

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 12 DECEMBER 2018
LEAD OFFICER: VICKI EADE, PARTNERSHIPS LEAD (EAST)

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL

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

1. How many of the drainage assets in Mole Valley were cleaned between 1st April and 31st October? How many remain to be cleaned?

Response: Between April & October 1,267 assets cleaned, including November total is 1,478. 10,096 left attend over next 4 months as per re-programme

2. How many of the drainage assets in Mole Valley not cleaned in 2017/18, have been cleaned in 2018/19 so far? How many have not been cleaned at all in either year?

Response: 1020 not cleaned in 2017/18 these are being targeted over the next 4 months

3. How many of the blocked Gully Drains previously reported before 1st April 2018, such as in Kingston Road, Leatherhead and Station Approach/Randalls Road, Leatherhead. Still await cleaning and restoring to service?

Response:

The majority of the assets that were reported before 1st April 2018 have been cleaned, and the gullies that require further action will be prioritised accordingly across the district subject to available resource.

There appears to be one gully that still requires plotting on the interactive map, this information has been passed to our contractor to action.

It is acknowledged that there remains a delay in asset data being transferred from our internal software packages on to the interactive map.

These are the updates on the gully issues reported on the A245 Kingston Road, Leatherhead.

Gully outside number 17 on corner of slip road

www.surreycc.gov.uk/molevalley

Was attended 28/03/18 and found to be blocked with 100% roots, further works required.

Gully outside number 17

Was attended on the following dates
13/03/18 - the crew were unable to lift.
28/03/18 - was reported as not operational on arrival, operational on leaving with 100% roots the cause of defect.
11/06/18 - Operational on arrival, Operational on Leaving 50% roots was found within the outlet.

Gully by layby outside number 27

Attended 28/03/2018 - Slow running arrival, operational on leaving.
Attended 11/06/2018 - Operational on arrival, operational on leaving.

These are the updates on the gully issues reported on the B2430 Kingston Road, Leatherhead.

Gully outside car wash

Attended 20/10/17 - broken lid that requires replacing.

These are the updates on the gully issues reported on the A245 Randall's Road junction with Station Approach.

Gully by the dropped kerbs on Station Approach

This was a missing asset and plotted on 11/06/2018, the asset was cleansed with no reported defects.

The Randalls Road Wetspot (MV045) is being looked at by the Works Delivery team with a view to seeking a resolution. Subject to available resource an investigation will be carried out on the highway drainage system at this location to establish the condition of the existing highway drainage. Should the outcome of this investigation show that the highway drainage is in good condition, Thames Water will be approached to undertake works on their apparatus.

Questions submitted by Cllr Claire Malcomson (Holmwoods):

1. Surrey's Children's Centres are something Surrey should be proud of and could easily protect. The County Council should hold up our Children's Centres as an example to other Councils of how they can continue to support families and local communities. Are Surrey brave enough to go against the tide of cutting services to the poorest and set an example of how these services should be prioritized and protected?

Response:

The proposal to remodel our children's centre offer has not been taken lightly, we are facing significant challenges to meet the needs of the most vulnerable children and families whilst managing very challenging financial decisions. The proposed model seeks to ensure there is the offer of a main centre in locations where there is evidence of families who are most effected by deprivation. We recognise however not all families needing support necessarily live in these communities which is why the proposal also includes the use of satellite centres, use of community venues and outreach workers. We are also working closely with partner agencies and the voluntary and community sector to look at how we collectively identify families in need of support and meet their needs together. The County Council has to make brave decisions in order to ensure children who need support the most benefit from the support of children's centres in future, maintaining the existing Children's centre offer would prevent this from happening.

2. The public are finding it difficult and frustrating to give the answers they want to give on the Family Resilience Consultation. Phase one: Children's Centres. There is no indication on the consultation as to how much the cuts will be, and the wording is misleading and confusing. As a result this Consultation won't be providing a clear understanding of what parents and families want and need. Will SCC consider taking it down and re phrasing the misleading questions and putting in more comment boxes so as to get an honest and transparent result?

Response:

The consultation clearly sets out the locations where we propose main centres to be located in the future that will be supported by the use of satellite centres community venues and outreach workers. It is important that the public are consulted on what the future model looks like and how it may impact on them which is why the consultation provides everyone the opportunity to comment on the outcome should the budget proposals go forward rather than focus on the details of complex financial arrangements. The consultation questionnaire has now had over 2000 responses and the respondents are making full use of the ability to answer questions and add comments in free text boxes, we are not intending to make any further changes to the questionnaire at this point.

Question submitted by Cllr Rosemary Dickson (Leatherhead South):

There is a deep flood on the Leatherhead Road, Ashtead (outside Downsends School) whenever it rains. This flood causes long tail backs on each side as motorists navigate through the water. What is causing this flood, which has been like this for a while and when will it the problem be fixed?

Response:

ITEM 4b

Questions from Local Committee
Members

Item 4b

The A24 Leatherhead Road outside Downsend School, is recorded as, MV063 Leatherhead Road Ashstead, in our Wet Spots data base.

This Wet Spot is being investigated under the 2019 – 2020 Capital Drainage Investigation Programme.

The scope of the works involves surveying all highway drainage in the vicinity of Downsend School, including drainage from the junction with Knoll Roundabout and the cross road junction with Grange Road/Ermyrn Way.

The outcome of this investigation will identify why we are experiencing flooding at this location and will identify works that need to be carried out to provide a solution to the flooding problem. Repair works to resolve the flooding issue at this location will be carried out, subject to funding being available.

Questions submitted by Mrs Hazel Watson (Dorking Hills):

1. Pippbrook Mill Path

At the beginning of this year the District Council and the County Council agreed to consider adding the footpath outside Pippbrook Mill linking Fairfield Drive and London Road to the definitive rights of way map and that the process to do this would be completed by the end of the current financial year in March 2019.

I understand that the County Council has identified some legal issues that need resolving before this designation can be completed.

Can an update on this designation please be given that can be shared with residents and can assurance be given to residents that this designation will be completed by the end of March 2019 in accordance with the commitment given to residents at the beginning of this year?

Response:

At the beginning of the year Mole Valley District Council proposed selling the strip of land between Meadowbank pond and Pippbrook Mill. This is a wide tarmac path linking with Fairfield Drive and tarmac path on the north side of Meadowbank pond, and London Road to the south. Beneath this path there is a complicated Victorian sluice and weir system which originally controlled the flow of the Pippbrook to the Mill.

It was entirely understandable that the local member and users of this path were concerned that public access may be prevented. On request the Countryside Access team agreed to consider adding the footpath to the definitive map to secure the public's rights. Officers met with Mole Valley District Council but by that point, we understand that the decision had already been made to withdraw the land from sale. Therefore it would continue to remain in public ownership. Research into the landownership also identified

www.surreycc.gov.uk/molevalley

Questions from Local Committee
Members

Item 4b

that Mole Valley District Council were not in control of the entire length of land required to join a public right of way to a publically maintainable highway and so would not be able to dedicate the land necessary.

It is the duty of the county council as highway authority to provide a public right of way. However the sluice and weir support the tarmac path and if these were to fail or require major works then the county council could potentially be at risk of a significant financial outlay in the future. Given that the situation regarding this path has developed since the initial request, we have discussed the matter with Legal Services and we consider that it is no longer necessary or feasible to secure this path as a public right of way. However, should the circumstances change in the future then this issue can, of course be revisited.

2. Abinger Common Speed Limit

At the September Local Committee and the November Informal Local Committee I was informed that funding for reducing the speed limit on Abinger Lane and linked roads through Abinger Common village would be considered at the Road Safety Working Group Meeting at the end of November 2018.

Can the discussions at this Working Group in relation to this topic please be summarised and reported and can I be advised if the Working Group has identified funding for a speed limit reduction scheme given that the Parish Council has now agreed to fund the necessary speed surveys?

Response:

Surrey County Councils speed limit policy "Setting Local Speed Limits" advises that :

"Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network".

An important principle of the policy is that lower speed limits are unlikely to be successful in managing speeds if they are set at a much lower level compared to the existing traffic speeds. Therefore the first stage is to conduct speed surveys to assess the existing vehicle speeds to see what new speed limit might be viable.

The Road Safety Working Group (RSWG) consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. This group considers locations that have clusters of personal injury collisions, or routes with high numbers of collisions, and where

engineering or enforcement measures could reduce the risk of future collisions.

A review of the recorded collisions resulting in personal injury on Abinger Lane between Hollow Lane and Raikes Lane has been carried out. During the period July 2015 and August 2018 (the latest period for which data is available) there have been three collisions resulting in slight injury, and none of these collisions involved a pedestrian. This road was not considered at the RSWG because these collisions are not clustered in one location, and there is not a very high number of collisions compared to many other sites or routes across Surrey.

Instead officers welcome that Abinger Parish Council have indicated that they would fund speed surveys to investigate whether it would be possible to progress a signs alone speed limit reduction on Abinger Lane. Going forward, and when this is funded by the Parish Council, it is planned that the speed surveys could be carried out in the Spring of 2019. The results of these surveys will determine what new lower speed limit would be viable in accordance with Surrey's Policy "Setting Local Speed Limits".

Concerns have also been expressed over the safety and accessibility for parents and children travelling to and from Surrey Hills CoE Primary School. Therefore a separate assessment will be undertaken in the New Year using Surrey's "Road Safety Outside Schools" policy. This assessment will include consideration of the highway features in the vicinity of the school, as well as any actions that the school could undertake to improve road safety and promote sustainable travel.

The proposal to reduce the speed limit on Abinger Lane is not currently prioritised for Mole Valley Local Committee funding. However Officers will seek funding opportunities for this scheme, should the survey results comply with Surrey's Policy for a signs only speed limit reduction. There are proposals for the Road Safety and Active Travel Team to fund a speed limit reduction on the A25 Guildford Road between Abinger and Wotton due to a number of collisions taking place on this route. This proposal is the subject of a separate report to this local committee.

3. Safety funding on culvert railings

At the Local Committee on 6 June 2018, in response to a formal Question, the following response was given: *If the divisional member is aware of any damaged culvert protection barriers in her division, it is proposed that she contact the Mole Valley Maintenance Engineer. These sites will then be inspected, a solution agreed and repairs ordered, subject to the allocation of funding.*

I have subsequently reported about half a dozen broken culvert railings to County Highways and have been informed that there is no funding available to make the necessary repairs.

Culvert railings are only installed where they are needed to enhance road safety and to leave these railings broken / in disrepair results in installed safety measures being ineffective.

Can a justification please be given as to why funding cannot be found to maintain and repair installed safety features on our rural roads and why, in each case that I have raised with County Highways (Abinger Road, Ockley Road, Etherley Copse, Landslip Car Park, Horsham Road by Smokejack Farm, Holmbury Lane by Ockham Farm), is it believed that in is appropriate to leave the safety railings in disrepair?

Response:

Each site was assessed in terms of what repair work is required, and inspected against our Highway Safety Inspection Policy. All sites identified have not met criteria for action under the Highway Safety Inspection Policy and have therefore been classified as not requiring immediate action. Damaged railings at culverts are not classified as a safety issue unless bent metal is leaning into the carriageway or footway. The condition of these railings will continue to be monitored.

Each site will be put into a priority order for repair by the Local Maintenance Engineer for the area. Repairs will be ordered when funding becomes available.

The Local Maintenance Engineer is continuing to try and find resources to undertake repairs on some, if not all, of the railings this financial year. If they are unable to source funding for all, the local member will be contacted to discuss the repair work that is to be carried out.

4. Posts in London Road cycle track

A signpost and a lamp post have been placed in the shared use cycle track on the corner of London Road opposite the Esso Garage. This is clearly dangerous.

Can an explanation be given as to how posts have come to be erected in the middle of cycle tracks and when will remedial action be taken?

Response:

No new street furniture has been installed at this location in the past 9 years, a replacement Give Way Post has been installed to replace a broken damaged post.

Road markings have been previously installed on the segregated/shared use footway/cycleway to divert cyclists around the existing street furniture such as around the large lamp column adjacent to the A24 London Road.

However, the South East Area Team has since raised an order to change the existing markings to switch the cycleway to the rear of the footway, to avoid all of the existing street furniture, as well as pedestrians that may be waiting at the pedestrian crossing. This work will be carried out before the end of March 2019.

5. A24 London Road Resurfacing

The resurfacing of the A24 between Pixham Lane and Deepdene Avenue was scheduled as part of the Severe Weather Recovery programme.

The A24 London Road between the junction with A25 Deepdene roundabout and junction with Pixham Lane was walked by engineers as part of this programme and they determined that the necessary repairs will be a major scheme and that they would look at alternative options for completion of this work. Furthermore, I was informed that it is not anticipated that work will take place in this financial year.

This road clearly requires urgent remedial work to bring it up to standard and residents feel badly let down that this work was not carried out through the Severe Weather Recovery programme when the County Council has indicated that the work would be carried out under this programme.

Can an update please be given on the options to fund this work that the engineers have looked at and assessed as necessary and can the timeframe in which this work will be carried out be given?

Response:

Surrey County Council is working against a backdrop of increased demand and reductions in funding. To maximise funding from central government Surrey prioritises schemes on its planned maintenance programme in accordance with best practice guidance on asset management.

We had far more roads on the provisional list than we had funding. The A24 London Road Dorking was identified to exceed the limits of the Severe Weather Recovery Program and was therefore determined that the necessary repairs would be a major scheme.

Unfortunately the A24 London Road Dorking was not prioritised for funding from the Major Maintenance Budget when compared to other roads across the County.

We will continue to inspect these roads for individual Safety Defects, and arrange repairs as appropriate.

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

The proposed Children's Centre Plan for Mole Valley, suggests a Centre in North Holmwood and a Satellite in Dorking.

www.surreycc.gov.uk/molevalley

As the increasing majority of the Mole Valley Population live in the Northern communities of Ashted, The Bookham's, Fetcham and and Leatherhead. Can we have explained the analysis that means the proposed services are all located some ten miles away from most of the population? With significant pockets of deprivation in those communities and vulnerable families.

Response:

The children's centre proposal will increase the level of targeted support for vulnerable children and offer services to the whole family particularly where families have children between 0 – 11 years. The new model will include the use of main centres in locations where outcomes for children are more likely to be adversely affected by deprivation. When we have ranked the existing 58 children's centres in Surrey against the IDACI levels of need, the leatherhead Trinity centre is ranked 41 indicating there are fewer families requiring targeted support compared to the majority of other centres in the county. The Dorking Nursery School children's centre however is ranked number 3 in the county supporting the need to retain a main centre in that community. We do not expect families who need help who live in communities without easy access to a centre to travel to other centres although they can do if they are able to. Families in need of targeted support in these circumstances will be supported through the use of outreach workers and the use of community venues.

Question submitted by Stephen Cooksey (Dorking South and the Holmwoods)

When will the final version of the Dorking Transport study be published and made available for consideration by the Local Committee?

Can officers confirm that the total cost of the Dorking Transport Study to date has been £59,994.68 and indicate whether or not any further work undertaken by the consultants will incur further costs?

Response:

The SCC local area webpages will be updated next week with the Dorking Transport Study Final Report presentation given at the stakeholders meeting on 26th November and supporting information.

The total cost of the Dorking Transport Study was £59,994.68. MVDC agreed to pay 40% of the costs, which amounts to £23,997.87. There are no anticipated future costs at this time.

Questions submitted by Cllr Paul Kennedy (Fetcham West)

1. Thames Water have in the past agreed to check the state of the manhole and pipework to the stream from the end of Friars Orchard in Fetcham on a regular basis. However, residents believe that checking has not been

www.surreycc.gov.uk/molevalley

ITEM 4b

Questions from Local Committee
Members

Item 4b

undertaken in the last two years and are concerned that flooding is increasing as a result. Along with other steps needed to address the flooding problems in Friars Orchard, is the Council able to obtain a commitment from Thames Water to provide regular checking dates and reporting so that residents and the Council are able to confirm that this has been done, or not as the case may be?

Response:

Thames Water PLC are responsible for maintaining the Surface Water Sewer Pipe which outfalls to the rear of number 13. Surrey County Council is not able to obtain commitment from Thames Water that they will check the state of their manhole and pipework to the stream from the end of Friars Orchard in Fetcham on a regular basis.

Having contacted Thames Water they have confirmed that they have received no further reports of issues in Friars Orchard Since September 2017. If there are any concerns with Thames Water's Surface Water Sewer Pipe in Friars Orchard then please call Thames Water's free customer service contact number on – 0800 316 9800.

The South East Area Team has asked for an update on what checks were carried out by them on their Surface Water Sewer Pipe following the report received in September 2017. Once this information is received from Thames Water we will pass this information on to Cllr Paul Kennedy.

2. Given the Council's stated ambition to reduce funding per head for Surrey libraries by nearly 30%, what is the Council's provisional assessment of each of Mole Valley's libraries against the five principles in the Council's draft strategy which is currently the subject of a public consultation?

Response

Surrey County Council is consulting on a strategy to put libraries and cultural services at the heart of lifelong learning in our communities. We know our residents' habits and expectations are changing, and libraries and cultural services need to keep pace with that. We are already receiving creative ideas from Surrey residents about how these services could be provided in the future, including much greater use of digital technologies and bringing a range of voluntary and community, commercial and public services together in one place for the benefit of residents. In order to sustain these services into the future, with the resources we have, we believe we should get as close to the national average spend of other county councils on library services.

We will not know the full views of residents until the consultation closes on 4 January. Taking account the views of residents, Cabinet will agree the strategy. At that point, we will develop proposals, including proposals for libraries in Mole Valley, to deliver the strategy. Those proposals will be subject to further public consultation.

www.surreycc.gov.uk/molevalley