

Supplementary Agenda

**We welcome you to
Mole Valley Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Supplementary Agenda

Item 4a – responses to written questions
from members of the public

Item 4b – responses to written questions
from members of the Local Committee



Venue

Location: Council Chamber,
Pippbrook, Reigate
Road, Dorking, Surrey,
RH4 1SJ

Date: Wednesday, 13
September 2017

Time: 2.00 pm



SURREY

SUPPLEMENTARY AGENDA

4a **PUBLIC QUESTIONS**

(Pages 1 - 4)

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

4b **MEMBER QUESTIONS**

(Pages 5 - 10)

To receive any written questions from Members under Standing Order 47.

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Questions from members of the public (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 13 SEPTEMBER 2017
LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL DIVISIONS

Question from District Councillor Wellman

Thank you for the written response to my question dated 22nd June 2017. In it, it is made clear that the SCC local maintenance engineer inspected the section of pavement in question on the A2003 for all kinds of defects. And also that the pavement cannot be widened. However, as I highlighted in my question, the camber of this section of pavement is extremely steep and may well exceed statutory limits. The section in question runs from the pedestrian crossing at the turning into the Ridgeway, downhill to the first house on Flint Hill. Or it could be described as the section approximately opposite the turning into Tollgate Road. In the details of assessments made, there was no mention of any check of the camber. It is particularly dangerous around the sweep of the bend. Can the camber be checked please, and might I be given the results? (20 sec video taken from a horizontally mounted camera fixed in the arm of a motorised wheelchair to see how steep the camber is, was forwarded to the Highways team to view).

Response from Highways Team:

Whilst it is appreciated that the existing pavement on the western side of Flint Hill between the existing pedestrian crossing and the first house on Flint Hill is sloped, there are no statutory limits relating to the gradient of pavements such as this, that were constructed some time ago. If a new road is constructed, there are design guides that relate to cambers and cross falls, however these cannot be applied retrospectively to existing roads. It is acknowledged that the gradient of this section of the pavement on Flint Hill has raised safety concerns.

It would be necessary to widen the pavement in order to reduce the gradient. If the pavement were widened, substantial work would be necessary in order to protect the adjoining retaining wall. Flint Hill is a narrow road, especially along the section just to the south of the junction with Tollgate Road, which is approximately 5m wide. Widening the pavement would reduce the width of an already narrow road to an unacceptable width for an A class road. Therefore it is unfortunately not possible to widen the pavement of Flint Hill in order to reduce the gradient.

Question from Buckland Parish Council

The Committee, when it met on 16th November 2016, agreed to support a SCC Highways proposal to “implement a Traffic Regulation Order restricting any motorised vehicles and any horse drawn vehicle wider than 1.5m (4ft 11ins) be implemented in the section of Buckland Lane (D318), which also includes BOAT No. 479, between borough boundary with Reigate and Banstead and a point 12.4m north of the junction with Lawrence Lane”. The reason given for this recommendation was “to address road safety concerns raised by Surrey Police following 4-wheeled vehicles rolling down the embankment due to subsidence on D318 Buckland Lane.”

The Highways Update to the June meeting included the following “The TRO Notice is to be advertised to make a Traffic Regulation Order (TRO) to introduce a 1.5m (4ft 11ins) width restriction on Buckland Lane (D318), Byway Open to All Traffic (BOAT) 479 (Buckland), Buckland Lane (X25120) and BOAT 98. Once the TRO is in place works will be carried out to install physical barriers and appropriate signage.”

Buckland Parish Council questions why SCC is taking so long to implement a TRO that:

(i) gained the support of both the Mole Valley and Reigate and Banstead Local Committees in 2016 and

(ii) is needed to address public safety concerns raised by Surrey Police.

Response:

Thank you for your question regarding the statutory advertisement of the width restriction in Buckland Lane. This is a relatively complex Traffic Regulation Order (TRO) and so our Traffic Orders Team have taken care to consult with our highways solicitors concerning the drafting of the order and the advertisement of the proposals. If there are sustained objections to the proposed restrictions then there could be a public enquiry to resolve the way forward, so we have taken time to prepare thoroughly. In addition we make hundreds of TRO's each year across the county of varying urgency and complexity, many in response to emergency situations, and so this scheme has had to be progressed in the context of a wider programme of work. However, pending a final check by our solicitor we anticipate the statutory notice will be made in October 2017

Question from District Councillor Paul Kennedy

Do Surrey County Council and Mole Valley District Council have any plans to improve the way they work together to ensure better enforcement of planning conditions relating to the protection and reinstatement of road surfaces and verges, having regard specifically to the repair of lorry damage caused to River Lane in Fetcham during the current major development work?

Response:

As part of the approved planning application at River Lane Yard, River Lane, Fetcham (ref: MO/2015/0401), a condition was recommended by Surrey County Council in its role as County Highway Authority which included a requirement for the developer to provide a pre-commencement highway condition survey. This condition was applied to the decision notice issued by Mole Valley District Council.

The applicant submitted details pursuant to the relevant condition in 2016 which did not include the pre-commencement highway condition survey. This was unfortunately overlooked at the time. Whilst this was an error, had a survey been provided, it would not have changed the outcome of the current situation at River Lane.

With respect to recovering costs from the developer for highway maintenance, we do not believe that the issues on River Lane could be solely attributed to vehicles associated with the River Walk site. The main reasons for this are the age and quality of the road; the HGV movements linked to the previous use of the development site; and other activity on River Lane which was also contributing to the issues. It appears, for example, that some verge damage had been caused by building work elsewhere on River Lane, and by resident parking.

Taking the carriageway defects around an 'inspection chamber cover' just to the south of Friars Orchard as an example, it is apparent from Google Streetview that the carriageway was already deteriorating in this location as far back as July 2015. For this reason, it would be difficult to justify laying blame for the defect on a housing developer. Given the previous use of the site – a yard that generated a fairly significant amount of HGV movements – it is possible that any further deterioration that has been caused by heavy vehicles would have occurred regardless of the development.

In summary, the issues that have arisen on River Lane are not due to an inherent issue with the current arrangement for dealing with conditions, and there are no plans to change the way SCC and MVDC work together. Care will be taken to ensure that all aspects of pre-commencement conditions are completed, however.

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 13 SEPTEMBER 2017****LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS****DIVISION: ALL**Questions from Cllr Raj Haque

1. The Glade railway bridge is heavily used by the public to access Bookham Common on foot, bicycle, horse and also by all utilities traffic. The bridge itself was repaired by Railtrack in 1998 but they did not touch the approaches to either side. Would SCC consider doing any remedial re-surfacing work within the section of the bridge, it has the responsibility to maintain?

Response:

The section of The Glade between the junction with Kennel Lane and the junction with Bushey Road is a public road. The section of The Glade over the railway bridge between the junction with Bushey Road and Commonsides is a private road. There are public bridleway rights (Bridleway 3) over that section of The Glade north of the railway, these rights continue east along a track parallel to the railway to reach Fetcham Common Lane – see plan below.

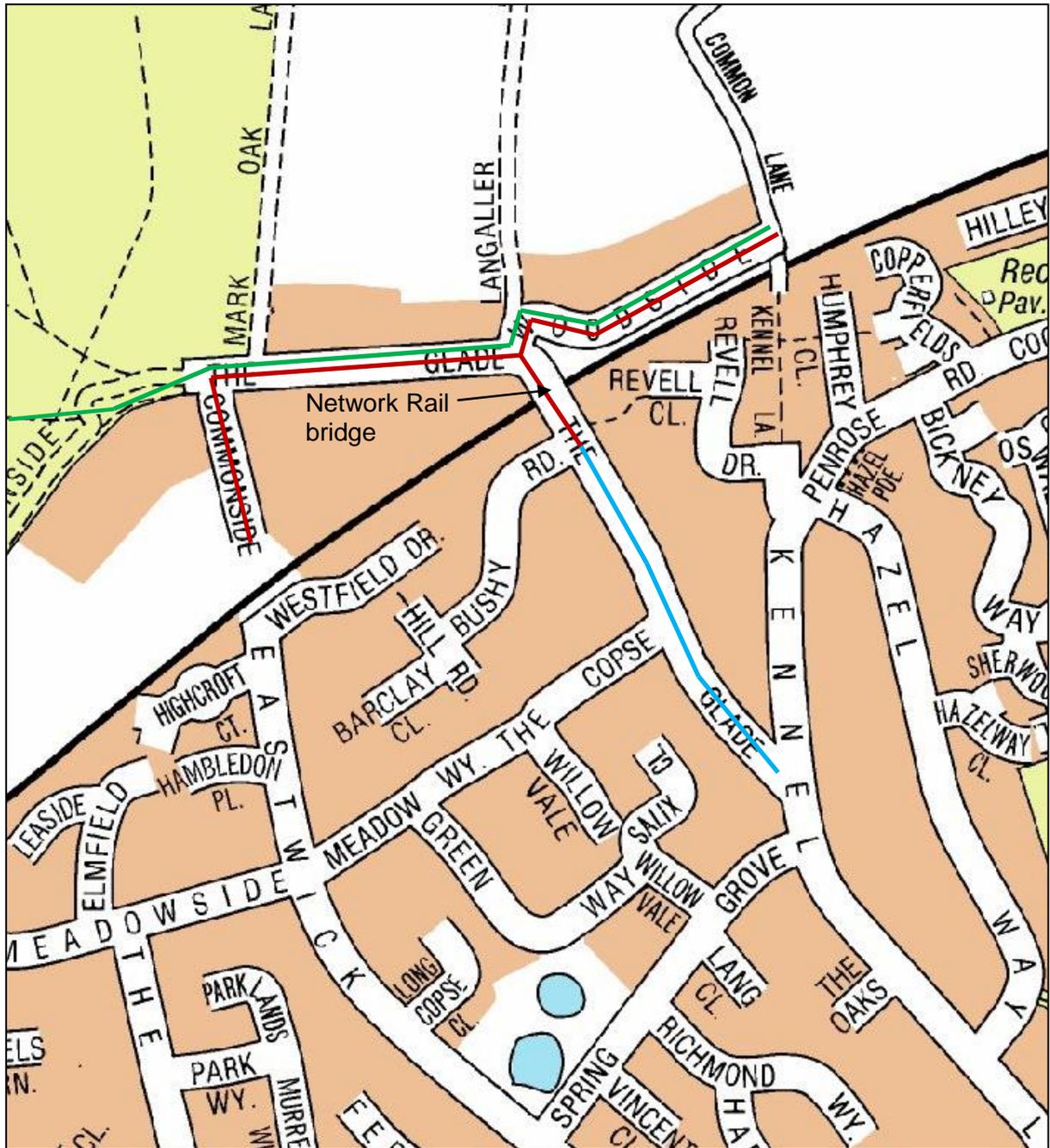
It is acknowledged that walkers, horse riders and cyclists accessing Bookham Common use this section of The Glade over the railway bridge, however no public rights of way pass over the bridge. The public vehicular highway finishes 45m to the south of the bridge and Public Bridleway 3 commences 55m to the north of it. The nature and extents of any public rights over the bridge is therefore unknown.

The Surrey Definitive Map and Statement is a conclusive record of the public rights of way in Surrey. However it is only conclusive evidence as to what it contains and not to what it omits. The map does not stop the acquisition of rights by the public, either by the dedication of rights by the owner of the land or by long, unchallenged use. To date the Surrey County Council Rights of Way Team has not received any claims under the provisions of the Wildlife & Countryside Act 1981 to record public rights over the route in question.

Surrey Highway records indicate that the bridge is owned by Network Rail. It is very unlikely that public rights could have been acquired over this land as a result of long use, due to various Acts of Parliament that make entering railway land a criminal offence.

As the part of The Glade over the railway bridge is a private road, Surrey County Council has no duty to maintain or repair either the road over the bridge or the sections of road on the approaches to the bridge. The concerns of the residents regarding the condition of the road over the bridge have been passed to Network Rail.

Highway Rights in The Glade, Fetcham



- Public Road ———
- Private Road ———
- Public Bridleway ———

2. There is a problem with people parking their cars on the pavements opposite Sainsbury's in Fetcham and then reversing out after they have finished shopping. It's almost becoming a parking bay on the pavements. Can SCC consider putting bollards or any other form of preventative measure to stop people parking there?

Response

The footway of Cobham Road opposite the Sainsbury's Store has dropped kerbs for vehicle crossovers along a considerable length between no. 165 and the junction with The Street. This provided vehicle access to the currently boarded up site previously occupied by Tudor Motor Engineering and the petrol station.

It is acknowledged that vehicles parking on this footway can cause problems both for vehicles reversing out of the parking bays opposite and pedestrians using the footway. However it is not possible to provide bollards on this footway as is suggested, as this would obstruct the legitimate vehicle access into the site. It is proposed that waiting restrictions on this section of Cobham Road be considered as part of the next Mole Valley Parking Review.

3. The road surface on Monks Green in Fetcham is deteriorating rapidly with potholes appearing almost every week. Is it possible for the SCC to look at the condition of the roads as soon as possible to prevent further deterioration and carry out the necessary resurfacing work?

Response:

Monks Green is a small, residential cul-de-sac constructed with a concrete base with a tarmac overlay. The road receives highway safety inspections every 10 months and any defects that meet the intervention level are repaired. In addition to this, the Local Highway Officer inspected Monks Green during August 2017, and the defects that met the intervention levels have been raised on the Surrey County Council system for repair.

Officers will raise concerns about the condition of this road with the Asset Management Team and request that the road is considered for any future surfacing programmes. The prioritisation of major maintenance work for roads is in accordance with the Highways Asset Strategy; this outlines a number of factors that are taken into consideration when prioritising works of this nature. Monks Green is unlikely to score highly in this process and is not on the list for works to be carried out as part of Operation Horizon in the next 5 years.

4. Since more & more people seem to use the reading room for various purposes in Fetcham, especially the elderly, would SCC consider putting a Zebra crossing across Cobham road to the Reading room?

Response:

The Reading Room is located on Cobham Road, opposite the junction with River Lane. This section of Cobham Road is traffic calmed, using full width road humps, which supports the existing 30mph speed limit.

There are a number of informal crossing points in the vicinity of The Reading Room in the form of dropped kerbs with tactile paving. These crossing points are located on Cobham Road, just to the south of The Reading Room and one, on one of the full width road humps which is just to the north of The Reading Room. Locating this informal crossing on the existing full width road hump helps to reduce vehicles speed on the approach to this informal crossing.

During the three year period January 2014 to end of December 2016, there have been no collisions involving personal injury along Cobham Road in the vicinity of the Reading Rooms.

As there are existing informal crossing facilities and traffic calming in place, as well as there being a low collision history, Officers would not recommend the introduction of a Zebra crossing on Cobham Road in the vicinity of the Reading Room.

Questions from Hazel Watson (Dorking Hills)

1. At the Local Committee on 22 June 2017, in response to a question about the failure to install previously purchased highway safety signage on the Mickleham Bends during the first 2017 grass cut, the following statement was made:

“A new order was placed with the contractor to install the signs in this financial year, with the instruction to carry out the work under a grass cutting lane closure. Regrettably the work was not carried out under the first lane closure for grass cutting due to an operational issue. Discussions with the contractor have identified where the problem arose and measures are being taken to ensure that similar problems for works of this type do not occur in the future.

“The next lane closures for grass cutting on the A24 are programmed for early August. The contractor is aware that the sign work on the A24 Mickleham bends has to be undertaken under this closure and officers will continue to work with them to ensure that there are no further delays.”

The August grass cut has taken place. The replacement highways safety signage has not been installed.

Can explanations please be given as to:

- (i) Why was the explicit commitment given to the June Local Committee that this work would be done in August not followed through and why has the replacement highways safety signage, which the County Council has confirmed that it has purchased and that it is holding in store, not been installed in accordance with the timetable set out in the response to Council Members?
- (ii) Why were the discussions with the contractor which resulted in measures being taken to ensure that similar problems for works of this type do not incur in future so ineffectual that a further identical failure occurred within

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weeks of the discussions taking place and what further measures will now be put in place to ensure that this does not happen again?

(iii) Why, if the contractor and officers were explicitly working together to ensure that there are no further delays, did the delay occur and what new procedures will be introduced within the Department to ensure that this cannot happen again and will a firm commitment be given to install this replacement highways safety signage within the next week and, if not, by when?

Response:

The information provided to the June Local Committee was given in good faith following communication with the contractor. The contractor went on site to carry out the work under the August lane closure for grass cutting. However, the work was aborted when it became clear that it could not be undertaken within the time that the traffic management (TM) was to be in place for the grass cutting.

Sharing traffic management put in place for other tasks, in this case grass cutting, is an efficient and cost effective way of working. However, in the case of the A24, the amount of work required to be carried out exceeded the amount of time the TM was programmed to be on site. It has been agreed with the contractor that separate traffic management will be put in place to enable the replacement of the chevrons and verge marker posts to be completed. This will be funded from the countywide revenue budget for signs maintenance.

Officers have received confirmation from the contractor that this job is being progressed as a matter of urgency. The timing of the work is reliant on permit dates being granted. Officers will provide a verbal update to the meeting.

It is regrettable that it was not identified at an early stage that the chevron and verge marker post works would require more time to be completed than would be available under the grass cutting TM. For future work to be carried out under shared TM, officers will seek assurance from the contractor that it can be completed in the time available so that alternative arrangements can be made if necessary, so avoiding the delays that have been incurred on the A24 sign works.

2. The County Council has just launched a consultation about the future of the Performing Arts Library with a very short consultation period, the closing date being 17 September 2017.

The Performing Arts Library is an important and specialist facility in Mole Valley and supports numerous Arts Groups throughout the year, in Mole Valley and throughout Surrey. The limited consultation period, however, will make it difficult for all the Groups to respond and for the County Council to get a considered and balanced view from the consultation. In addition, this limited period will make it difficult for any proposals to be brought forward which could deliver a viable Option 2 in the consultation: namely, to try to identify, or establish, a not-for-profit community organisation which could take over all or a substantial part of SPAL's operations.

Will the Chair of the Local Committee please make representations to the Chief Executive and Leader of the County Council asking them to extend the consultation period to six weeks to ensure a balanced and considered response is received by the County Council and to set a realistic timeframe for any decisions that are to be taken that would allow Option 2 to be fully explored before any decisions are implemented?

Response from Director of Legal, Democratic and Cultural Services:

Thank you for raising this issue. I am aware that similar concerns about time scale have been expressed to the Cabinet Member for Communities and she has already asked officers to extend the consultation period by an additional two weeks. The consultation will therefore remain open until midnight on 1 October.

I am assured by officers that this should allow adequate time for those who wish to contribute to do so. As of noon 11th September there had already been 633 responses to the on-line survey which shows that the initial timescale has not been per se an impediment to potential respondents. In addition, news of this extension is being communicated to service users in a number of ways.

Any members of the public who are not users of the Performing Arts Library are invited to send in their comments and concerns to libraryconsultation@surreycc.gov.uk and these comments will be included in the analysis of the feedback.

Regarding Option 2, at this stage the County Council is seeking expressions of interest from organisations that it could potentially work with on future arrangements for the Performing Arts Library and is not seeking detailed plans by the deadline. In addition, whilst the survey is in progress and after, the County Council is actively approaching organisations involved in music and drama education and performance and advertising for expressions of interest in the relevant press.

I am advised that the service hopes to identify strong and viable expressions of interest with the shortest possible delay to provide some certainty to users. Negotiations with any group would naturally take some time and they would hope to have these finalised by April 2018.