

Questions from Local Committee Members

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 SEPTEMBER 2019

LEAD

OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL



Questions submitted by Cllr Raj Haque:

1. The Street in Fetcham is slowly and gradually breaking up and disintegrating. SCC has been patching it up here and there but unfortunately, new potholes are appearing everywhere. Is it therefore possible to provide any time scale as to when the whole road can be resurfaced?

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.

All roads on the planned maintenance programme have been prioritised in accordance with the cabinet approved process. This process takes account of criteria including: condition; network priority; risk and network management.

The surfacing of D2644 The Street, Fetcham was assessed by the Asset Team in 2016 as part of the work to develop the 5 year resurfacing programme. The result of this assessment was that The Street is in a good condition in comparison with many other roads around the county. 593 C&D class roads, of which The Street is one, was assessed and was ranked at 311 (with number 1 being the highest priority). Of those 593 roads which were assessed 132 roads were included within the 5 year resurfacing programme.

Therefore, The Street does not prioritise as a major maintenance scheme when compared with many other roads across the county. The D2644 The Street, Fetcham did also not prioritise for funding from The Severe Weather Recovery Programme or the 4a/4b road designation repair programme. The Street will continue to be inspected and any safety defects that meet the intervention level will be fixed in accordance with Surrey County Council's Highway Safety Inspection process.

2. The informal crossing outside the chemist on Cobham Road Fetcham, being camouflaged by cars and vans parked outside the chemist, which raised concerns amongst the frail & elderly while crossing. Would SCC consider improving the safety, and visibility, within the informal crossing, by upgrading it?

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Response:

An assessment of personal injury collision data provided by Surrey Police, shows that no personal injury collisions, have occurred at this informal crossing point over the most recent 5 year period for which data is available (from 01/04/14 to 31/01/19). It is not feasible to upgrade the existing informal crossing point in its current location because the equipment that is required, such as the traffic signal or zebra crossing poles would obstruct access to the private drive in front of the existing informal crossing point. Relocating the crossing away from the existing private drive would result in the existing bus stop and on street parking spaces being removed. This would be detrimental to those residents who currently park to use the local shops, as well as those residents who use the bus services.

An alternative and more cost effective solution to improving the visibility of the existing informal crossing would be to install additional waiting restrictions to reduce the existing on street parking outside the chemists. However this is unlikely to be supported by the local businesses and residents wanting to access these shops. Therefore there are currently no plans to install additional waiting restrictions outside the chemist.

3. Speeding is getting worse on The Street, & Kennel lane, in Fetcham. Is it possible for SCC to install any traffic calming measures in order for the drivers to remain within the legal speed limit?

Response:

Surrey County Council receives a vast number of requests for traffic calming measures to be installed on roads across the county, due to resident's concerns about road safety. The number of requests received vastly exceeds the funding available for such measures and therefore we target funding where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surrey roads.

Traffic calming measures support a speed limit set in accordance with SCC's Setting Local Speed Limits Policy, which can be found on SCC's website using the following link;https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/28748/Setting_Local_Speed_Limits_Policy_July2014.pdf.

An assessment of personal injury collision data provided by Surrey Police, shows that 1 personal injury collision, involving a slight injury, has occurred on The Street over the most recent 3 year period for which data is available (from 01/04/16 to 31/01/19). However, Surrey Police did not record vehicle speed as a contributory factor in the cause of this collision. There are no current proposals to install any traffic calming measures on The Street, Fetcham.

An assessment of personal injury collision data provided by Surrey Police, shows that 1 personal injury collision, involving a slight injury, has occurred on Kennel Lane over the most recent 3 year period for which data is available (from 01/04/16 to 31/01/19). However this collision involved a pedestrian and a cyclist and was not attributable to vehicle speed.

Surrey Police carried out speed monitoring on Kennel Lane during August 2013 and the recorded average speed of traffic was 28.18mph. Taking account of the most recent personal injury collision data and the results of the speed monitoring carried

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out by Surrey Police, which indicates that traffic speeds on Kennel Lane are within the 30mph speed limit, there are no current proposals to install any traffic calming measures on Kennel Lane.

The Street and Kennel Lane in Fetcham are not high risk sites compared to many other roads in Surrey that suffer a continuing history of collisions that we are prioritising for traffic calming measures.

Questions submitted by Mr Tim Hall:

1. Can we please have an update on the findings of the drainage investigation on Station Approach and Randalls Road by Leatherhead Station and also future works and investigations planned to alleviate any issues found?

Response:

Surrey County Council is to liaise with Mole Valley District Council in order to get access to the manholes within their car park in Randalls Road, to carry out further investigation work on the existing highway drainage. Parking within a section of the car park will need to be suspended in order for this work to be carried out and Surrey County Council are liaising with Mole Valley District Council to arrange this. These works are programmed to be carried out in December.

2. Can we please have an update on the Flooding at the Eastern end of Cleeve Road, Leatherhead between Longshaw and Kingston Road. What has the investigation found so far, what actions are now planned and what is the response of the utility companies with pipes in the area?

Response:

Thames Water have carried out some investigation work on their drainage asset within Cleeve Road which has identified some damage. Work to repair this damage should be completed by the end of September. Thames Water have also confirmed that they are to carry out additional investigation work on their drainage assets, which are not currently mapped, to see if they are able to find any further damage. Surrey County Council is waiting for an update from Thames Water on the results of these investigation works.

Surrey County Council have also carried out CCTV investigation on Surrey County Council owned highway drainage assets. Further investigation work is to be carried out to identify possible damage by a utility company.

Questions submitted by Cllr Claire Malcomson:

1. There has been an outcry from the public wanting wild flowers left to grow.

In July a selection of councillors and officers, from across Surrey, were invited by SCC to discuss verges and to hear Phil Sterling give a presentation. This was on how to increase the growth of wild flowers to attract more pollinators and to slowdown grass growth on our verges. The good news is that this will save councils money every year.

Therefore, will SCC commit to using cut and collect mowers to lower the fertility of verges and central reservations; and also encourage replacement of soil on

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verges to be less fertile; thus slowing down grass growth and leading to wild flowers growing up?

If they cannot finance this straight away, will they trial a section of the A24 to evaluate the results?

If SCC will not do either of these will they at least commit to assessing sight lines and splays for safety throughout Mole Valley, during the September cut this year? This will not cost any more as it will be done when the roads are cordoned off for mowing. Then at next year's first cut start a policy of

1/ Only mowing those sight lines to keep the roads safe.

2/ NOT to cut wildflowers too early for them to reseed themselves and multiply.

Response:

SCC have spoken to their existing grass cutting contractor who do not own any equipment capable of cutting and collecting grass cuttings.

In order to do this, SCC would need to fund a manual collection (by hand) of the grass cuttings, and then transport and subsequently dispose of the arisings (waste product). The southern end of the A24 dual carriageway is cut over 6 days. The cost of two people (due to the length and amount of arising) and vehicle to collect the arisings would be as a minimum £3,500. SCC, has no funds to cover these additional costs, even as part of a trial.

The High speed lane closures commenced on Monday 2nd Sept, and there is an intention to attend site, whilst the lanes are closed, to mark-up areas on plans which potentially could be cut just once a year. These areas will be away from sight lines, but may include the central reservation or the edge of highway verge. Grass will continue to be cut in May and September where there are footways which need to be kept clear or sight line concerns. The speed of traffic on the A24 and the sweeping nature of the road does mean that some sight lines will be significantly long. A 1m swathe will continue to be cut to ensure that edge of the carriageway.

Unfortunately, Surrey County council only has funds to deploy the traffic management twice a year, and it is not possible to cut different sections at different times of the year with limited funds. The traffic management programme has been designed to minimise disruption to the travelling public and be the most cost effective way to maximise the use of the lane closures in achieving many different cyclical maintenance activities. It is not possible to start the May cut any later, due to inevitable sight line issues.

2. When will SCC put official protection around our rare orchids and flowers along the verges and central reservations of our roads, instead of just sticks? This was promised earlier this year but has yet to be done?

Response:

All wild plants are protected when growing in the wild to a very limited extent. Under the [Wildlife and Countryside Act 1981](#) section 13 1(b) all wild flowers are protected from uprooting (although not picking or cutting, and not when it's an incidental result of an otherwise lawful operation, which covers such things as grass cutting).

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Not all orchids are specially protected – in fact, most of the orchids found growing on highway verges have no greater protection than dandelions. That's because many orchids are not actually very rare, just hard to find because of their habit of flowering briefly, and of disappearing for seasons and then reappearing seemingly at random. It is not always possible for us to install a permanent feature on the highway verge to mark out areas of land, as any structure, such as a post would need to be passively safe or sited far enough back off the carriageway edge or protected by a vehicle restraint system due to the speed of the road – all of which are extremely costly. The sticks are all that SCC can offer to mark out these areas, as a gesture of good will. If the orchids are found and identified to be specific species which are protected, we will ensure that the sticks remain visible on our twice yearly cyclical works and the grass cutting maps are updated to reflect these areas – presuming that sight lines and safety of highway users will not be affected.

Questions submitted by Cllr Nancy Goodacre:

1. The Bookham Youth and Community Centre has now been closed. When can Bookham expect to have this vital community facility replaced? Please confirm there is a planning covenant on the site guaranteeing a replacement facility.

Response:

Surrey County Council notes the closure of the Bookham Youth and Community Centre and is currently working through the options for the re-provision of a facility. These options require consideration of a range of factors including local youth and community needs, building design, planning matters as well as procurement processes. Working through these matters and assuming no major challenges, 2021 is a working target date for completion of any replacement facility. Specifically in terms of planning, SCC aims to fulfil all relevant obligations and commitments.

2. Could we have improved road signage and instructions on how to navigate the Squareabout at the heart of Bookham? Local residents have expressed concern that drivers don't know the rules for this unusual junction.

Response:

The "Squareabout" in Bookham has been in place for over 10 years. There are give-way markings on all four arms of the junction with give-way signs on three of the four arms of this junction. Due to the narrowness of the carriageway on the High Street, it is not possible to install a "give-way" sign on this arm of the junction. Where it is not obvious who has priority (such as at similar crossroad junctions where drivers have to give-way at side roads) drivers should look and proceed with caution.

The design of this junction has gone through a three stage safety audit process when it was constructed and any additional measures required in order to improve the safety of this junction would have been considered at that time.

Surrey County Council are only permitted to install signs on the public highway if they are contained within the Traffic Signs Regulations and General Directions 2016 document. There is no sign within this document that can be installed to provide drivers with guidance on how to use the "Squareabout" therefore Surrey County Council are unable to provide such a sign.

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3. There is an issue with parking at the Junction of Oveton Way and Beales Road, Bookham where a dropped kerb providing vital access to disabled residents is frequently blocked by parked cars. Could parking restrictions be applied here to ensure equality of access to the pavement for disabled residents.

Response:

We have added your request for changes to the parking restrictions at the junction of Oveton Way and Beales Road, to a list of sites in Mole Valley for which people have made a similar type of request.

We have a rolling programme of carrying out an assessment of all the requests in each borough or district in turn. Once we have completed the assessments and prioritised all the requests, we present a report of our findings to the members of the relevant Local Committee, who decide which changes will go ahead. The next assessments in Mole Valley are scheduled to take place during September and October 2019 and the report on the outcome is due to be presented to the local committee in December 2019.

The legal process involved in introducing or changing parking controls requires us to formally advertise our intention to do so, and we may also carry out consultation with residents, businesses and other stakeholders. Once we have considered any responses to the advertisement and/or consultation, we have to make a traffic regulation order, so that our enforcement staff can take action against people parking illegally. This process does take several months to complete.