

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