

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 13 SEPTEMBER 2017

LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL



Questions from Cllr Raj Haque

1. The Glade railway bridge is heavily used by the public to access Bookham Common on foot, bicycle, horse and also by all utilities traffic. The bridge itself was repaired by Railtrack in 1998 but they did not touch the approaches to either side. Would SCC consider doing any remedial re-surfacing work within the section of the bridge, it has the responsibility to maintain?

Response:

The section of The Glade between the junction with Kennel Lane and the junction with Bushey Road is a public road. The section of The Glade over the railway bridge between the junction with Bushey Road and Commonsides is a private road. There are public bridleway rights (Bridleway 3) over that section of The Glade north of the railway, these rights continue east along a track parallel to the railway to reach Fetcham Common Lane – see plan below.

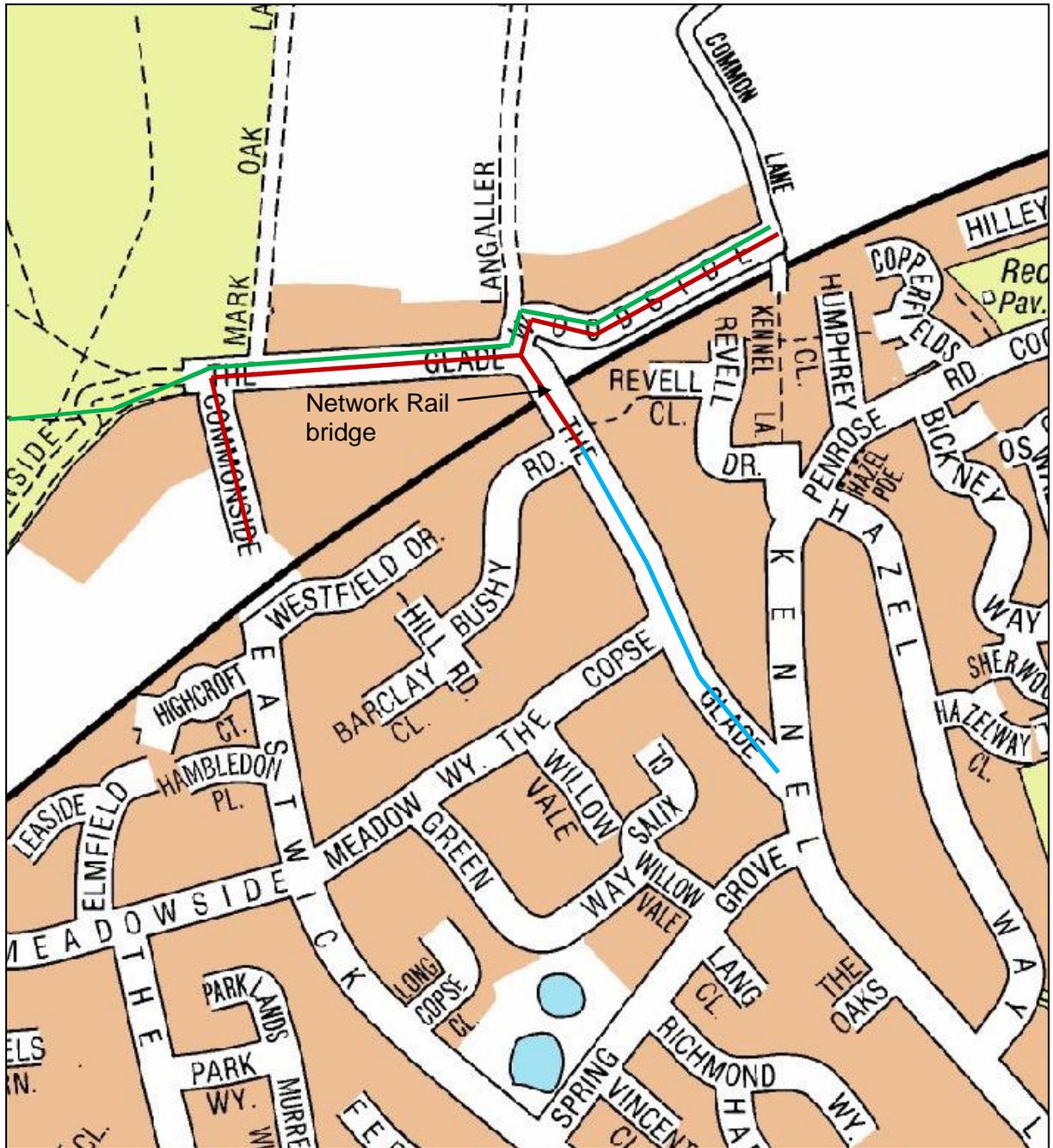
It is acknowledged that walkers, horse riders and cyclists accessing Bookham Common use this section of The Glade over the railway bridge, however no public rights of way pass over the bridge. The public vehicular highway finishes 45m to the south of the bridge and Public Bridleway 3 commences 55m to the north of it. The nature and extents of any public rights over the bridge is therefore unknown.

The Surrey Definitive Map and Statement is a conclusive record of the public rights of way in Surrey. However it is only conclusive evidence as to what it contains and not to what it omits. The map does not stop the acquisition of rights by the public, either by the dedication of rights by the owner of the land or by long, unchallenged use. To date the Surrey County Council Rights of Way Team has not received any claims under the provisions of the Wildlife & Countryside Act 1981 to record public rights over the route in question.

Surrey Highway records indicate that the bridge is owned by Network Rail. It is very unlikely that public rights could have been acquired over this land as a result of long use, due to various Acts of Parliament that make entering railway land a criminal offence.

As the part of The Glade over the railway bridge is a private road, Surrey County Council has no duty to maintain or repair either the road over the bridge or the sections of road on the approaches to the bridge. The concerns of the residents regarding the condition of the road over the bridge have been passed to Network Rail.

Highway Rights in The Glade, Fetcham



- Public Road ———
- Private Road ———
- Public Bridleway ———

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2. There is a problem with people parking their cars on the pavements opposite Sainsbury's in Fetcham and then reversing out after they have finished shopping. It's almost becoming a parking bay on the pavements. Can SCC consider putting bollards or any other form of preventative measure to stop people parking there?

Response

The footway of Cobham Road opposite the Sainsbury's Store has dropped kerbs for vehicle crossovers along a considerable length between no. 165 and the junction with The Street. This provided vehicle access to the currently boarded up site previously occupied by Tudor Motor Engineering and the petrol station.

It is acknowledged that vehicles parking on this footway can cause problems both for vehicles reversing out of the parking bays opposite and pedestrians using the footway. However it is not possible to provide bollards on this footway as is suggested, as this would obstruct the legitimate vehicle access into the site. It is proposed that waiting restrictions on this section of Cobham Road be considered as part of the next Mole Valley Parking Review.

3. The road surface on Monks Green in Fetcham is deteriorating rapidly with potholes appearing almost every week. Is it possible for the SCC to look at the condition of the roads as soon as possible to prevent further deterioration and carry out the necessary resurfacing work?

Response:

Monks Green is a small, residential cul-de-sac constructed with a concrete base with a tarmac overlay. The road receives highway safety inspections every 10 months and any defects that meet the intervention level are repaired. In addition to this, the Local Highway Officer inspected Monks Green during August 2017, and the defects that met the intervention levels have been raised on the Surrey County Council system for repair.

Officers will raise concerns about the condition of this road with the Asset Management Team and request that the road is considered for any future surfacing programmes. The prioritisation of major maintenance work for roads is in accordance with the Highways Asset Strategy; this outlines a number of factors that are taken into consideration when prioritising works of this nature. Monks Green is unlikely to score highly in this process and is not on the list for works to be carried out as part of Operation Horizon in the next 5 years.

4. Since more & more people seem to use the reading room for various purposes in Fetcham, especially the elderly, would SCC consider putting a Zebra crossing across Cobham road to the Reading room?

Response:

The Reading Room is located on Cobham Road, opposite the junction with River Lane. This section of Cobham Road is traffic calmed, using full width road humps, which supports the existing 30mph speed limit.

There are a number of informal crossing points in the vicinity of The Reading Room in the form of dropped kerbs with tactile paving. These crossing points are located on Cobham Road, just to the south of The Reading Room and one, on one of the full width road humps which is just to the north of The Reading Room. Locating this informal crossing on the existing full width road hump helps to reduce vehicles speed on the approach to this informal crossing.

During the three year period January 2014 to end of December 2016, there have been no collisions involving personal injury along Cobham Road in the vicinity of the Reading Rooms.

As there are existing informal crossing facilities and traffic calming in place, as well as there being a low collision history, Officers would not recommend the introduction of a Zebra crossing on Cobham Road in the vicinity of the Reading Room.

Questions from Hazel Watson (Dorking Hills)

1. At the Local Committee on 22 June 2017, in response to a question about the failure to install previously purchased highway safety signage on the Mickleham Bends during the first 2017 grass cut, the following statement was made:

“A new order was placed with the contractor to install the signs in 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 an operational issue. 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 the 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.”

The August grass cut has taken place. The replacement highways safety signage has not been installed.

Can explanations please be given as to:

- (i) Why was the explicit commitment given to the June Local Committee that this work would be done in August not followed through and why has the replacement highways safety signage, which the County Council has confirmed that it has purchased and that it is holding in store, not been installed in accordance with the timetable set out in the response to Council Members?
- (ii) Why were the discussions with the contractor which resulted in measures being taken to ensure that similar problems for works of this type do not incur in future so ineffectual that a further identical failure occurred within

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weeks of the discussions taking place and what further measures will now be put in place to ensure that this does not happen again?

(iii) Why, if the contractor and officers were explicitly working together to ensure that there are no further delays, did the delay occur and what new procedures will be introduced within the Department to ensure that this cannot happen again and will a firm commitment be given to install this replacement highways safety signage within the next week and, if not, by when?

Response:

The information provided to the June Local Committee was given in good faith following communication with the contractor. The contractor went on site to carry out the work under the August lane closure for grass cutting. However, the work was aborted when it became clear that it could not be undertaken within the time that the traffic management (TM) was to be in place for the grass cutting.

Sharing traffic management put in place for other tasks, in this case grass cutting, is an efficient and cost effective way of working. However, in the case of the A24, the amount of work required to be carried out exceeded the amount of time the TM was programmed to be on site. It has been agreed with the contractor that separate traffic management will be put in place to enable the replacement of the chevrons and verge marker posts to be completed. This will be funded from the countywide revenue budget for signs maintenance.

Officers have received confirmation from the contractor that this job is being progressed as a matter of urgency. The timing of the work is reliant on permit dates being granted. Officers will provide a verbal update to the meeting.

It is regrettable that it was not identified at an early stage that the chevron and verge marker post works would require more time to be completed than would be available under the grass cutting TM. For future work to be carried out under shared TM, officers will seek assurance from the contractor that it can be completed in the time available so that alternative arrangements can be made if necessary, so avoiding the delays that have been incurred on the A24 sign works.

2. The County Council has just launched a consultation about the future of the Performing Arts Library with a very short consultation period, the closing date being 17 September 2017.

The Performing Arts Library is an important and specialist facility in Mole Valley and supports numerous Arts Groups throughout the year, in Mole Valley and throughout Surrey. The limited consultation period, however, will make it difficult for all the Groups to respond and for the County Council to get a considered and balanced view from the consultation. In addition, this limited period will make it difficult for any proposals to be brought forward which could deliver a viable Option 2 in the consultation: namely, to try to identify, or establish, a not-for-profit community organisation which could take over all or a substantial part of SPAL's operations.

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Will the Chair of the Local Committee please make representations to the Chief Executive and Leader of the County Council asking them to extend the consultation period to six weeks to ensure a balanced and considered response is received by the County Council and to set a realistic timeframe for any decisions that are to be taken that would allow Option 2 to be fully explored before any decisions are implemented?

Response from Director of Legal, Democratic and Cultural Services:

Thank you for raising this issue. I am aware that similar concerns about time scale have been expressed to the Cabinet Member for Communities and she has already asked officers to extend the consultation period by an additional two weeks. The consultation will therefore remain open until midnight on 1 October.

I am assured by officers that this should allow adequate time for those who wish to contribute to do so. As of noon 11th September there had already been 633 responses to the on-line survey which shows that the initial timescale has not been per se an impediment to potential respondents. In addition, news of this extension is being communicated to service users in a number of ways.

Any members of the public who are not users of the Performing Arts Library are invited to send in their comments and concerns to libraryconsultation@surreycc.gov.uk and these comments will be included in the analysis of the feedback.

Regarding Option 2, at this stage the County Council is seeking expressions of interest from organisations that it could potentially work with on future arrangements for the Performing Arts Library and is not seeking detailed plans by the deadline. In addition, whilst the survey is in progress and after, the County Council is actively approaching organisations involved in music and drama education and performance and advertising for expressions of interest in the relevant press.

I am advised that the service hopes to identify strong and viable expressions of interest with the shortest possible delay to provide some certainty to users. Negotiations with any group would naturally take some time and they would hope to have these finalised by April 2018.