



**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

PUBLIC WRITTEN QUESTIONS

05 DECEMBER 2012

The following question was submitted in accordance with Standing Order 66.

1. Question from Sheena Boyce, Buckland Parish Clerk

Surrey County Council designated Byway 479 (Buckland Lane) a BOAT in 1981. Since then, the number of four-wheeled vehicles using Byway 479 has steadily increased and, over recent years, a significant number of vehicles have deviated from the BOAT. There is considerable local concern for safety on the BOAT - for the drivers and any passengers of the four by four vehicles and motorcycles as much as for the walkers, cyclists and horse riders that share this narrow lane. There is also deep concern for the damage that has been caused by four wheeled vehicles and motorcyces repeatedly deviating from the BOAT into adjacent land. The Surrey Countryside Access team has been monitoring the deteriorating condition of the BOAT (most recently inspected on 8th November 2012) and, through the Surrey Hill Byways User Group has been working to minimise conflict between the different groups of users. Our local police, who regularly patrol this byway using off road motorcycles advised Buckland Parish Council on Monday 12th November that they consider this byway is "the most unsafe green lane in Mole Valley".

Accordingly Buckland Parish Council asks the Local Committee, as a matter of urgency, to take whatever steps are necessary, principally to address the safety concerns on Byway 479, but also to minimise any further damage to the adjacent countryside.

Response from SCC Countryside Access Team

Countryside Officers will investigate the issues of safety and damage associated with Buckland Lane and any appropriate options. In consultation with the

www.surreycc.gov.uk/molevalley

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Tabled

Landowners, Police, Parish Council and the Highways department. Officers will liaise with Buckland Parish Council once the investigation is complete.

2. Question from Peter Seward, Chair of the Bookham Residents' Association

The Bookhams Residents Association would like to raise the following question for this meeting.

Surrey Highways have done significant work on our major drainage issue along many parts of the Dorking Road which is much appreciated by all of the residents.

Could we please be updated by Surrey Highways on the other SCC Highways major projects in Bookham which are -

*Final resolution of Dorking Road "SCC Wet Spot". action.
High Street and retail area road and parking study
Manor House Lane footpath flooding route to School
Rectory Lane proposals for footpath and road widening
Pedestrian Crossing Lower Road*

Response from SCC Highways Team

1. Dorking Road 'Wet Spot' Action

The works in Brodrick Grove and maintenance of the existing drainage infrastructure in Dorking Road have now been completed.

Unfortunately, it is not possible to move forward with more ambitious and robust scheme developed for the southern end of Dorking Road as the necessary agreement with a local land owner could not be obtained. Officers are grateful to the individuals concerned for giving the matter due consideration and fully understand the concerns expressed by the land owner.

Officers are currently exploring other options to find a solution which will be sufficiently robust. However, it is unlikely that SCC will be in a position to deliver a scheme during the current financial year. This site remains at the top of the priority list and officers are hopeful that an alternative design can be developed and constructed during 2013/14.

2. High Street and retail area road and parking study

Atkins Consulting has been instructed to develop up to four options for East Street /High Street, Bookham. The consultants have been given the sketches and information provided by the Bookham Residents Association and asked to review these proposals as part of their work, incorporating the suggestions as appropriate.

The consultants are due to report early December. The options will be considered by the Divisional member and it is proposed that a meeting will be held with the Residents' Association in the New Year.

3. Manor House Lane footpath flooding

Following site investigations, which included the participation of the Bookham Residents' Association, work has been carried out which has improved the drainage situation in Manor House Lane. This has been confirmed by regular site visits during periods of heavy rain. The local divisional Member has allocated funding towards further drainage improvements which have been quantified and priced for completion this financial year.

4. Rectory Lane proposals for footpath and road widening

A topographical survey has been carried out to provide accurate information on highway extents and levels. The Integrated Transport Scheme two-year forward programme forms part of a separate report to this meeting. It is proposed that funding is allocated in 2013/14 to carry out further design and to allow time to resolve land issues. Subject to the land issues being resolved, implementation is proposed for 2014/15.

5. Lower Road Pedestrian Crossing

Work has been progressing on the implementation of a zebra crossing in Lower Road by the recreation ground. Detailed design is substantially complete and the necessary Road Safety Audit carried out. Drainage design is being undertaken and arrangements made to relocate a telegraph pole. The legal team have been instructed to advertise the Notice under the Road Traffic Regulation Act 1984. It is intended that the zebra crossing will be implemented this financial year.

3. Question from Mike Ward, Dorking Rural Resident

A verbal question was raised at the September meeting concerning the possibility of providing safety barriers alongside the A24 for the length of the section of the footpath that is on the walking route to the Weald School. This was raised following safety concerns expressed by some parents. The answer was given that this would be looked into. Could an update on the position be given please?

Response from SCC Highways Team

Two schemes have recently been completed on the A24 Horsham Road near the Weald School. As part of reduction of the speed limit to 50mph on the A24 between Flint Hill and Beare Green roundabout, anti-skid and additional 'SLOW' road markings have been provided on the southbound approach to the roundabout. A safety scheme was also carried out on the walking route to the Weald School which included repair of the existing pedestrian guard railing, post and rail fencing and verge marker posts, provision of a new school warning sign on a yellow backing

board and a new Vehicle Activated Sign which displays a side road warning sign and the Slow Down message when triggered by speeding vehicles.

As part of the safety scheme, consideration was given to the provision of Trief safety kerbs, which act to deflect vehicles that mount the footway back onto the carriageway. However, use of Trief kerbs is not recommended on roads where speeds exceed 40mph. Furthermore, the existing footway width is insufficient to accommodate either Trief kerbs or any other type of safety barrier. Beyond the back of the footway the land drops away to a drainage ditch. Any widening of the footway to provide sufficient width for the installation of a safety barrier would require the ditch to be piped and filled in, which would involve significant cost, and would be likely to require land ownership issues to be resolved.

Pedestrian guard railing prevents pedestrians from walking in the carriageway but does not provide pedestrians with any protection from vehicles which leave the carriageway and mount the footway. The existing pedestrian guard railing could be extended southwards for approximately 80-100 metres without any reduction in footway width as there is a grass verge over this section. This would leave a length of around 50 metres without pedestrian guard railing before the vehicle access to the Dukes Head, where footpath 535 leads to the Weald School. Provision of guard railing along this section would reduce the available footway width of the already narrow footway by nearly half a metre, as the guard railing has to be set back from the kerb edge by a minimum of 450mm.

There is a private path that connects the rear of the Weald School to the A24 Horsham Road but Surrey Highways has no jurisdiction over this path.

There is no available funding to provide additional guard railing this financial year as the Local Committee's budgets for 2012/13 are now totally committed. Guard railing costs around £200 per 2 metre length to supply and install. Therefore, provision of additional guard railing between the existing railing and the vehicle access to the Dukes Head would cost in the region of £13,000 plus traffic management costs. The proposed forward programme for Mole Valley is the subject of a report to this meeting of the Local Committee and, if approved by Members, does not allocate funding to enable such works to take place in 2013/14. The provision of guard railing on this section of the A24 will be added to the list of Integrated Transport Schemes for prioritisation and will be considered by Members for future funding.

4. Question from Penny Tyson-Davies, British Horse Society Bridleways Officer for Mole Valley

Trig Street, between Newdigate and Capel/Beare Green is used as a fast "rat-run" and is deemed too dangerous for horse riding. This could be overcome quite easily if the footpath which runs behind the hedge alongside the road could be upgraded to bridleway status, thus connecting other bridleways and giving good circular rides.

Highways have acknowledged that speeding traffic approaching Newdigate is dangerous and are putting in a red "Gateway" plan. The proposed upgrade of the footpath which is, at present, a non-viable slippery, wet, very muddy and overgrown

narrow track, would be a great contribution to safety if it could be instigated as part of this plan.

It has just been announced that local authorities will soon have to take on responsibilities regarding public health, including obesity. As a viable off-road route, this would be a great contribution, enabling all-comers to be able to enjoy the outdoor activities of horse riding, cycling, running and walking.

I have recently checked with Mole valley Cycling Forum who confirm that Trig Street is a death trap for cyclists let alone other potential users, such as pedestrians, equestrians and users of mobility buggies. They kindly produced the attached report which I enclose for information.

Some while ago I presented a petition for this upgrade with over 100 names on it to SCC Access to the Countryside. Nothing happened as a result.

Please can the Local Committee ask for an investigation to take place with the aim of preparing a new outline plan, safety audit and costings.

Response from SCC Countryside Access Team

An initial investigation of the suggested alternative route for equestrians using Trig Street, has been carried out and it indicated that there were safety issues associated with the entry and exit points onto the road. Due to poor current surface conditions of the suggested route, it is likely that significant improvement work would be needed to create a safe, durable surface.

There is currently no budget within the Countryside Access Team for improvements of this type, so it would be necessary to secure additional funding if the scheme were to be progressed. Further investigations are currently being undertaken to establish whether an amended route would provide a safer solution and a more detailed specification and cost estimate for the necessary works is being sort. Officers will liaise with Mrs Tyson-Davies once the investigation is completed.

MVLC 05 December 2012

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