

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 05 SEPTEMBER 2018****LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS****DIVISION: ALL****Questions submitted by District Councillor Claire Malcomson (Holmwoods)**

Q1 The signage is inconsistent up to Leith Hill, saying unsuitable for HGVs at the Dorking end of Coldharbour Lane and not at all the other entrances to the lane. Also at the Dorking end, the 6'6" width restriction does not include 'except access'. Why has SCC not been consistent in the signage from all directions? Why can we not have the same clarity of restriction along all access points from Dorking, the A29 and through Coldharbour village?

Response:

The roads leading to Coldharbour are rural in nature and some are very narrow single track roads. All of the public roads into Coldharbour are covered by 2 traffic orders, made in 1970 and 2013. These orders prohibit vehicles that are wider than 6'6" from using the roads except for access. These orders are enforced by the Police.

The orders allow access for vehicles wider than 6'6" for the purpose of gaining access to or of leaving any land and/or premises abutting or accessible only from the roads in the orders. This enables residents to receive deliveries, and enables agricultural and forestry vehicles etc. to use the roads.

The roads covered by the traffic orders are as follows:

- Coldharbour Lane
- Logmore Lane
- Anstie Lane
- Henhurst Cross Lane
- Broome Hall Road
- Abinger Road

There are no physical restrictions to prevent vehicles wider than 6'6" from using the roads as these roads have to remain open for access. The orders are supported by signs alone.

The direction sign on the A25 Vincent Lane, Dorking to Coldharbour and Leith Hill incorporates an advance warning sign for the width restriction with the wording 150 yds underneath it. This advises drivers that there is a width restriction in 150 yards. The width restriction does not start at Vincent Lane.

It should be noted that as these roads interconnect, the signs are only displayed at the entry points to the width restrictions. Officers will inspect these roads to ensure that the width restriction signs are in place, and any missing signs will be replaced.

Q2 Mole Valley wants to encourage visitors and prevent road accidents. Since The Olympics we have witnessed a huge influx of cyclists. With this brings more chances of mishaps on the roads to pedestrians, drivers and cyclists alike. Will the Local Committee please discuss in detail, allowing Mole Valley to charge for all cycle races and events?

This would open up opportunities to introduce safety measures and stricter regulation and control over road cycling events and races when roads are still open to the public for all those taking part. Plus the introduction of fees to bring in valuable income into the District. (And if it works could be rolled out throughout the county.) This takes up David Hodge's challenge, to be more creative in increasing funds for the council. The money raised should be designated to contribute to problems with our local congestion and road infrastructure.

Response:

Surrey County Council in coordination with our partners has developed a Framework for co-ordination and approving events on Surrey's Highway. This sets out the Framework and set of objectives for the co-ordination and approval of events on the highway, or that have a major impact on the highway network, as administered by Surrey County Council.

This Framework is aimed at key stakeholders and event organisers and specifically refers to the approval of road closures for events on the highway under Section 16A (Special Events) of the Road Traffic Regulation Act 1984 which is used for large sporting events. The Framework does not include the process for approvals of road closures under Town and Police Clauses Act, which is administered by the District and Borough Councils and used for events such as street parties or carnivals.

A copy of the framework can be found at,

https://www.surreycc.gov.uk/data/assets/pdf_file/0018/32760/Framework-for-coordination-of-events-on-the-highway-v1.4.pdf

The following principles must be evident in an event application from an event organiser for it to be considered for road closures:

- Credibility of the event organiser
- Support from the Governing Body
- Community benefits
- Cumulative impact of events on an area (one closed road sporting event per calendar year)
- Enhance the reputation of Surrey
- Information for residents on the impact of the event with community undertaken by the event organiser and evidenced

Across the county there has been an increase in events on open roads, which are not regulated by either the County or District Council. These types of events have been steadily increasing and Surrey County Council is working with the National Governing Bodies of Sports to encourage event organisers to inform local authorities of their events and to consider the impact of their events on local communities. There is no current means to stop or control these events without the cooperation of the event organiser.

Unlike other events that use the County Highway, Prudential Ride London-Surrey events are a joint project delivered on behalf of Surrey County Council and the Mayor of London's office with the support of Surrey and London Borough and District Councils. The aim is to support and promote an active lifestyle for residents and visitors to the County and we are encouraged by the large numbers of Surrey residents who choose to take part in the event. The event is run by the event organiser on a not for profit basis and we have seen more than £3m being generated for local sporting and recreational charities, this is new money and in a time of austerity, more than welcome in protecting the financial position of institutions and clubs across the county that are valued by our communities.

Proposals for charging of event organisers to hold events on the County Highway were considered and were included in the framework, but have not been taken forward.

Questions submitted by Tim Hall (Leatherhead and Fetcham East):

Q1 Residents are understandably concerned by the long term deterioration of the Kingston Road Railway Bridge at Leatherhead. With the embankment and walls separating from the bridge structure and general subsidence. This Bridge was being Investigated by both the County Council Bridge Team and Network Rail.

Can we know what the Investigations found and what actions are planned to repair and renew this essential Bridge over the next few years? Which is a joint responsibility.

Response:

Currently a strength assessment is being reviewed by our design consultant which is being carried out along with numerous other sites. We will have the results of this investigation by the end of this financial year. Once we review the outcome of this assessment, we will complete an options report in 2019/2020 which will consider recommendations for any necessary works to be prioritised along with all structures assets.

The structure is being monitored through our inspection regime to ensure there are no issues with the structural integrity of the retaining wall.

As soon as we have the results of the assessment report we will provide an update.

Q2

- (a) How many of the 2,017 Drainage assets and gullies not cleaned in Mole Valley in 2017/18 have been cleaned in 2018/9 so far?

Response:

All of the gullies are programmed to be cleaned once within this financial year. Since the beginning of this financial year, April 2018, 192 of the outstanding gullies have been cleaned. It should be noted that it is not always possible to clean individual gullies on the cyclical cleaning programme if a car is parked over them on both the initial and repeat visits.

- (b) How many addition Drainage Assets have been added to the asset Register since 1st April 2018 in Mole Valley? And how many of the 48 previously awaiting are now on the Asset Register.

Response:

102 drainage assets have been added to Kaarbontech since 1 April 2018. Of those approximately 48 missing assets identified by the local team in April 2018, 28 have been attended, cleaned and plotted on Kaarbontech. A further 20 gullies remain to be cleaned and recorded/plotted as the limited specialist drainage resource permits.

- (c) Can I please have the answer previously promised to the number of Drainage Assets added to the Register in 2016/17.

Response:

382 Mole Valley gullies were added to Kaarbontech, the mapping and database application for the Highway drainage system, between 13 April 2016 and 31 March 2017.

Questions from District Cllr Paul Kennedy (Fetcham West)

- Q1. What is the current status (expected timing, scope and budget) of the transport study to be undertaken in conjunction with the Transform Leatherhead project?

Response:

This is a MVDC led transport modelling study. WSP were commissioned to undertake the study and undertook data collection in the form of a number of surveys at the end of June. The link to the most recent newsletter is below and has the latest update on the traffic study. The county council's Transport Policy and Transport Studies teams are working with WSP by supplying data (such as journey time information) and auditing the model through development, to ensure it is compliant.

<https://mailchi.mp/ef793e17cfca/transform-leatherhead-update-august-2018?e=64d8258fe0>

Our current program for the model sees it being completed at the end of December, although this is subject to progress on the concurrent Local Plan highway assessment work as there is some iteration between the two studies. The model is currently under development with the base model nearly completed, and it is currently being audited by the county council. We are currently discussing the various options we want to model and these will involve various changes/improvements to the highway network within Leatherhead, so we can see the impacts on the wider area. The model encompasses Leatherhead's highway network from Junction 9 to the A246 in the south.

More information will be available at the public forum on 17 October 2018. There are further details on this event on the Transform Leatherhead website <http://www.transformleatherhead.com/> where residents can also subscribe to the newsletters.

The modelling and survey costs total approximately £85,000.

Q2 What is Norbury Park's share of the estimated £332,000 cost of installing new charging structure and of the estimated annual income of £201,000 from the introduction of car park charges across Surrey's Countryside Estate car parks? What are the takings to date, and what is the Council's assessment of the impact of the introduction of car park charges on use of Norbury Park and on displacement parking in residential roads and the busy car park at Bockett's Farm?

Response:

The capital costs to install the infrastructure for the car parking charges at Norbury Park was £45,000 with an expected annual income of £20,000 per annum. It is too early to report on the number of visits or takings to date. Only two of the three car parks are charging because of the roadworks on the Highway Bridge on Young Street. An assessment was carried out in advance on the likely impact of displacement parking in the area and measures taken to reduce that impact. SCC and Surrey Wildlife Trust will continue to monitor any displacement parking and take appropriate action. Likewise the use of Norbury Park overall will be assessed and any necessary action taken.

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