Supplementary Agenda

Mole Valley
Local Committee

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

Supplementary Agenda

Item 5a – Written Public Questions

Item 5b – Written Member Questions

Venue

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

Date: Wednesday, 12 June 2019

Time: 2.00 pm

SURREY
COUNTY COUNCIL

SUPPLEMENTARY AGENDA

a PUBLIC QUESTIONS (Pages 1 - 8)

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

b MEMBER QUESTIONS (Pages 9 - 10)

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

6 PETITIONS

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

One petition has been received before the deadline.

a PETITION TO: MAKE IT SAFER FOR OUR CHILDREN TO CROSS THE GUILDFORD ROAD IN BOOKHAM BETWEEN GROVESIDE AND HAWKWOOD RISE

This petitions has been deferred to the following meeting of the Mole Valley local committee on 4 September 2019.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: **12 JUNE 2019**

LEAD OFFICER: **JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER**

SUBJECT: **QUESTIONS FROM MEMBERS OF THE PUBLIC**

DIVISION: **ALL**

1. Question from David Allbeury, Westhumble Residents' Association

With regards to the timing of the first vegetation cutting on the central reservation at the junction of the A24 and Westhumble Street. From April onwards the turning from A24 southbound into Westhumble Street loses all sightlines and makes the turn very dangerous. Is there a way the cutting schedule can be amended to take this in to account to make the junction safer from this period?

Secondly, is there a need for a complete cut of the verges? The suggestion is that if a central section was left it would allow a more diverse wildlife to develop rather than a complete manicure of the verge.

Response:

This section of the A24 has a considerable number of crossing points and junctions and it is important for all road users, to keep the verge growth to manageable levels to avoid the obstruction of sight lines. This section of the A24 remains an important area to ensure that the environment remains as safe as possible, and is generally cut two times a year. The verge cutting has always been cut to as high a standard as can be afforded whilst trying to balance the various needs of the highway network.

It is appreciated that residents would like to see some verges not mowed or only partially mowed in order to provide improved habitats for wildlife. However it is important to not only keep visibility clear near junctions and crossing points but also where there are sweeping bends in the road to allow for as good forward visibility as possible. It is also important to ensure that road users have good sight lines of existing traffic signs, and that such signs are not obstructed by vegetation, because these signs provide information to road users of possible hazards ahead as well as existing speed limits. Other highway assets also needs to be kept clear to ensure they function and to aid maintenance. This is important for parts of the highway drainage system where there are considerable lengths of French drain within roadside verges.

However the Local Maintenance Engineer would be happy to look at specific locations if there are species of particular importance such as certain types of orchids, because these could be protected in some way to avoid the grass cutting operation. Therefore there is a need to make a compete cut of the verges.

2. Question from Cllr Caroline Salmon, MVDC

The Subway under the A24 at Beare Green is in a poor state.

Over the last year it has flooded at least twice over ankle depth. This was temporarily remedied by drain clearance, but laying water has broken up the footpath base. The drains are poorly designed, but the sources of blockage are catkins, leaves and soil and washing down into them. The water flushes soil down creating puddles that become weed beds on the way. The railings are peeling. Overhanging brambles got to eye level before they were reported and cut.

The subway is a major "Safe route to school" yet passing through it has been in a grim subway experience. The village deserved better.

Can the Local Committee look at the subway under the A24 at Beare Green, which is the encouraged walking route to the Weald School from a Beare a Green Village, and create a plan which the various departments across Councils can then instigate to improve the subway experience.

This will need to include:

- Looking at vegetation causing detritus and safety problems and probably remove them eg. bramble plants and trees
- Finding a long term remedy to poor water drainage
- Resurfacing footpath base - destroyed by continual flooding
- Redecorating - railings and side wall, plus the 20yr old mural needs a clean and revarnish.
- Continually doing quick fixes every 3-6 months to drainage, sweeping it and removing plant growth is time consuming and costly. A long term solution to improve and then maintain it is required.

Response:

It is acknowledged that the subway under the A24 at Beare Green provides an important link for pedestrians between the residential area of Beare Green and The Weald Primary School and Newdigate Road.

A deep clean was carried out on the subway during the March and April of 2018. The railings, floors and walls of the subway were cleaned and the vegetation adjacent to the railings on the ramps to the subway was cut back.

The drainage system in the subway is not on the cyclical gully cleansing programme, the location of the gullies means that it is not possible for the mechanical gully cleaning equipment to access them. The drains are cleared using hand tools on an ad hoc basis.

The surface of the ramps and subway are inspected on a cyclical basis as part of the highway inspection programme and were last inspected in March 2019. Any surface defects found that meet the intervention levels for footways are programmed for repair.

The member is requesting that a long term plan is instigated in order to improve the experience of using the subway. Surrey County Council receives a large number of requests for improvements to the public highway network, and the number of requests receives greatly exceeds the funding available for such measures. The limited available funding is targeted at those locations where the introduction of measures would achieve the greatest benefit in terms of helping to reduce the number of people already being injured on Surrey's roads. Improving the experience of using the subway, whilst an admirable objective, would unfortunately not prioritise for funding using this criterion.

It is proposed the vegetation adjacent to the subway railings and the drains on the ramps and in the subway be inspected. Any necessary clearance works to either the vegetation or drains will be carried out by the Revenue Maintenance Gang.

3. Question from Jenny Whiting, a resident of Mount Street, Dorking

The questions are concerning the consequences for Mount Street given the introduction of residents parking in Arundel Road and Howard Road. They are:

a) Where exactly does Mount Street start (and Arundel Road end)?

Response:

Please see an extract from the highway extents plan provided by our highways information team. The area in yellow is the public highway - beyond that is the private road:

b) Can a white line be put across the road at the start of Mount Street (when we know where it is)?

Response:

It is not possible to put a white line across the road to mark the start point of the private road as this is not a prescribed road marking, as set out by the traffic signs regulations.

c) Can we put signs up to inform people that it is a private road? - Are there restrictions on what signs, the size of them, where they can be attached to or what the signs say?

Response:

Signs can be erected on the private road, with the owner's permission. The type, size and style of sign would have to be determined by the owner as SCC has no jurisdiction over the private road.

d) Can we put lines down Mount Street to mark out parking spaces?

Response:

SCC cannot put any kind of lining on Mount Street as it is a private road as they have no jurisdiction on this road.

e) Can we put planters at the entrance to Mount Street to indicate it is a private road?

Response:

With regards to planters, again, permission would need to be given by the land owner. Consideration would have to be given to road safety, to enable adequate sight lines for drivers and access for refuse collection/emergency vehicles etc, and be covered by adequate insurance.

4. Questions from John Moyer, Leatherhead resident

a) What update is there on the newly recognised Wet Spot at Cleeve Road Leatherhead, where flash flooding occurs every time it rains heavily, and it seems Thames Water and SCC cannot agree whether it is the road drains or other drains. Is it correct that the drainage is actually inadequate to support the growing level of housing in that area? Will SCC therefore change its policy of rubber stamping consultation on planning applications for new buildings until the drains and highways in that area are improved? And to what timescale are SCC working to improve this drainage issue, what specific date does SCC intend to upgrade the drainage? What discussions have taken place with Thames Water in the past month?

Response:

The existing highway drains and the pipes leading from the highway drains to the main pipes have been cleaned and jetted and are not blocked. The main pipe is under the ownership of Thames Water and Surrey County Council has therefore approached Thames Water to ask them to investigate the condition of their main

pipe. Surrey County Council is continuing to chase Thames Water for a response. There is no evidence to suggest that the existing highway drainage is inadequate.

b) Will SCC publish and make widely available its Highways Safety Matrix referred to by Bob Weston in his replies stating that Hawks Hill Fetcham and By Pass Road A245 Leatherhead do not merit criteria for repair? As Hawks Hill is attributable to past utility work, of which SCC must have a record, what measures do SCC have to require the utility company to reinstate the road surface and by when? What is the rationale for surface dressing the A245 on the Ride London route at Woodlands Road but neglecting ByPass Road feeding directly off the M25?

Response:

Surrey County Council's standards and procedures for Highways Safety Inspections, including the Highways Safety Matrix is already published on Surrey County Council's website which can be accessed by using the following link; https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/policies-and-plans/highway-safety-inspections-standards-and-procedures

Woodlands Road was identified for surface dressing as this is a preventative treatment and was suitable for the condition of the road.

There are a number of reasons why surface dressing is used for preventative treatment including;

- To provide a safer, non-skid road surface
- To seal and waterproof the road
- To extend the life of the road surface, it could prolong the life of a road by over 10 years.
- It is a relatively quick treatment as 1km of road can be completed in about 2 hours, which minimises delays to traffic;
- It is more environmentally friendly, as we re-use materials to conserve natural resources wherever possible;
- It is up to three to four times cheaper than alternative ways of maintaining a road;
- It can improve the appearance of heavily patched roads.

Further information regarding Surrey County Council's Surfacing Dressing Programme can be found at the following location on SCC's website.

https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/maintenance/roads/about-road-surface-dressing-and-micro-asphalt

Surface dressing would not be suitable for the condition of Leatherhead By-Pass and has therefore been identified for major-maintenance and will be prioritised against other roads across the county requiring the same work type.

How we split the budget across work types (surface dressing and major maintenance) and prioritise major maintenance for roads across the county is also available on Surrey County Council's website at the following location; https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/maintenance/how-we-prioritise-road-maintenance

c) Will SCC confirm that its contract with Kier is for replacement of block paving, removed as part of SCC works, only with tarmac, and why like for like is not in that contract? What progress has SCC made with requiring utilities to reinstate block paving at Church Street Leatherhead where two small tarmac patches have appeared on the block paving that was funded from 2017/18 Transform Leatherhead LEP money. What assurance can SCC give that any future work at Church Street on this flagship paving will not use tarmac?

Response:

The Kier highways A&E crews will make safe any damage to paving blocks with a bound surfacing material, to remove any trip hazard from the pavement. Where possible this is replaced with stored matching blocks at a later date. This is also the case for utility companies who, under the New Roads and Street Works Act, are permitted to carry out a temporary reinstatement to block paved areas in a bound surfacing material.

In the longer term, Surrey County Council and Mole Valley District Council are working on an enhanced maintenance agreement for Church Street and High Street, Leatherhead.

d) Will SCC amend its process for allowing utility works on the highway; to include notification of the divisional county councillor before permission is granted? This will enable the local member to offer any advice on the impact of works being scheduled eg. During term time?

Response:

The Surrey County Council Permit Scheme Order 2015, sets out how we coordinate works and manage our road network, as set out in the New Roads and Street Works Act and the Traffic Management Act. The details of the utility company planned works are added to the streetworks.org mapping system, and where possible this is coordinated to be timed to minimise the impact on the highway network. Emergency utility company works are also added to the mapping system.

The County Councillors are informed of any major planned utility company works through the Members Bulletin, and members local knowledge is appreciated. Also, members and residents can request to have a notification of works on the highway and find more information on our web site: https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/roadworks

e) What information could the local committee ensure is made available this summer, on access to any remaining universal and voluntary children's and child health services in Leatherhead following closure of the Children's Centre? eg. a list of alternative services and groups, details of where the NHS intend to offer baby weigh and 27 month reviews. What engagement has SCC had with MVDC officers on future use of the building? Does it remain under control of the Trinity School governing body or revert to SCC as a property asset?

Response:

For consistency purposes, we are directing families and professionals to a central point for information, which is the Family Information Service (FIS) website. This website has and will continue to be updated with up to date information on centre closures and where families can access services to support them. The FIS website www.surreycc.gov.uk/molevalley

provides an overview but also has direct links to individual Children's Centre websites which will provide more detail on their services. Please see below for link: www.surreycc.gov.uk/familycentres

Regarding child health services, families should liaise with their health professionals, as is current practice, to identify frequency and location of services. The website 'Children and Family Health Surrey' also has a website listing locations of all clinics e.g. baby weighing clinics. There is also a link to this health website on the Family Centres website – as above:
https://childrenshealthsurrey.nhs.uk/categories/child-health-clinics-and-drop-ins

If families do not have access to a computer, they can call the Family Information Service on 0300 200 1004, who can provide information on services and activities for families.

The new Family Centre for Mole Valley, based in Dorking, will provide outreach work to support families identified as needing support to access these services.

The Guildford Diocese owns the Trinity Leatherhead building and the majority of the land. Surrey CC have no plans for future use of the site.

5. Question from Roger Troughton, Secretary, Mole Valley Cycling Forum

At the March meeting of the Local Committee item 51/19a, question 3, the Ward Member requested "Cyclists Dismount" signs in the subway by Westhumble St. (not exactly what the Residents Association had been requesting, which was "cyclists and walkers share subway").

Would Surrey Highways please not erect "Cyclists Dismount" signs?

Our understanding is that white on blue rectangular signs are primarily informational; however, they can be interpreted by some members of the public as mandatory, which can lead to conflict. Furthermore it was acknowledged by Surrey Highways that signs that cyclists tended to take more notice of signs giving pedestrians priority as it was a more positive message (see MV Local Committee item 19 March 2016, https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=165&MId=4023&Ver=4)

Response:

It is appreciated that signs stating "Pedestrians have priority" have been provided at locations where short sections of pavement along existing shared footway/cycleways are too narrow, such as the section under the Deepdene Railway Bridge. The height of the existing subway under the A24 just north of Westhumble Street is lower than that required under the Design Manual for Roads and Bridges. The Design Manual for Roads and Bridges applies to motorways and trunk roads, but is used as best practice on local authority roads. As we consider it preferable for cyclists to continue to use the subway, we have to advise them to dismount their cycles due to the slightly lower subway height than that required under the existing design standards. Therefore "Cyclists Dismount" signs are the most suitable sign at this location.

6. Question from Cllr Paul Kennedy, MVDC

What role can Surrey County Council play, and what representations does it plan to make, in order to help ensure that the proposed closure of the Fetcham branch of the Molebridge Practice does not adversely affect vulnerable residents' access to health services in Fetcham and Bookham?

Response:

At the time of publishing officers were unable to provide a written response that was as full or as comprehensive as they would have liked and therefore the full answer will be provided to the questioner following the meeting.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: **12 JUNE 2019**

LEAD OFFICER: **JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER**

SUBJECT: **QUESTIONS FROM LOCAL COMMITTEE MEMBERS**

DIVISION: **ALL**

Questions submitted by Cllr Claire Malcomson

1. There are rare flowers along the A24 in Holmwood, Beare Green and all over the place. It is well known now that we need our wildflowers to protect bees and other pollinators. Why has Surrey County Council not put a stop to the mowing of the areas that do not obstruct sight lines? Of course safety is paramount but many of the residents are in uproar about this. According to experts flowers should not be cut before August 1st. Please can the right department make sure that this is honoured in future?

Response:

It is appreciated that residents would like to see some verges not mowed in order to provide pollinators for bees and other insects. However highway grass verges are cut two times per year for safety reasons to ensure that road users have good visibility. This is not only important near junctions and crossing points but equally important where there are sweeping bends in the road to allow for as good forward visibility as possible. It is also important to ensure that road users have good sight lines of existing traffic signs, and that such signs are not obstructed by vegetation, because these signs provide information to road users of possible hazards ahead as well as existing speed limits. Other highway assets also needs to be kept clear to ensure they function and to aid maintenance. This is important for parts of the highway drainage system where there are considerable lengths of French drain within roadside verges.

However the Local Maintenance Engineer would be happy to look at specific locations if there are species of particular importance such as certain types of orchids, because these could be protected in some way to avoid the grass cutting operation.

2. The Average Speed Camera along the A24 in Mickleham has proved a great success for Surrey County Council, both by stopping accidents and financially. When will it be agreed that the next installation of cameras should be further south along the A24, between the North Holmwood round about and the Beare Green roundabout? And when would these be installed?

Response:

The county council have been working with the police to identify opportunities for implementation of average speed cameras on roads across the county where there

have been a high number of collisions and where speeds have been confirmed as excessive. Analysis has shown that a number of other roads have suffered a greater number of collisions and casualties per km in recent years compared with the A24 between the North Holmwood Roundabout and the Beare Green Roundabout. Therefore the county council, in partnership with the police, are prioritising the introduction of average speed cameras on a portion of the A31 Hogs Back between the Hogs Back Hotel and Puttenham Hill (5.2 personal injury collisions per km, of these 2.1 per km killed or serious), the A320 St Peter's Way between the M25 and Guildford Road (15.2 personal injury collisions per km, of these 0.9 per km killed or serious), and B3012 Gapemouth Road/D3045 Mytchett Place Road (5.3 personal injury collisions per km, of these 1.3 per km killed or serious). This data is based upon the three year period from 2016 to 2018 inclusive. This compares with the A24 Horsham Road between the North Holmwood Roundabout and the Beare Green Roundabout having 2.4 personal injury collisions per km, of these 0.6 per km killed or serious. Therefore the county council and police do not have any immediate plans to introduce average speed cameras on the A24 Horsham Road. Instead enforcement will be provided from time to time by police mobile enforcement vans that will position at the side of the road at different times.

Question submitted by Cllr Nancy Goodacre:

Could the County Council please provide a detailed update on plans to replace the Bookham Youth and Community Centre? Due to the imminent closure of the premises the Youth Club has to move to an alternative, temporary location on 24th July. These premises are in no way comparable to the facilities at the current youth centre in terms of both indoor and outdoor space and it will be difficult for BYouth team to provide and then grow the service it has been working so hard on in recent years. The situation is now urgent to meet the needs of young people in Bookham.

Response:

Surrey County Council is currently reviewing options in relation to Bookham Youth and Community Centre and working with stakeholders including the District Council to achieve the best solution. This review aims to ensure that local need is met and the solution is in line with County's Asset and Place strategy. The review will include consultation with user groups and local stakeholders and this is scheduled for this summer.

The consultation will be used to inform detailed planning for the site. This is likely to be completed by Autumn 2019.