



**CITY OF LONDON FREEMAN'S SCHOOL**  
**SURREY COUNTY COUNCIL'S LOCAL COMMITTEE**  
**(MOLE VALLEY)**

**20 JUNE 2007**

**KEY ISSUE:**

To consider a proposal on Farm Lane, Ashtead, junction with Rookery Hill and Pleasure Pit Road that develops the junction layout, enhances access and egress of the City of London Freeman's School and allows the conservation gate of East Lodge to be reinstalled.

**SUMMARY:**

Mole Valley District Council and the City of London Freeman's School notified the Local Office of vehicle damage to the school's stone entrance piers on Rookery Hill at its junction with Farm Lane; the County Council has previously repaired these stone piers.

Whilst considering suitable preventative measures to limit future pier damage a proposal developed that would also address the limited driver sight line difficulties from Rookery Hill and Pleasure Pit Road, influence vehicle speed along Farm Lane and enable the conservation gate of East Lodge to be re-hung.

Mole Valley District Council and the City of London Freeman's School, who will contribute financially towards implementation of the proposal, support the mini-roundabout proposal.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree

- i. that the proposal to provide a mini-roundabout on Farm Lane at its junction with Rookery Hill and Pleasure Pit Road, is progressed and implemented as shown on Drawing 2011/001 attached to this report.

## **1.0 INTRODUCTION AND BACKGROUND**

- 1.1 Mole Valley District Council (MVDC) and the City of London Freeman's School (CLFS) approached the Local Office to explore the possibility of delivering a scheme, which would repair and then help prevent further damage to the entrance piers at East Lodge on Rookery Hill at its junction with Farm Lane and Pleasure Pit Road believed to be the responsibility of the County Council.
- 1.2 With a suitable preventative scheme in place the conservation gate to East Lodge would be re-hung. The conservation gate of East Lodge is currently in storage to prevent it being damaged further having been knocked off its pier hinges by vehicles failing to satisfactorily negotiate the entrance to the school at this location. The copingstones to the piers are also susceptible to damage by large vehicles.
- 1.3 The piers limit the width of the school entrance on Rookery Hill and driver sight lines from both Pleasure Pit Road and Rookery Hill along Farm Lane are poor at this location.

## **2.0 ANALYSIS AND COMMENTARY**

- 2.1 Two site meetings took place with representatives from MVDC and CLFS to discuss the potential for achieving the aims of the project, i.e. prevent further damage to the entrance piers and improve sight lines at the junction layout, such that the conservation gate could also be re-hung.
- 2.2 An indicative layout was prepared [Drawing 2011/001 Attached] and it was received favourably at a subsequent meeting with representatives from MVDC and CLFS in February this year. Therefore, the proposal is brought before this Committee for its consideration.

### Proposal

- 2.3 Vehicle speeds are known to be high along Farm Lane particularly northbound, where having passed the site the road narrows to negotiate a series of tight bends before reaching Ashtead.
- 2.4 The driver sight lines from both Rookery Hill and Pleasure Pit Road are poor at their junction with Farm Lane and the width of the carriageway between the stone piers of Rookery Hill and surface levels compound drivers' difficulties at this location.
- 2.5 There have been two slight personal injury accidents at this location in the last three years; both involve drivers not appreciating the layout configuration sufficiently well before entering Farm Lane.
- 2.6 All the adjoining roads at this location have a 30mph speed limit; therefore, a four-arm mini-roundabout solution is a viable option. A mini-roundabout would improve driver sight lines making it safer to access and egress both Rookery Hill and Pleasure Pit Road and will affect vehicle speed by introducing a highway feature to be negotiated, thereby reducing the average speed northwards along Farm Lane.
- 2.7 Included in the design are preventative kerb alignments and additional low-level protection to the piers, which should minimise vehicle damage and hence save highway maintenance repair costs.
- 2.8 Additionally the local street lighting will be refreshed, which should highlight the new junction layout giving greater awareness of the locality.

2.9 The mini-roundabout layout could be further enhanced if development were to proceed on the adjacent Ashted House site.

2.10 The Local Office also has an April 2005 record of the intention to consider a possible alteration at this location on its wish list of schemes for further consideration.

**2.11 CONSULTATIONS**

2.12 Limited to representatives from both MVDC and CLFS currently.

**3.0 FINANCIAL IMPLICATIONS**

3.1 All the parties currently associated with the indicative scheme have indicated a willingness to participate towards the cost of the scheme, which if accepted by the Committee will be partially funded from the Local Transport Plan allocations, subject to resources being available and the Committee's other priorities.

3.2 Indicative costs only at this stage suggest a budget of £20,000 be made available for design and implementation.

**4.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

4.1 An alteration at this junction would contribute to improved highway safety for all road users, including those travelling to and from school.

**5.0 CRIME & DISORDER IMPLICATIONS**

5.1 A mini-roundabout could contribute towards reduced occurrence of high speed along Farm Lane at this location.

**6.0 EQUALITIES IMPLICATIONS**

6.1 There are no specific equalities implications arising from this report.

**CONCLUSION AND REASONS FOR RECOMMENDATIONS**

The proposal should benefit public highway users at the Farm Lane junction with Rookery Hill and Pleasure Pit Road, enhance similar movements to and from the City of London Freeman's School, reduce future highway maintenance costs and enable an environmental enhancement of the locality by allowing the conservation gate of East Lodge to be brought from storage and be re-hung at the entrance.

**Report by: Geoff Wallace – Local Highways Manager for Mole Valley**

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<b>LEAD/CONTACT OFFICER:</b>	<b>Geoff Wallace</b>
<b>TELEPHONE NUMBER:</b>	<b>08456 009 009</b>
<b>BACKGROUND PAPERS:</b>	<b>None</b>

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