

Questions from Local Committee Members (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 22 JUNE 2017

LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL



Questions from Mrs Hazel Watson (Dorking Hills)

1. Can every defect in Lyefield Lane, Forest Green in the Parish of Abinger be brought to the attention of the Local Committee (every pothole, every location where the road foundations are failing; every place where the road surface is failing). Once every defect has been identified, can the reasons why this road was removed from Project Horizon be stated and can the actions that will be taken to fix the defects be itemised together with the timeframe for this work to be carried out be stated?

Response:

D279 Lyefield Lane is a narrow, rural, single carriageway road, in Forest Green. The lane was not prioritised above other roads in the County for inclusion in the Horizon 2 programme. Unfortunately, there are considerably more requests for the condition of roads to be improved, than there is funding available. These requests are prioritised, in accordance with [cabinet approved criteria](#) for the limited funding available. The Lane receives a driven Highway Safety Inspection every 5 months, and safety defects are fixed that meet the [intervention level to be fixed](#). Details of these are contained in the attached defect log.

A report to the January Local Committee provided an explanation as to why Horizon programme was reviewed in 2016, and the expectations as to number of schemes that could be included in Horizon 2. After consultation with Members it was decided to focus the Local Committee's 20% nominated roads on the strategic network. In this way, the roads repaired will impact on the maximum number of Mole Valley and Surrey residents. The sections of road nominated were A243 Kingston Road between junction 9b of the M25 and the County boundary, B2430 Kingston Road between Oxshott Road roundabout and Cleeve Road roundabout, and B2032 Pebble Hill Road (section within Mole Valley). The A243 Kingston Road had deteriorated rapidly since the prioritisation inspections and had been generating frequent complaints.

Lyefield Lane was not prioritised highly enough to make the new 5 year Horizon 2 programme. When assessed by our asset engineer it did not pick up additional criteria scores for risks such as insurance claims; safety defects or vehicle collisions involving skid resistance. The final position on the priority scoring of the list of roads was 104, and the top 100 were funded as part of Horizon 2. Although Lyefield Lane

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could have been prioritised within the 20% additional road length programme, based on condition factors alone, it was not chosen for the reasons given above.

There are currently 'uneven surface' warning signs in Lyefield Lane. Surrey County Council has assessed the nature of these specific issues and it is proposed to treat these within the Surface Treatment programme, using a shallow recycling method. It is planned to add Lyefield Lane to the Provisional Surface Treatment programme for 2018/19 with anticipated scheme delivery next summer.

N.B – list of defects attached (hard copy on request)

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2. The e-mail trail below commencing in February 2016 documents repair work that needs to be carried out on highway safety signage on the Mickleham bends and concludes with a reminder that the County Council had agreed that the work would be done with the first 2017 grass cut.

The first grass cut has now taken place. Can an explanation be given why the new safety signage was not installed as promised and will a commitment please be given to install the safety signage before the end of June 2017?

Response:

The importance of maintaining the signs on the A24 Mickleham bends to aid road safety is recognised. The replacement chevrons and verge marker posts were purchased last financial year but could only be installed under a lane closure. To provide value for money, it was proposed to use the lane closures put in place on the A24 for grass cutting. However, it was not possible to install the signs last financial year as there were no further planned lane closures for grass cutting on the A24.

A new order was placed with the contractor to install the signs 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 operational issues. 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 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.

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3. Can the Local Member (and the Local Committee if possible) have a summary of the deliberations and the detailed conclusions drawn by the Road Safety Working Group which took place on 25 May 2017 with regard to the fatal accident last year in Hollow Lane (Ref: ME-182229) together with any comments that the

Coroner has made and which the Local Committee should be aware of in relation to this accident?

Response:

Following the fatal collision on Leith Hill Road, 50m north of Tanhurst Lane that took place on Tuesday 6 December 2016, the county council were provided with initial basic details about the collision. The Police have subsequently advised that it was not considered that the collision was due to the presence of any highway defect. County Council officers have completed an investigation and analysis of the history of collisions on this stretch of road summarised thus:

Leith Hill Road is a 'C'-Class road in the rural Surrey Hills area, with a de-restricted speed limit. Tanhurst Lane and Abinger Road are 'D'-Class side roads which join Leith Hill Road at oblique angles, approximately 40m apart, on opposite sides of the Leith Hill Road carriageway. At this point Leith Hill Road is on a 300m long 'S'-bend and is on a gradient falling from north to south. In the last 5 years there have been 6 personal-injury collisions (PIC); 3 slight, 1 serious and 2 fatalities. In 2013 there was a slight PIC involving a vehicle losing control when turning left out of Abinger Road colliding with a vehicle going up the hill. In 2014 there was another slight PIC involving a cyclist in Tanhurst Lane losing control and being in collision with a vehicle in the opposite direction. In 2015 a slight and a serious PIC occurred. The serious collision occurred when a cyclist coming down Leith Hill Road lost control on a left-hand bend and collided with a car going up the hill. The slight collision was a side-swipe involving two cars at the junction with Abinger Road. In 2016 there were two fatalities. In September, a cyclist on Abinger Road was in collision with an overhanging branch and later died in hospital. In December an 18 yr old woman was killed after her car was involved in a collision with an oncoming vehicle.

This information was discussed at the Mole Valley Road Safety Working Group on 25 May 2017. This meeting consists of Police and county council road safety specialists, and local area highways colleagues and takes place every six months to consider the latest collision data throughout Mole Valley. The main purpose of the meeting is to develop schemes for the worst collision hotspots where it is considered that engineering or enforcement actions may help reduce the risk of collision in the future. For this site it was noted that there wasn't a specific pattern of collisions that would clearly benefit from a highway improvement from the county council's central safety scheme budget.

The county council have not as yet received any communication from the coroner regarding the collision.

Questions from Stephen Cooksey (Dorking South and the Holmwoods)

1. I was pleased to receive a report that approval had been given for the damaged embankments on Blackbrook Road to be repaired and that funding had been made available.

The damage has created a very dangerous situation and has now been awaiting repair for more than a year. Local residents are very concerned. The response to my earlier enquiry was very vague with regard to a date for the works to be undertaken and I would be grateful for a clearer indication of when the work will be carried out?

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Response:

A site meeting has been held with our Infrastructure Team to look at both of the culvert locations on Blackbrook Road. The Infrastructure Team has confirmed that they will be carrying out the necessary repairs to deal with the embankment issues and reinstatement of the post and rail fences. A number of alternative design solutions have been investigated in order to achieve a cost effective solution. The work will be funded from infrastructure budgets.

The start date for the work will be advised shortly and is subject to the availability of road space to avoid a clash with other nearby street works. It is however intended to complete the work during the summer months to ensure works are completed by October. Temporary traffic signals will be used to control traffic during the works.

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2. It is now well over a year since funding was made available for the Dorking Town Centre traffic study and there still appears to be no clear timetable to indicate when this will be undertaken. Given that traffic congestion has been identified as the major infrastructure concern of residents can you explain why it has taken so long for this study to be initiated and when residents can expect it to begin - none of that information is clear from the report submitted with the agenda for the 22nd June Local Committee.

The report also refers to a possible solution involving the 'previous industrial area off Vincent Lane'. I have asked on a number of occasions for this area to be precisely identified and have never had a response. I am therefore asking in advance of discussion of the agenda item for a precise location map of this area. If it is to be seriously considered this must be available and I have no confidence that I will receive a helpful answer simply by asking the question in Committee again.

Response:

The Dorking Town Centre Traffic Study forms the subject of a separate petition to this Local Committee. The response to that petition incorporates the answer to this question.

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3. When will the results of the Horsham Road speed survey be made available?

What consultations have taken place with the Road Safety Group and what consultations are planned following the receipt of the results of the speed survey?

Response:

The speed survey on Dorking Road was carried out between 12 and 19 June 2017. The results of the speed survey are usually returned by the survey company within 2 weeks of the completion of the survey. The results of the survey will be shared with the divisional member and the Horsham Road Road Safety Group within 5 working days of the results being received.

There have been 10 enquiries received from Mr Chris Argent of the Horsham Road Road Safety Group since November 2016. All of these enquiries related to his road www.surreycc.gov.uk/molevalley

safety concerns on Horsham Road. There have been 8 responses sent to Mr Argent by Officers, responding to all 10 enquiries in the same period.

The results of the speed survey will inform whether any engineering measures on A2003 Horsham Road are appropriate or necessary, for prioritisation on to future programmes. Funding is one of the factors for determining if a scheme is to be promoted, but the effect on other traffic in the area and the availability of engineers to assess future schemes are also considered. Should proposals for a scheme be approved then consultation on a developed proposal will be undertaken in accordance with the Consultation for Local Highway Improvement Schemes Officer Good Practice Guide.

There are far more requests for schemes of this nature than there is funding or resource available to deliver. There is currently no identified funding for developing feasibility of any measures, within the next two financial years forward programmes. Feasibility of proposals would be required firstly, followed by design, before construction.

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