one-way system to remain in place were concerned about the impact of additional traffic on alternative routes, now that traffic could no longer travel southbound on Dene Street between the junctions of High Street and Heath Hill. The greatest concern was the additional traffic that would use Cotmandene, which is narrow, has no footway and is heavily parked particularly near the junction with Moore's Road.

2.3 Looking at the data gathered from the traffic surveys the number of vehicles turning into Moore's Road, and therefore possibly using Cotmandene, from the A25 increased by approximately 50% once the one-way working was installed. However, the actual number of vehicles associated with this 50% increase is relatively small with on average, 112 additional vehicles turning into Moore's Road from the A25 from 7am till 7pm during the 2 days that the surveys were carried out. This is less than 10 vehicles an hour.

2.4 Similarly the number of vehicles turning out of Heath Hill and turning south on to Dene Street, therefore possibly using Cotmandene as an alternative route

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to Dene Street avoiding the one-way section, increased by an average of 72 vehicles from 7am to 7pm (approximately 6 additional vehicles an hour).

- 2.5 Traffic surveys were also carried out at the Cotmandene/Chart Lane junction. When looking at the results of these traffic surveys, the increase in the number of vehicles using Cotmandene to access Chart Lane and therefore using this area of Cotmandene as an alternative route to Dene Street is small, with no more than 25 additional vehicles a day.
- 2.6 During the survey that was carried out on Tuesday 12th July 2016, once the one-way working had been implemented, 177 vehicles exited Cotmandene on to Chart Lane travelling northbound on one day. It is not clear from the data what caused this increase. The survey that was carried out at this junction 2 days later, on Thursday 14th July 2016, recorded 89 vehicles exiting Cotmandene in order to travel northbound on Chart Lane, which is similar to the number of vehicles carrying out this manoeuvre prior to the installation of the one-way system. The results of the survey for those vehicles exiting Cotmandene on to Chart Lane travelling northbound ON Tuesday 12th July 2016 have therefore been omitted from the analysis.
- 2.7 A number of respondents to the questionnaire also expressed concerns that drivers will be using Lyon's Court and travelling through the Sainsbury's Car Park, on to Marlborough Road and Marlborough Hill in order to access Dene Street. The results of the traffic surveys that were carried out at the Dene Street/Marlborough Hill junction show that there has been an increase in the number of vehicles using Marlborough Hill to travel south along Dene Street. Although the number of vehicles travelling into Marlborough Hill from the northern section of Dene Street has reduced, this could also be due to the one-way system.
- 2.8 The survey that was carried out at this junction on Tuesday 12th July 2016, showed a higher than expected number of vehicles turning into Marlborough Hill from the southern section of Dene Street. This is the same day that an unexpected increase in vehicle movement at the Cotmandene/Chart Lane junction was recorded. It's possible that this larger than expected increase was due to congestion in the local area and is not related to the one-way system and can be supported by the lower increase in traffic carrying out this manoeuvre recorded within the survey carried out 2 days later on Thursday 14th July 2016.
- 2.9 Respondents to the survey also raised safety concerns regarding the increase in the number of vehicles using the A24 Deepdene Avenue/Chart Lane junction as an alternative route following the introduction of the one-way working. It is not clear from the survey results how many more vehicles are using the A24 Deepdene Avenue/Chart Lane junction as a result of the introduction of the one-way working. However having looked at the personal injury collision data that has been provided by Surrey Police only 1 personal injury collision has occurred at the A24 Deepdene Avenue/Chart Lane junction over the past 5 years for which data is available (01/04/11 to 31/05/16).
- 2.10 Respondents to the questionnaire survey also raised concerns about increased vehicle speeds in Dene Street, due to drivers experiencing less traffic travelling in the opposite direction along Dene Street as a result of the one-way working being in place. Speed surveys were carried out before the

one-way working was installed and also once it was installed for comparison. The results of these surveys are shown Annex C.

2.11 The results of the speed surveys show that vehicle speeds have remained the same or have reduced since the installation of the one-way working in Dene Street.

2.12 Residents have expressed concern that some drivers are not adhering to the one-way working, and the results of the traffic surveys, show that an average of 16 vehicles a day are travelling the wrong way along the one-way working. Should the one-way working become permanent, Surrey County Council will work with Surrey Police to see if some enforcement can be carried out.

3. OPTIONS:

3.1 OPTION 1

Make the existing one-way working permanent.

- The results of the questionnaire that was carried out show that the majority of respondents support the retention of the one-way working in Dene Street, between the junction of High Street and Heath Hill. In order to improve pedestrian safety.
- Vehicle speeds in Dene Street have remained the same or have reduced since the installation of the one-way working.
- Traffic surveys that were carried out once the one-way working was installed show that vehicle numbers using roads surrounding the one-way working, such as Cotmandene and Marlborough Hill, has increased. However, the number of vehicles using these roads is small and Surrey County Council's collision database can be monitored to ensure that the increased vehicle use on these roads is not detrimental to road safety.

3.2 OPTION 2

Remove the existing one way working, reverting to the previous two-way working.

- Reverting back to two-way working would not achieve the aim to improve pedestrian safety in Dene Street, between the junctions of High Street and Heath Hill.
- Vehicle speeds could increase to those seen before the one-way working was introduced.
- The number of vehicles using the roads surrounding the one-way working in Dene Street, such as Cotmandene and Marlborough Hill will reduce.

4. CONSULTATIONS:

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4.1 Consultation was carried out with residents as detailed within Section 2 of this report. The following services/organisations were also included in the consultation asking for their views on the one-way working.

- Cllr Loretto
- Cllr Cooksey
- South East Coast Ambulance Service
- Surrey Fire and Rescue Service
- Dorking and District Chamber of Commerce
- Dorking Town Centre Manager
- Mole Valley Cycle Forum (see below)
- Mole Valley District Council (see below)

4.2 Mole Valley Cycle Forum requested that an exception to the one-way be made for cyclists, similar to the exception that is in place at North Street, because the alternative routes for cyclists are steep and require significant detours.

4.3 North Street is as narrow as Dene Street and has contraflow cycling with no cycle lane. However, North Street is not a one way road but a false one-way street, in that it is a two-way street with entry into it restricted for vehicles at its junction with A25 West Street. Therefore the contraflow for cyclists along North Street is for a short distance, with clear visibility of approaching vehicles.

4.4 Current guidance also suggests that any one-way roads with a contraflow system should have segregation at the entry and exit points. This is because cyclists are more likely to have a collision at these locations because motorists may not anticipate their turning manoeuvres which will differ from those of other traffic. However there is not sufficient width in Dene Street at the junction with A25 High Street in order to provide this facility. As a result there are no plans to install a contraflow cycle lane in Dene Street.

4.5 Mole Valley District Council commented that they would like to see that the one way stretch of Dene Street might be considered for townscape treatment that could amount to some sort of shared surface. This would calm traffic, emphasise the change in operation and character of the street and improve the crossing for pedestrians within this part of Dene Street and across the junction on High Street.

4.6 The redesign of the one way section of Dene Street, to create a shared surface would provide a number of benefits, however funding for this redesign is not currently available.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There is funding allocated from the Local Committee's Integrated Transport Schemes (ITS) budget this financial year for implementing permanent one-way working in Dene Street.

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 were considered as part of the design process for the one-way working in Dene Street.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report. The one-way working corresponds with the concerns raised by residents regarding pedestrian safety in Dene Street between the junctions of High Street and Heath Hill.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out overleaf
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising 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	No significant implications arising from this report.

8.1 Crime and Disorder implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The retention of the existing one-way working was supported by the majority of those who responded to the consultation following its implementation. Despite concerns raised that vehicle speeds have increased since the introduction of the one-way working, speed surveys show that vehicle speeds have either remained the same or reduced.

9.2 The number of vehicles using roads surrounding the one-way working has increased, however the number of vehicles using these roads is small and Surrey County Council's collision database can be monitored to ensure that the increased vehicle use on these roads is not detrimental to road safety. It is therefore recommended that Option 1 of this report is implemented.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, a One-Way Traffic Order will be advertised in the local press and, following the making of the order, the contractor instructed to install the permanent signing.

Contact Officer:

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Consulted:

As detailed in the report.

Annexes:

Annex A: Consultation results

Annex B: Traffic survey turning movement results

Annex C: Speed Survey results

Sources/background papers:

- Results of vehicle turning-movement surveys
 - Responses to public consultation.
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