

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 5 March 2014
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

- * Mrs Clare Curran (Chairman)
- * Mr Tim Hall (Vice-Chairman)
- * Mrs Helyn Clack
- * Mr Stephen Cooksey
- * Mr Chris Townsend
- * Mrs Hazel Watson

Borough / District Members:

- * Cllr Rosemary Dickson
- Cllr Valerie Homewood
- Cllr Raj Haque
- * Cllr Simon Ling
- Cllr Charles Yarwood
- * Cllr Philippa Shimmin

* In attendance

Open Forum

Two questions were asked in the open forum. One was answered at the meeting and a written reply will be provided for the second.

OPEN FORUM

An open forum was held at the start of the meeting, topics discussed included Flanchford Bridge and road resurfacing.

43/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllrs Valerie Homewood, Raj Haque and Charles Yarwood. Cllr Margaret Cooksey substituted for Cllr Valerie Homewood.

44/13 MINUTES OF PREVIOUS MEETING [Item 2]

Confirmed as a correct record.

45/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

(a) PUBLIC QUESTIONS [Item 4a]

Six questions were received; the questions and answers are set out in Annexe A.

The following supplementary questions were asked:

Question from Cllr Potter: Where and when has work been carried out and when will any additional funding be available? In response it was stated that the work of the Brockham Flood Forum is outside of the remit of the Local Committee. Helyn Clack who chairs the forum undertook to answer any further questions in more detail if Cllr Potter submits these to the Forum.

Question from Roger Troughton: When will officers meet with Tesco? The Senior Engineer stated that they have now been able to establish a contact with Tesco and a meeting will take place as soon as possible.

Question from Sandra Baxter: Can signs be provided to warn of concealed drives on the straight part of the road? The Senior Engineer replied that there is no prescribed highway sign for this and as such it would not be possible to provide them.

Question from Michael Agius: Peter Seaward represented the questioner who was unable to be present and asked whether the road could be put on the list for future speeding checks. Officers agreed to meet with the resident to consider what could be done to address the issue.

Question from Peter Seaward: Businesses in Manor house Lane are reporting problems as a result of the road closure and have requested that diversion signs be put in place. Officers agreed to look at this.

Annexe A

(b) MEMBER QUESTIONS [Item 4b]

Questions were received from four members, the questions and answers are set out in Annexe B.

The following supplementary questions were asked:

Question 5 from Hazel Watson: She asked why no further action is being taken in relation to Ashley Road and Bailey Road. The Projects and Contracts Group Manager replied that there had been some issues with the surface treatment programme and a team of officers had been looking at the issues. A report is expected shortly with recommendations on a way forward. He agreed to discuss the matter further outside of the meeting.

Question from Philippa Shimmin: She expressed her appreciation for the attendance of highway officers at the Mole Valley Access Group meetings and requested that footways be made a higher priority.

Question 1 from Stephen Cooksey: He asked whether as the funding for the work is in this year's budget, it will be completed this year and if not will the funding be carried over. It was agreed that the Maintenance Engineer would supply this information.

Question 2 from Stephen Cooksey: He expressed disappointment that the drainage contractor had left the site before completing the work and asked whether funding would be carried over to the next financial year. Officers replied that the money is ring fenced and that the contractor should return in about 4 weeks.

Question 4 From Stephen Cooksey: It was agreed that the Streetlighting Contract Manager would be asked to contact Mr Cooksey to discuss the issues.

Annexe B

46/13 PETITIONS [Item 5]

No petitions were received.

47/13 RECOMMENDATIONS TRACKER [Item 6]

In relation to the pilot for 20mph speed limits outside schools that the lights in Park Lane are not working. The school had indicated that they were prepared to carry out the repair, but were not sure if this was permitted. The Senior Engineer agreed to respond to the divisional member outside of the meeting.

In relation to Woodfield Lane, Ashted it was reported that meetings had been held with the tree officer and discussions will take place in to respect common land and it was hoped that an update could be brought to the Committee soon.

48/13 ROAD SAFETY POLICY [Item 7]

Declarations of Interest: None

Officer attending: Duncan Knox, Road Safety Team Manager, Rebecca Harrison, Sustainability Community Engagement Team Leader

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

Members indicated that if the pilots to introduce 20mph zones outside schools are successful, they would like to extend this.

Members asked whether it would be possible for them to use their members' allocation to help to fund school crossing patrols. It was agreed that clarification on whether this was possible would be sought. It was noted, that the annual cost of a school crossing patrol officer is in the region of £3,000 so if funding were provided by a member, consideration would have to be given to providing sustainable funding in future years. It was reported that it is often difficult to fill these posts.

Members welcomed the revised speed limit policy, but were concerned that in Step 6 of the policy that if the Local Committee did not agree with the

recommendations the matter would be referred to the Cabinet Member as they felt that the Committee was best placed to make these decisions. On a vote by 6 votes FOR to 4 AGAINST it was:

Resolved: that the

draft road safety policies be endorsed prior to their submission to Cabinet subject to the following comment:

In the Setting Local Speed Limits Policy, Step 6, the Local Committee feel that they should be able to agree an alternative option not recommended by the Area Highways Manager and the decision should not be referred to the Cabinet Member for Transport, Highways and Environment.

Reason for Decision:

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools and were therefore invited to submit comments on these new policies prior to submission to the Cabinet.

49/13 PROJECT HORIZON UPDATE 2013/14 [Item 8]

Declarations of Interest: None

Officer attending: Mark Borland, Projects and Contracts Group Manager

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

Members raised the issue of utility companies digging up recently resurfaced roads. It was reported that utilities should not be able to work on new roads for 5 years after completion except in an emergency and they are being asked to survey the roads in the programme in advance to check there are no existing problems. The new permit scheme has helped to prevent some issues and the number of inspectors has doubled. However, it is not possible for them to examine all utility work. There is a 2 year guarantee on all reinstatements made by utilities and members were asked to make the streetworks team aware of any issues in their area so they can be followed up if necessary.

It was confirmed that it is intended to resurface the whole of Middle Street in Betchworth.

It was requested that Dene Road be moved ahead of Oakfield Road and South Street be put into the programme instead of West Street. Officers reported that when the programme is clearer it will be discussed with local highways officers to ensure it fits with the local programme of patching work.

Members requested that residents be informed in good time where work is to be carried out.

The Committee noted the success of the countywide 5 year programme in year one and thanked officers for the work done so far which has been well received by residents. It also noted the progress of Operation Horizon roads, Surface Treatment roads and changes in the year one programme in Mole Valley and the proposed programme for year two (2014/15) and the remaining years of the programme (2015-2018)

50/13 HIGHWAYS UPDATE 2103/14 - END OF YEAR REPORT [Item 9]

Declarations of Interest: None

Officer attending: Anita Guy, Senior Highways Engineer

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

Noted the report and that options are being drawn up for the Hollow Lane traffic calming scheme and also for Garlands Lane, Leatherhead, which will be shared with members.

Noted that the scheme for Ottways Lane will begin in the next financial year.

The Committee thanked the local highways team for their excellent work and sent their best wishes to John Lawlor.

51/13 ACCESS TO VINCENT ROAD, DORKING [Item 10]

Declarations of Interest: None

Officer attending: Anita Guy, Senior Highways Engineer

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

The Divisional member indicated that the access only order for Vincent Road is not being observed. He suggested that yellow signs should be placed on the street lamps along the road saying access to encourage people not to return to this route. It was also suggested that an island should be installed at the exit from Lidl to prevent people from making an illegal turn. The Senior Engineer replied that it would not be possible to install an island within the current layout of the junction as this would prevent HGVs from turning into the site to make deliveries. Members suggested other possible solutions such as putting up a temporary sign saying road closed except for access or considering a stopping up order.

It was agreed that the Senior Highways Engineer, the Divisional Member and a representative of the residents would meet on site to look at a way forward.

52/13 SPOOK HILL BUS CLEARWAY [Item 11]

Declarations of Interest: None

Officer attending: Anita Guy, Senior Highways Engineer

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

None.

Resolved:

That a clearway is introduced at the existing southbound bus stop in Spook Hill, south of the junction with Holmesdale Road (opposite the shops), the restriction to be 7am until 7pm daily.

Reasons for decision:

To prevent obstruction of the bus stop by inconsiderate parking and allow penalty charge notices to be issued to offending vehicles.

53/13 WEST STREET, DORKING [Item 12]

Declarations of Interest: None

Officer attending: Anita Guy, Senior Highways Engineer

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

Members welcomed the scheme although it was suggested that a physical measure to stop people turning left out of North Street would be beneficial. The Senior Engineer agrees to take this suggestion back to the design team.

Resolved to:

- (i) approve the proposal to widen the footways in West Street, Dorking, as shown in Annexes 1 and 2, for public consultation; and
- (ii) 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 Members to consider the results of the consultation and make a decision on whether or not to implement the proposal, subject to funding from developer contributions.

Reasons for decision:

To progress the proposed footway improvements for West Street, Dorking and facilitate implementation before the 2014 Christmas embargo on highway works.

54/13 MEMBER ALLOCATIONS UPDATE [Item 13]

Declarations of Interest: None

Officer attending: None

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points

The Committee noted the amounts spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of the report and thanked the Local Support Assistant for her support in ensuring that the money is paid out efficiently.

Meeting ended at: 4.25 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 5 MARCH 2014

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PUBLIC QUESTIONS

DIVISION: MOLE VALLEY



Question from Cllr Paul Potter, District Member for Brockham, Betchworth and Buckland

My ward has been badly affected by the recent flooding and Brockham and Strood Green have been particularly affected. Whilst accepting that the recent weather has been exceptional, I believe the situation in these villages has been made worse because of delays in dealing with known problems.

- The Brockham Flood Forum was set up over a year ago to deal with past problems in several parts of the village. What has been achieved in that time? Have definitive solutions been identified? When will these be implemented?

The problems in my ward may have a variety of causes including possibly:

- Control of the flow of the River Mole and the release of water by Gatwick Airport. What powers and duties does the County Council have to help with this and what actions are proposed for the future?
- Lack of clearance of the Council's ditches – will the Council be taking urgent steps to ensure that all its ditches are regularly cleared?
- Lack of clearance of ditches by landowners – how does the Council intend to use its powers to require landowners to clear the ditches to reduce the risk of future flooding such as occurred at Gadbrook Road, Betchworth?

Response from the SCC Highways Team:

The Brockham flood forum was set up last year. It is based around the Parish Council who provides the local focus and supported by the District Council, Environment Agency, Thames Water and Surrey County Council. The forum's main focus to date has to been to establish the drainage issues and identify drainage assets. In addition, just recently the forum has been developing an emergency response capability.

The Forum has established that the drainage in the area has historically developed without any clear direction. Sections have been modified by landowners without full appreciation of how it affects the other parts of the network and the system has become very complex

The forum has been successful in identifying areas of concern and works have been carried out on highway systems and on ditch systems to reduce the risk of flooding.

There is much work to be done and the forum is currently pursuing funding to establish a long term plan for the area. The local community through the forum will be at the centre of this long term plan

The Environment Agency take the lead role in managing the risk associated with flooding on the main rivers. The Environment Agency are investigating the flooding on the Mole and the County Council will carry out an associated investigation to ascertain which Risk Management Authorities have duties with regard to the flooding incidents in this area.

The County owns very few ditches in the area as it generally doesn't own the land under the highway; it only legally has the right of passage over the land for the highway. The ditches at the side of the road generally belong to the adjacent landowners and the County is currently identifying these owners and will encourage them to carry out maintenance on these ditches. If they are unwilling, then the County may serve notice and carry out the works.

Question from Cllr Iain Murdoch, District Member for Capel, Leigh and Newdigate

There have been problems with flooding in Vicarage Lane, Capel for many years. I understand that the County Council has now jetted most of the length of the drainage from The Street towards the junction with Broadwood Cottages. However, there is a small section that requires a drainage scheme near the junction with Broadwood Cottages because the system is blocked by concrete. When will this work be done please?

Also just east of the narrow bridge that is currently being worked on and west of the above problem I have observed that there is still a rather large puddle covering most of the carriageway.

Are these problems related or is this another issue that needs an urgent remedy and can you tell me when it will be rectified please?

Response from SCC Highways Team:

Investigations have been carried out in Vicarage Lane Capel in connection with surface water drainage issues. In addition, work has been carried out to reinstate the ditch. This work, together with the investigation, shows that there is no existing pipe work linking the ditch to the outlet further towards the culvert and a scheme would be required to deal with the issue. There is one section of pipe that has been located under a concrete hard standing but it is apparent that this is not connected and will need to be replaced as a part of any scheme.

The opportunity will be taken to deal with other drainage issues at that time in the vicinity.

The site will be scored along with other capital drainage schemes as a part of the wet spots review process that will take place shortly. Therefore it is not possible at the current time to give a timescale for when a scheme might take place.

Question from Roger Troughton, Member of Mole Valley Cycling Forum

Following a response from officers at the December meeting of the Committee regarding improving signage and access for both cyclists and pedestrians into the new Tesco store on Reigate Road; could officers please clarify:

1. What would be the timescales for any signage improvements?
2. While improvements have been made to the Deepdene Roundabout, what improvements will be made to the entrance to Tesco's?

Response from SCC Highways Team:

Officers contacted Tesco following the question raised at the December 2013 Mole Valley Local Committee regarding signing improvements at the entrance to their store on the A25 Reigate Road near Deepdene roundabout. In response, Tesco have indicated that they may be willing to consider the provision of a sign in their car park to indicate to drivers that they are crossing a cycle route. However, they have reservations given that this situation with vehicles crossing an off-carriageway cycle route is no different from other junctions along the route. Whilst this is the case, it is the volume of movements to and from the Tesco site that could impact on safety at the Tesco site. Officers propose to set up a meeting with Tesco to look at possible signing improvements both within the Tesco site and on the public highway. It should be noted that there is no funding allocated to progress new signs until the new financial year.

Question from Sandra Baxter, Dorking Rural Resident

Why is Pebble Hill Road still designated as a 40 mph road? This is despite the fact that the road is steep, has exits from many driveways, zig zag bends, cars overtaking at speed and a significant traffic jam when the Betchworth crossing is down with traffic stacking back to blind bends. Station Road the other side of the roundabout is designated as 30 mph and has none of these hazards.

Response from SCC Highways Team:

A petition was presented to Mole Valley Local Committee on 5 December 2012 requesting a speed limit reduction on Pebble Hill Road / Station Road between the start of the properties and the A25. I refer to the response to that petition, a copy of which is appended below.

Amendments to the signing have been carried out to ensure that all necessary 40mph repeater signs, bend signs and chevron signs are in place. Resurfacing works on Pebble Hill as part of Operation Horizon are programmed for the financial year 2014/15. Alterations to the road markings, including providing a Keep Clear marking on the southbound carriageway at the junction with The Coombe, will be carried out as part of this work. It is planned to measure vehicle speeds again once the new road markings are in place, with the results being reported to the Local Committee Chairman, Vice Chairman and Divisional Member.

Appendix: Petition to Local Committee 5 December 2012 B2032 Pebble Hill Road/Station Road, Betchworth

Request for reduction of speed limit on B2032 Pebble Hill Road and Station Road, Betchworth to 30mph from the start of the properties south to the A25.

Response:

The B2032 Pebble Hill Road/Station Road links the A217 to the north and the A25 to the south and is currently subject to a 40mph speed limit. A traffic survey was carried out in Pebble Hill Road in October 2012. The mean vehicle speeds, which is the measure used when assessing speed limits, are recorded as 32mph southbound and 37mph northbound. During the survey period, 4.2% of southbound vehicles and 17% of northbound vehicles were recorded as exceeding the existing 40mph speed limit.

Experience has shown that lowering a speed limit on its own will not guarantee that average speeds will be reduced. If a speed limit is set much lower than the existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise. The police have limited resources to enforce speed limits. Surrey's speed limit policy therefore recommends that a speed limit should only be reduced on its own where existing speeds are close to the proposed new limit. Given the speeds recorded on Pebble Hill Road, a reduction in the speed limit to 30mph would not comply with Surrey's speed limit policy.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 14 slight injury accidents on the B2032 Pebble Hill Road/Station Road between the start of the properties and the A25. Speed was recorded by the Police as a possible factor in three of the accidents, two of which were rear end shunts involving queuing traffic.

The petitioners' concerns were discussed at the Mole Valley Road Safety Working Group meeting held on 22 November 2012. This group consists of road safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. The Police advised that they would not support a reduction in the speed limit to 30mph, as requested by local residents.

Pebble Hill Road is included on the Mole Valley Speed Management Plan. Speed management plans have been compiled for every District and Borough to identify with Police colleagues the sites that need the most enforcement attention to reduce speeds and what can be done to tackle the high priority sites. Pebble Hill Road is already on the Mole Valley Speed Management Plan and the Police have confirmed that they carry out enforcement at this location using hand-held speed guns on Pebble Hill Road. Local residents had set up a Community Speed Watch group but this has now ceased to operate.

Officers would not recommend a reduction in the speed limit to 30mph. However, it is proposed that a sign audit be carried out to check that the appropriate signing is in place for the 40mph speed limit, bends and to warn of likely traffic queues in advance of the level crossing. It is also proposed that a Keep Clear road marking is provided on Pebble Hill Road southbound at the junction with The Coombe to assist drivers turning right when traffic is queuing for the level crossing.

Question from Michael Agius, Bookham Resident

Eastwick Road Bookham. Would SCC consider making the section of this road from Pine Dean to the Lower Road a 20 miles per hour restricted area? This is because there is no footway, the road is narrow, is used by a heavy goods haulage company and a through route to and from the busy Lower Road and the A246. All of these factors cause safety concerns to the residents here and pedestrians.

Response from SCC Highways Team:

Surrey's Speed Limit Policy, informed by Department for Transport guidance, recommends that the length of road over which a speed limit change is considered should be at least 600m. This aims to ensure against too many speed limit changes that could be confusing to the motorist. The section from Pine Dean to Lower Road is approximately 190m in length. Therefore Officers would not recommend the introduction of 20 mph speed limit in the short length of Eastwick Road between Pine Dean and Lower Road.

Question from Peter Seward, Chairman Bookham Residents Association

We wish to express our thanks to both SCC and MVDC for their rapid response to our request for funds to find alternative school routes in Bookham due to flooding of the existing safe route to school. Without this, the solution implemented during half term could not have been achieved. This action by the two councils is greatly appreciated by the local community and The Howard of Effingham School.

Flooding

Dorking Road. What progress has been made by SCC on agreeing and implementing a solution to the long outstanding SCC agreed Wet Spot for this location? Also when regular gully cleaning was carried out here in late January 11 critical gullies were missed., This resulted in water and mud overflow causing at least one resident to spend over 7 hours removing the resulting mud from his drive way.

Flooding East Street/Lower Road. Has the investigative work SCC undertook here especially under the Squareabout produced any information which might result in resolving this long standing problem?

Lower Road and Manor House Lane. Is there any timescale available as to when these flooded and closed locations will be repaired and reopened?

Response from SCC Highways Team:

1. Officers are continuing to pursue negotiations with the land owner in order to formulate an acceptable solution to the drainage problem. January suffered some exceptionally high levels of rainfall and all resources were engaged on emergency responses to serious flooding issues. We are sorry to hear that residents suffered as a result of the debris washed down the road. The missed gullies have been referred back to the contractor for completion as soon as resources are available and the Maintenance Engineer will liaise with colleagues in the District Council concerning street sweeping in this location.
2. A full CCTV survey has been completed on site and the data has recently been passed to Officers to review the results. Operational demands on officers as a result of the serious flooding throughout the county have delayed the analysis of this data. It is hoped however that once reviewed, the data will greatly assist in formulating possible solutions to the drainage issues in the vicinity of East Street/Lower Road and the

Squareabout. When this work is completed the information will also be reported back to the Bookham Flood Forum.

3. The damage caused as a result of the volume of flowing water from the springs that have opened up in a number of locations just south of Lower Road will be repaired following the cessation of the water flow from the springs. At the present time it would be difficult to estimate a timescale given the current groundwater levels and the high volume of flowing water. The situation will continue to be monitored. Manorhouse Lane has temporarily been closed for safety reasons as a result of the damage suffered to the road surface and will be re-opened as soon as the necessary repairs have been completed.

MVLC 5 March 2014

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 5 MARCH 2014

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: MEMBERS QUESTIONS

DIVISION: MOLE VALLEY



Question from Hazel Watson, Member for Dorking Hills

1. The pavements in Ashcombe Road in Dorking which are much used by pedestrians including school children going to and from The Ashcombe School are very uneven which results in large puddles so that pedestrians either get wet or they walk in the road which is unsafe. When can the pavements in Ashcombe Road be resurfaced to even out the surface?
2. The pavement on the south side of Westhumble Street in Westhumble between the A24 and the railway station is in a poor condition. When can this pavement be resurfaced?
3. Can a pavement be created in Westhumble Street in Westhumble from the grass verge between the railway bridge and the railway car park so that pedestrians do not have to walk in the road?
4. Can an additional street light be provided in Pixham Lane between the Depot and the railway bridge and the streetlight on the footpath near the allotments from the end of Swanmill Gardens be changed to a double headed street light to improve lighting for pedestrians in Pixham?
5. Last year a number of roads in Westcott were resurfaced with a surface dressing but shortly afterwards the road surface failed in parts leaving an uneven surface, such as in Ashley Road and in Bailey Road. When will these defects that I first reported to the County Council in May of last year be rectified?

Response from SCC Highways Team:

1. This footway is not currently programmed for resurfacing however the Maintenance Engineer would be happy to discuss the issue, possible solutions and funding with the divisional member.
2. This footway is not currently programmed for resurfacing however the Maintenance Engineer would be happy to discuss the issue, possible solutions and funding with the divisional member.

3. The grass verge between the railway bridge and the railway car park referred to in the question is a bank that slopes along the majority of its length. It is unclear, without further investigation, whether this land forms part of the highway. There is insufficient width to construct a footway or pavement within the extent of the tarmac road. There are no current plans, or allocated funding, to construct a footway in place of the bank on land adjacent to the tarmac road which may or may not form part of the highway.
4. In 2010 Surrey County Council entered into a 25 year contract with our Street Lighting Contractor, Skanska. Skanska are upgrading all existing street lights to new energy saving street lights. The liability for the street lights has been transferred to Skanska for the duration of the contract. In order to install any new street lighting columns funding needs to be in place both to supply and install the equipment, and also to cover the maintenance costs of that equipment and the energy used until the end of the contract. There are no current plans to provide additional street lighting in Pixham Lane or to upgrade the existing streetlight on the footpath at the end of Swanmill Gardens adjacent to the allotments. However Officers will establish the cost of the lighting changes requested, with a view to discussing possible funding avenues with the divisional member.
5. Following a substantial amount of pre-patching having been carried out last year on these roads, the existing road surface was then sealed using a thin surfacing material known as Micro Asphalt which is designed to prolong the life of the road and to increase skid resistance.

Several visits to these roads have now been carried out by SCC Engineers and also the contractor Tarmac and their sub contractor Kiely Bros, who carried out the works. On inspection it was found that there are a few minor areas in Ashley Road where the Micro Asphalt has come away from the existing surface. This however has since sealed in and has not caused the road surface to deteriorate.

Bailey Road was treated with the same Micro Asphalt. The road itself is in good condition. At the bottom of the road there is a turning area which has experienced some depressions and additional stress on the new surface which are being monitored under the two year guarantee. Unfortunately this has been exacerbated due to the turning area also being used to park vehicles in.

At this time no further action will be carried out on either Ashley Road and Bailey Road, however both will be monitored during the remaining guarantee period and if there is any change during this time remedial works will be carried.

Question from James Friend, District Member for Westcott

1. Would it be possible to have the metal railing at the western end of the fence and hedge adjacent to the raised footpath that runs to School Lane from the direction of Bertum Bees extended to the east to meet the A25 controlled traffic crossing in Westcott?
2. Noting the trials of the 20 mph zones on roads close to schools in Newdigate and Fetcham, if initial feedback from those schemes demonstrates success in raising road safety for all users, please can a similar trial or indeed permanent arrangement be instigated in Abinger Common Lane adjacent to the entrance road for Surrey Hills CofE Primary School - Abinger Common Site?

Response from SCC Highways Team:

1. The northern footway of the A25 is above the level of the road between School Lane and a short distance to the east Bertram Bees, where it slopes down to road level. At this point there is a short section of pedestrian railing. The footway from here to the signal controlled crossing is not particularly wide, and there is a certain amount of street furniture located in the footway which further restricts the width. There is no intention at the current time to extend the existing railing as far as the signal controlled crossing, as extending the railing would further restrict the width of an already narrow footway.
2. A report was taken to Mole Valley Local Committee on 20 September 2012 regarding a trial advisory 20mph speed limit outside schools. Members resolved that two trials be undertaken, one in a rural and one in an urban setting. It was agreed that officers would monitor the effectiveness of the advisory 20mph limits and report their findings to a future meeting of Mole Valley Local Committee. Two schools were subsequently chosen to take part in the trial, Fetcham Village Infants School and Newdigate Infant School. Advisory speed limit signs and associated flashing lights have been installed on roads outside these schools. Speed surveys were carried out before the signs were installed, but 'after' speeds have not yet been measured, and therefore the success or otherwise of the trial has not yet been determined.

Abinger Common is situated in the Surrey Hills Area of Outstanding Natural Beauty (AONB). In order to protect and enhance the rural character of country lanes in the Surrey Hills, we are aiming to reduce sign clutter and urbanising influences. We will add the request for an advisory 20mph speed limit in Abinger Lane to the list for assessment for possible future funding, subject to the outcome of the trial. However it will need to be very carefully considered in view of the desire to reduce sign clutter in the Surrey Hills.

Question from Philippa Shimmin, District Member for Leatherhead North

I am writing on behalf of Mole Valley Access Group to ask if more emphasis can be given to improving footpaths in Mole Valley. Currently far too many are hazardous to people using mobility aids and scooters. Some people in this situation are forced to go on the road which increases the risk and some mobility scooters would not be covered by their insurance on the road.

From our meeting the other day, I understand that this will happen within the next 10 years, but that is too long to wait.

Currently the footpath from Leret Way, Leatherhead to the Fairfield Centre is unsafe and blocked by a sign in the pavement, so needs to be remedied urgently.

I do hope you can reassure the members of the group that some action will be taken soon.

Response from SCC Highways Team:

Surrey County Council's Local Highways Team has been working with the Mole Valley Access Group to address accessibility issues. This has involved discussions with the Group to prioritise their requirements. With a detailed and prioritised list, it may be possible to identify opportunities for improvements such as from developer

funding or as part of a larger scheme. These types of requests typically consist of dropped kerbs, ramps, or improvements to uneven surfaces.

The Group has recently been advised of the most effective ways to raise concerns regarding obstructions caused by vegetation, or small defects. The Local Committee finances a revenue maintenance gang to carry out minor works throughout Mole Valley, managed by Surrey's Maintenance Engineer for the area. This arrangement has been successful in addressing many issues regarding vegetation and obstructed footways. In December 2013, the Mole Valley Local Committee agreed to fund the maintenance gang for the financial year 2014-15, which will enable such issues to continue to be addressed over the next year.

Surrey's Local Highways Team will continue to engage with the Mole Valley Access Group to address accessibility issues.

Larger-scale improvements would need to be agreed by the Mole Valley Local Committee. Potential measures are assessed and prioritised, with consideration of all schemes and available funding, to ensure that the limited available public funds are used effectively.

The footway on Leret Way has been investigated by the Community Highway Officer for the area and improvements made.

Question from Stephen Cooksey, Member for Dorking South & The Holmwoods

1. In August I submitted a request that the yorkstone paving stones destroyed by various contractors in Dorking High Street and 'temporarily' replaced by tarmac but never subsequently reinstated should be replaced in the original material and was given an assurance that this would happen. That assurance was repeated in answer to a written question at the Local Committee in December 2013 However no action has yet been taken. Could I be informed when this work will be undertaken?
2. The Contractors dealing with the flooding issues at the Deepdene Roundabout have now left the site. However no work has been carried out on the western side of the roundabout where flooding is a serious problem. Could I be informed when work to resolve these problems, which were expected to be dealt with at the same time as those on the eastern side, will take place. Could I also be informed when the grassed area on the south-east which was used as a base for the work and which was seriously damaged by contractors vehicles will be re-instated?
3. Is there a programme in place to clean road signs, many of which have become unreadable as a consequence of the winter weather?
4. A number of new or replacement streetlights in Dorking have been continuously lit since before Christmas. Could Skanska be asked to explain why this is the case and when these lights will be put onto a regular programme so that they are lit only when it is dark?

MVLC 5 March 2014