

**MINUTES OF THE MOLE VALLEY LOCAL  
COMMITTEE MEETING HELD ON 12 FEBRUARY  
2002**

**Mole Valley Local Committee,  
2 April 2003**

**MINUTES:** of the meeting of the Mole Valley Local Committee held at 14.00 on Wednesday 12 February 2003 at Mole Valley District Council Offices (Pippbrook)

**Surrey County Council Members**

David Gollin - Chairman  
Helyn Clack - Vice-Chairman  
Bob McKinley  
Jim Smith  
David Timms  
Hazel Watson

**Mole Valley District Council Members (Part B only)**

Michael Anderson  
Rosemary Dickson  
Valerie Homewood  
Janet Marsh  
Jean Pearson  
Ben Tatham

[All references to Items refer to the Agenda for the meeting]

**PART ONE - IN PUBLIC (County Council and District Council Members)**

**12/03 APOLOGIES FOR ABSENCE AND NOTICE OF SUBSTITUTIONS  
[Item 1]**

No apologies for absence or notice of substitutions were received from County or District Council members.

**13/03 DECLARATIONS OF INTEREST [Item 2]**

No declarations of interest were advised by County or District Council members.

**14/03 PETITIONS [Item 3]**

No petitions were presented

**15/03 PUBLIC QUESTION TIME [Item 3]**

One written question had been received prior to the meeting, from Mr Oinn of Oaks Close, Leatherhead. A set of written questions were presented at the meeting by Mrs Lansdell of Kingston Road, Leatherhead. Both of these are appended but, since they both related to Item 8, it was agreed that these would be considered at that stage.

During an open public question session a number of questions were asked and responded to by officers. The topics included traffic calming measures in Fetcham, and resident parking in Leatherhead. The Committee also noted a comment that the timing and advance notice for its meetings did not make it easy for members of the public to attend.

**16/03 MEMBER QUESTION TIME [Item 3]**

Hazel Watson and Helyn Clack had both submitted questions to which written responses were circulated. Both questions and responses are attached to these minutes.

In response to a supplementary question Jim Smith was assured that spending on the Leatherhead Phase 2 work was within budget. Valerie Homewood also asked a supplementary about the source of a persistent puddle in Beare Green and was advised that officers would investigate and respond to her direct

**17/03 MINUTES OF THE LOCAL COMMITTEE MEETING HELD ON 11 DECEMBER 2002 [Item 4]**

The minutes were agreed as a true record and signed.

**18/03 OAKLAWN ROAD, LEATHERHEAD [Item 5]**

The Committee agreed to rescind the resolution made at the former Mole Valley PATc (13/2/02) in respect of progressing a 40 mph speed limit in Oaklawn Road

**19/03 DECRIMINALISATION OF PARKING ENFORCEMENT [Item 6]**

Members were reminded that police enforcement of parking would be withdrawn from April 2004, at which point the local authorities will need to take on this responsibility. The paper proposed a way forward, on the basis that the District Council is a partner. Discussions have been taking place although no formal agreement is yet established. The

recommendations presented reflect what is already set out in the Parking Strategy and confirm that the County Council will cover the start-up costs of DPE from the Local Transportation Plan.

The Committee agreed:

- i. that the implementation of DPE throughout Mole Valley is supported in principle
- ii. that officers seek confirmation of support from MVDC and confirm their willingness to manage and operate DPE in Mole Valley through an agency agreement with SCC
- iii. that a future meeting of the Local Committee would receive full details of an agency agreement, including financial terms

### **20/03 FETCHAM, BOOKHAM AND EFFINGHAM STUDY – ANALYSIS OF CONSULTATION [Item 7]**

The Committee considered the results of two consultation exercises – one for The Ridgeway, and the other for Cock Lane, Penrose Lane and Kennel Lane.

Copies of correspondence with residents of The Ridgeway, including a petition, were circulated and are appended to these minutes.

It was noted that, for The Ridgeway, the record of personal injury accidents was very low. Residents had expressed a clear preference for ‘horizontal’ traffic calming measures (pinch-points in the road for instance), as opposed to ‘vertical’ ones such as road humps and cushions. A local Member suggested that road signage and an electronic sign might also be considered. An amended recommendation, proposed by Helyn Clack and seconded by Jean Pearson, was agreed.

For the Cock Lane area, it was also noted that ‘vertical’ measures would be unsuitable since this was a bus route.

The Committee agreed:

- i. (For The Ridgeway) that agreement is given to progress further consultation and design, subject to funding being agreed at this committee in April 2003, but also subject to the resolving of objections to the measures brought forward by emergency service
- ii. (For Cock Lane, Penrose Road and Kennel Lane) that approval is given to progress further investigation, consultation and design of pedestrian improvements in the vicinity of the shops in Penrose Road, subject to funding being agreed at this Committee in April 2003

### **21/03 LEATHERHEAD WAITING RESTRICTION REVIEW [Item 8]**

The Chairman thanked those members of the public who were attending the meeting for this item. He also wished thanks to be recorded for the time put in by the local elected Members into developing proposals and reviewing responses.

An addendum paper was circulated, and is appended to these minutes. The agenda paper included 50 specific recommendations in response to objections from which 8 officer recommendations were drawn. As a result of the subsequent discussion some of these specific recommendations were revised and extended.

The written question from Mr Oinn and the list of questions submitted by Mrs Lansdell were considered in respect to resolutions v and ix below. In respect to Mrs Lansdell's questions, a number of points were clarified but it was agreed to investigate where the consultation notices had been placed. Mr Oinn's comments were noted but could not be considered under existing regulations.

The Committee resolved:

- i. that proposals for Belmont Road be amended to permit parking on the north side between the access to the sorting office and Emlyn Lane, as per the addendum 3.1
- ii. that the proposed parking places in Church Rd be extended to Church Hall, ensuring that access points to Stenning Court and the Church hall are kept clear, and have a time limit of 2 hours during the working day Monday – Saturday, 8am to 6pm.
- iii. that the proposed parking places in Kingston Avenue be abandoned
- iv. that the proposed time limit on the parking places in Minchin Close be changed from Monday – Saturday, 8am – 6pm, to Monday – Friday, 8am – 6pm
- v. that all proposals for curfew restrictions in Oaks Close be abandoned
- vi. that all proposals for curfew restrictions in Windfield be postponed pending further investigations
- vii. that the “at any time” restriction at the southernmost end on the west side of Gimcrack Hill be extended at its northern end by about three metres, as considered necessary by Officers, to cover the access to Lawrence Weaver House.
- viii. that an “at any time” restriction on the eastern side of Fairfield Road from the northern boundary of no 12. (the extent of the existing single yellow line), to the junction of Leret Way is advertised
- ix. that the decision to revise parking proposals for that part of Kingston Road north of its junction with Oxshott Road (Tesco's roundabout) shall be delegated to the Local Transportation Manager, in consultation with local members and in discussion with local residents, and that agreement to re-advertise the proposals as necessary is given
- x. that all other proposals forming part of the Leatherhead waiting restriction review proceed as published on 27/11/02 and that the order be made
- xi. that the decision to revise parking or waiting restrictions for that part of Church Street between the pedestrianised zone and the junction with The Crescent be delegated to the Local Transportation Manager, in consultation with local members and other interested parties), and that agreement to advertise proposals as necessary is given
- xii. that approval be given to publish the necessary Traffic Regulation Orders to amend the waiting restrictions and / or parking places in Station Rd, Church Road, Fairfield Road, Gimcrack Hill, and in Church Street and Kingston Road if required, as detailed in the report or in

addendum to report and outlined above and that, subject to funding, the Orders be advertised and that, if no objections are maintained, the Order be made

**22/03 REAL TIME PASSENGER INFORMATION – REPORT IN PROGRESS [Item 9]**

The Committee noted this report but decided that they could not make decisions on funding implications, as requested, at this stage.

**23/03 A29 DRIVER BEHAVIOUR STUDY [Item 10]**

The Committee authorised the establishment of a working group to consider the detail of the research report and, in consultation with local representatives, to recommend appropriate remedial solutions. The task group to be Mrs Clack (chairman), Mrs Pearson and Mrs Homewood

Officers were also asked to investigate when a similar study for the A24 might be undertaken.

**24/03 WASTE TRANSPORT WORKING GROUP [Item 11]**

The Committee noted that the working group established at the authorised their September meeting had had a productive inaugural meeting and was now pursuing further information. A further report will be brought to the April meeting.

**25/03 MINOR HIGHWAYS IMPROVEMENTS / TRANSPORTATION PLAN SCHEMES PROGRESS REPORT [Item 12]**

This was noted. A revised Annexe was circulated and is attached to these minutes.

**26/03 FORWARD PROGRAMME [Item 10]**

This was noted. A confirmed list of meeting dates will be publicised as soon as possible

**[Meeting Ended: 5.00 pm]**

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**Chairman**

**MOLE VALLEY LOCAL COMMITTEE, 12 February 2003.**

**Appendix of additional papers circulated at the meeting:**

The following papers are appended:

1. Public questions received (Item 3)
2. Member questions received (Item 3)
3. Letters from residents of The Ridgeway (Item 7)
4. Addendum to the Leatherhead Waiting Restriction Review report (Item 8)
5. Revised progress schemes annex (Item 12)

**Item 3: PUBLIC QUESTIONS RECEIVED**

The following questions were received shortly before the meeting allowing no time for a written response to be tabled. These questions were considered as part of the debate on Item 8 but it was pointed out that some of the Kingston Rd questions related to planning issues that are outside the remit of the Local Committee

**a) From Mr D. R. Oinn in respect to the proposals for Oaks Close:**

- i) Following the 'corridor' meeting last week have the Committee considered the possibility of reducing the proposed double yellow line in Oaks Close, Leatherhead, to a single yellow line and also reducing the restriction on waiting and parking to be Monday to Friday as weekend control is not really needed? (This would then be almost on par with the restriction in Station Rd).*
- ii) Can the boundary of the waiting restriction be up to the Southern boundary of no's 1 and 2 Oaks Close? (Or the Red Cross Hall southern boundary)*
- iii) How do Oaks Close residents obtain the erection of two standard 'No through way' signs as those shown in the Highway Code?*

**b) From Christine Lansdell on behalf of residents of Kingston Rd, Leatherhead, opposite B&Q**

- i) Why was the notice placed in a position that was not easy for residents to see?*
- ii) Why has there been no consultation with the residents*
- iii) Why in your detailed investigations (as stated in a letter from Michelle Armstrong, Principal Engineer at Mole Valley Transportation Dept) have you not found out that residents do not have driveways on this part of Kingston Rd opposite B&Q?*
- iv) Where do you want the 20 or more cars to park that belong to the residents?*
- v) Why was B&Q ever given planning permission to build in a residential area when obviously it is not suitable?*
- vi) Why was B&Q given planning permission to have only one entrance opposite residents when it was quite obvious that this would cause problems with traffic and be dangerous?*
- vii) Why are the council giving precedence to articulated lorries delivering to B&Q over residents parking?*
- viii) Why have you not come up with a solution that is acceptable to residents?*

**Item 3: MEMBER QUESTIONS RECEIVED**

Two Members submitted written questions and received written replies:

**a) Questions received from Hazel Watson, County Councillor for Dorking North.**

- 1. What is the total cost to date plus cost to completion of Leatherhead Phase 2?*
- 2. Are the ramps being constructed as part of Leatherhead Phase 2 being designed to prevent skateboarding, rollerblading and graffiti and if so, how?*
- 3. What action is the County Council taking to improve drainage in the vicinity of Brockham Green?*
- 4. When will the Council be in a position to improve lighting in Meadowbrook Road, Dorking which is currently very limited?*

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**Response:**

1. Construction costs to date are £330,802. It is anticipated that the remaining construction costs to completion will be within £384,198.
2. The accessibility ramps have been designed specifically to accommodate disabled users. Any measures designed to counter use of the ramps by skateboarders and roller-bladers would also hinder use by the main user groups. Hence no specific measures have been, or could be included.
3. There are no specific measures that can be introduced to combat occurrences of graffiti. Graffiti will however be addressed as a part of the maintenance plan in conjunction with other agencies.
4. Problems previously highlighted in the vicinity of Brockham Green have been addressed by Mole Valley District Council, as the issue involves a system that is away from the highway network. Officers of both authorities have worked closely to identify a cause and thus a solution to address the problems.
5. There are no plans to renew or upgrade the street lighting in Meadowbrook Road, Dorking in the current financial year.
6. Requests to upgrade or improve existing lighting will be considered in the new financial year where relative priorities will be assessed.

**b) Question received from Helyn Clack, County Councillor for Dorking Rural.**

- 1. Following recent weather problems during January and early February, can officers highlight the scale of the problems encountered and report on actions taken.*
- 

**Response:**

Continued heavy rainfall over the New Year period resulted in many reports of flooding throughout the district. Officers were kept extremely busy responding to many telephone calls over the period, and in directing contractors resources. Much of the flooding was localised and efforts were directed at keeping the network free of standing water, eg. clearing debris from gully tops. It may be worth noting that considerable work has been achieved since the 2000/01 flooding and this helped reduce the incidences of highway flooding. Work continued "out of hours" responding to highway emergencies, fallen trees and road traffic accidents.

During this time, approximately 150 sandbags were used (from a stock of 1,450 that had been prepared). Sites with drainage issues will continue to be targeted.

In addition to the rainfall and associated flooding, two snow events occurred on 8<sup>th</sup> / 9<sup>th</sup>/10<sup>th</sup> January and again on 30<sup>th</sup>/31<sup>st</sup> January 2003. During these periods the precautionary salting of the network was repeatedly carried out prior to, during and after snowfall. Extremely low road surface temperatures posed a severe hazard and secondary routes along with many other minor routes were also treated.

Both officers and the County Council's contractor responded extremely well, working many hours (night and day) to clear the network. Hand salting gangs also targeted high use footway areas with additional resources being bought into help with the situation. Approximately 650 tonnes of salt was used, and replenishment stocks have already been received in the depots.



**Item 7: FETCHAM, BOOKHAM AND EFFINGHAM STUDY**

Two additional pieces of paperwork were circulated at the meeting:

**a) Correspondence with Mrs D Reeder**

28 The Ridgeway  
Fetcham  
Surrey KT22 9AZ

Tel: 01372 378912 Fax: 01372 360778  
email: the.reeders@virgin.net

28<sup>th</sup> January 2003

Surrey County Council  
Mole Valley Local Committee

Dear Councillors and Council Executives,

**Re: Traffic Calming – D2513 The Ridgeway –  
Fetcham, Bookham and Effingham (FBE) study**

I understand that the findings of this study are to be reported to the Mole Valley Local Committee as its next meeting on 12<sup>th</sup> February. I also understand that, despite acknowledging the serious traffic problems on The Ridgeway in terms of volume (particularly HGVs) and speed (the FBE study shows an 85<sup>th</sup> percentile speed of 43 mph), SCC claim that a shortage of funds may mean no traffic calming can be implemented.

You are all aware of the arguments for traffic calming in The Ridgeway, including:

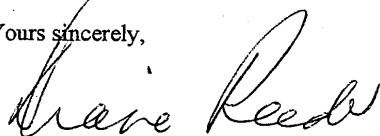
- speed and volume of traffic, particularly HGVs
- the number of parents and children using The Ridgeway en route to school
- regular accidents at both ends of this long, straight, steep road because of speeding along its length
- the August 2001 petition calling for traffic calming and signed by almost every resident and supported by the Fetcham Residents Association and at least one local County Councillor.

The traffic calming measures already implemented in Fetcham, Bookham and Effingham are known to have been successful. The Ridgeway is a narrow, residential road with a mandatory 30 mph limit and dangerous junctions at both ends and the scheme needs to be extended to include it.

If the County Council does not have the funds to implement a permanent scheme, then why not put in a temporary scheme to generate sufficient funds? We know that 85% of drivers on The Ridgeway travel at at least 43 mph, so properly functioning speed cameras would generate enough income to pay their operating costs and create a surplus to fund more permanent traffic calming measures.

Shortage of funds is a poor excuse for inaction. A little imagination and the determination to reclaim our residential roads from the curse of speeding motorists are what we need from our local Councils.

Yours sincerely,



Diane Reeder



MEMBERS' ROOM

DAVID GOLLIN  
County Councillor  
-Ashted-  
7 Timber Hill  
Ashted  
Surrey KT21 2NY  
P: 01372 274515  
F: 01372 279315

30<sup>th</sup>. January, 2003.

Mrs. D. Reeder,  
28, The Ridgeway,  
Fetcham,  
Surrey KT22 9AZ.

Dear

**Re: Traffic Calming in The Ridgeway.**

Thank you for your letter of 28<sup>th</sup>. January. You and I have spoken at regular intervals over a number of years about the problems of speeding in The Ridgeway. We have also rehearsed the problem of the greater the effectiveness of calming measures the less they are acceptable to residents. You mention the petition of August 2001 but the informal consultation that followed its receipt did not identify any consensus as to an acceptable solution.

The three year post construction review of the Fetcham, Bookham and Effingham area safety scheme again identified speed in The Ridgeway as a matter of concern. Thus we undertook a further consultation to examine whether a consensus might now be reached. As a local resident, you have been made aware of the outcome from this so that your comments can be included in the paper to the committee. I have yet to see those results.

Should there be a scheme that would command general support, it would be added to our list of potential schemes. Each year, these are prioritised by the members and those of greatest merit implemented to the extent that our delegated budget allows.

Surrey Police and Surrey County Highways will only support cameras where there are a significant number of personal injury accidents. Fortunately, there are none in The Ridgeway. The policy is that engineering solutions should be implemented in such cases. It must be noted that cameras are expensive and their continuous servicing is even more expensive, while any fines generated are paid to the Treasury and are not available to cover the costs.

I will table your letter at the next meeting of the committee so that every member will have a copy.

Yours sincerely,



COUNTY HALL, PENRHYN ROAD, KINGSTON UPON THAMES, SURREY KT1 2DN  
TELEPHONE: 020 8541 8800, FACSIMILE: 020 8541 9009  
(Switchboard) RECYCLED PAPER

**b) Petition received from Mr S Davey (Cover letter only)**

**BEECHWOOD, 19 THE RIDGEWAY, FETCHAM,  
SURREY, KT22 9BB  
TEL: (01372) 374286  
e.mail: [hanoramdavey@beeb.net](mailto:hanoramdavey@beeb.net)**

Mr. David Gollin  
County Councillor  
7 Timber Hill  
ASHTEAD  
Surrey KT21 2NY

10 February 2003

Dear Mr. Gollin,

**Re: Traffic Calming in The Ridgeway D2513**

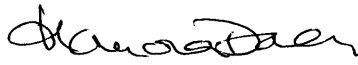
Further to your telephone conversation last week with Diane Reeder, we have canvassed the views of residents in The Ridgeway regarding the introduction of "horizontal deflection" traffic calming measures.

We have obtained the support of approximately 75% of the 50 homes in the road, as evidenced by the enclosed lists of signatures. Of the remainder over half were out when we called and we are aware that about 5 homes are against traffic calming.

From our conversations with residents it is clear that chicanes are not favoured, and residents are also concerned that the road will not be "overly urbanised" by the measures. Most residents were in favour of pinch points or build outs with priority traffic flow such as the one in Pixham Lane, Dorking.

In view of the overwhelming support for these measures amongst Ridgeway residents, we trust that priority will now be given to their introduction on The Ridgeway and look forward to your confirmation following the meeting on 12 February.

Yours sincerely,

  
pp Simon Davey

cc: Councillors J. Smith; R. McKinley;  
Ms. M. Armstrong (SCC)

**Item 8: LEATHERHEAD WAITING RESTRICTION REVIEW – ADDENDUM TO REPORT**

1. A Working Group of local elected Members met on Thursday 6 February 2003 to consider the many objections received in response to the publication of the Leatherhead Waiting Restrictions Review. As a result some amendments to the above scheme are now put forward.
2. The comments detailed below refer to items specifically raised by the Working Group, and the attached plans refer to item Nos. 4, 5 and 6 of the schedule of objections as set out below.

3.1. No. 4 D2514 Belmont Road (Plan Ja)

The revised plan sets out the extent of the recommended deletion of the proposed “at any time” restrictions, ie. from the western boundary of “Belmont House” to “Woodbury”. This should meet some of the objectors concerns.

3.2. No. 5 D2885 Bridge Street (Plan M)

This plan was omitted from ANNEXE 1 of the Committee Report.

3.3. No. 6 D2537 Church Road (Plan Sa)

The revised plan shows the possible extent of additional parking places, but ensures that the access points to Stenning Court and the Church Hall are kept clear. It is recommended that a time limited of 2 hours be introduced on these places to ensure that they are not used for all day parking.

NB. It will be necessary to re-advertise the 2 hour limit parking place. This can be done with the Station Road proposals that are necessary, as detailed in the report.

3.4. No. 35 D2623 Oaks Close (Plan H)

The extent of the “at any time” waiting restrictions as shown on the plan was proposed in order to protect the vehicle access points particularly to Nos. 1 and 2 Oaks Close. The shortening of this proposed restriction at the northern end could leave these bends/access points liable to obstruction from inconsiderate parking motorists.

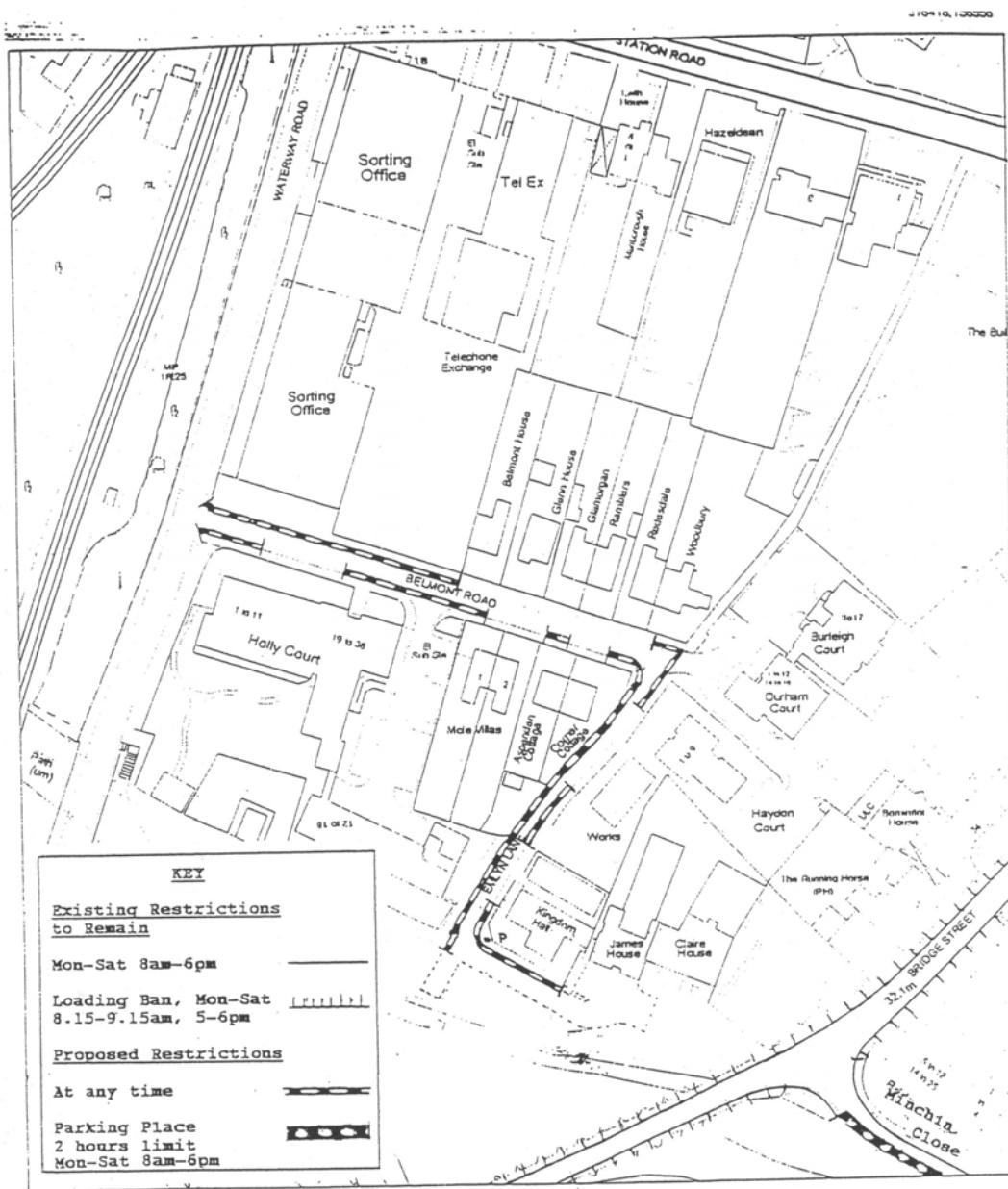
3.5. Nos. 36 B2430 Oxshott Road (Plan F)

“Upshott” should read Oxshott.

3.6. No. 44 D2660 St John’s Road (Plan V)




The omitted Recommendation should read:

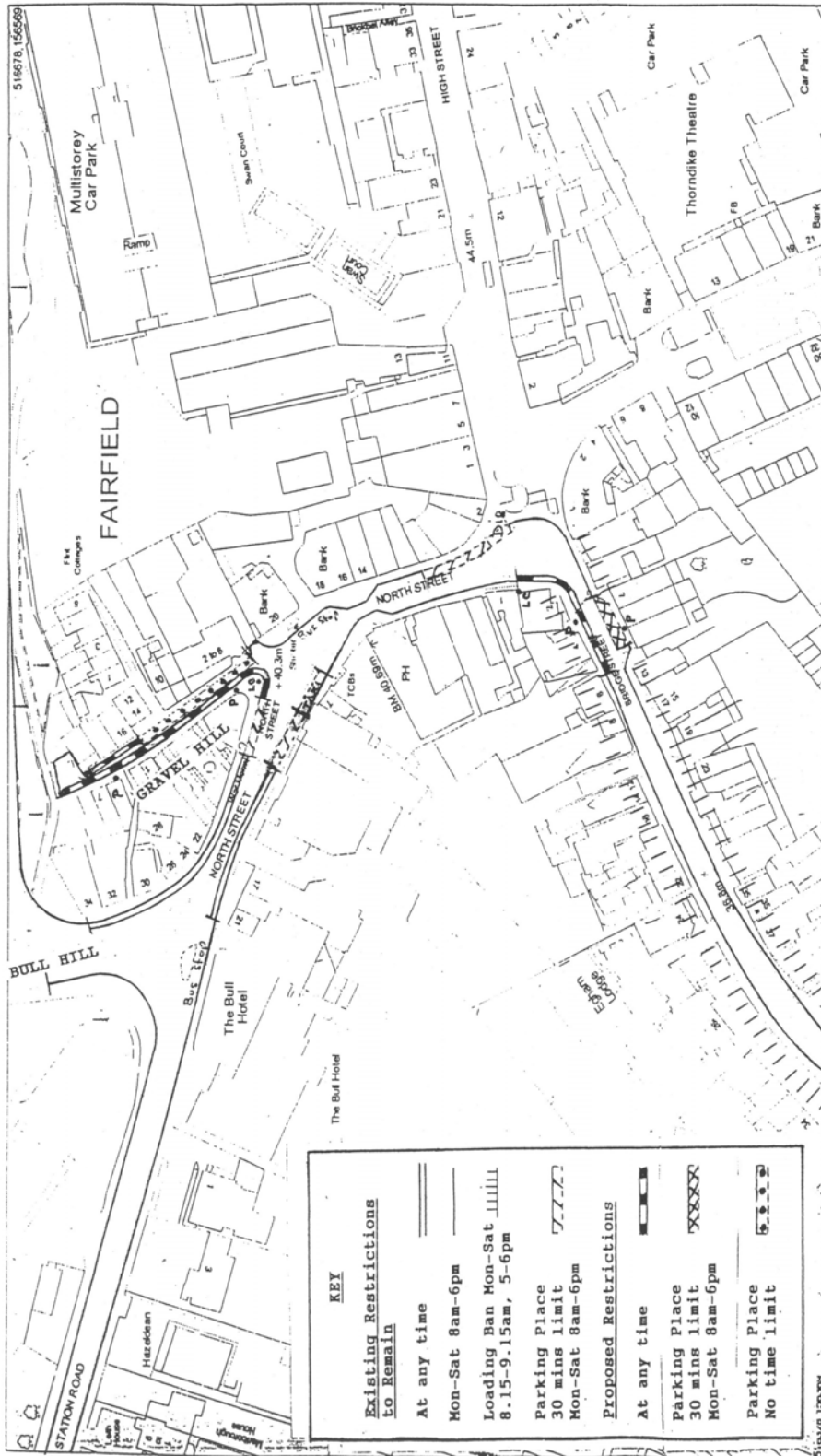
Recommend Proceed as published



516186.156294

## D2514 Belmont Road, Leatherhead, Waiting Restriction Review.

	<p>Scale 1:1250</p>	<p>Date: 02/06/99</p> <p>Printed by: R.M.D</p> <p>Drawing No.: D2514/8/928/7</p>		 <p><b>SURREY</b> COUNTY COUNCIL</p> <p>Environment</p>
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**SURREY COUNTY COUNCIL**  
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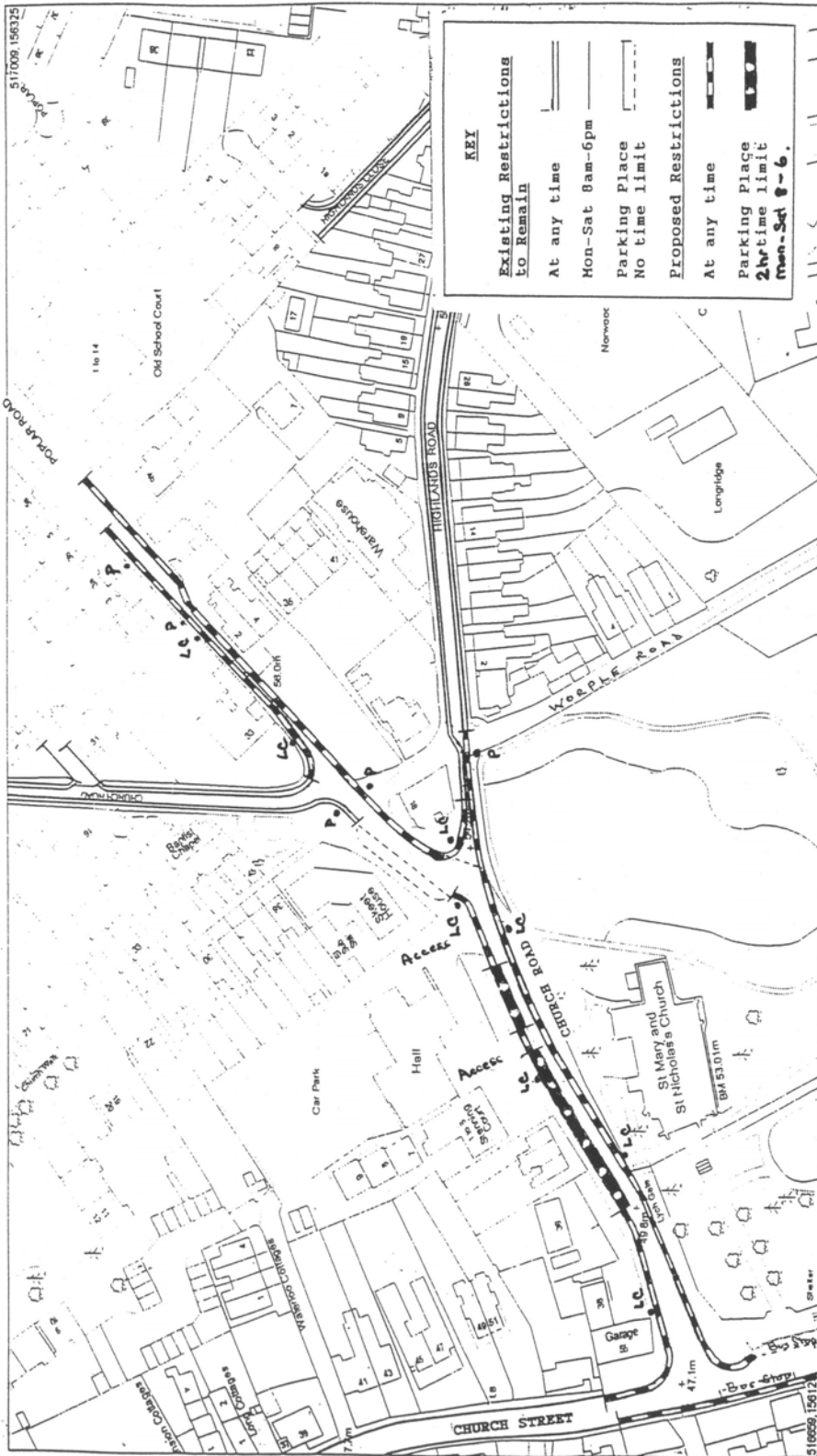
## D2885 North Street, Leatherhead, Waiting Restriction Review.



Date: 28/06/99  
Printed by: R.M.D  
Drawing No.: D2885/8/928/22

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**KEY**

Existing Restrictions to Remain

At any time

Mon-Sat 8am-6pm

Parking Place No time limit

Proposed Restrictions

At any time

Parking Place 2hr time limit Mon-Sat 8-6.



**SURREY COUNTY COUNCIL**  
Environment

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## D2537 Church Road / D2601 Poplar Road, Leatherhead, Waiting Restriction Review.

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Date: 09/06/99

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**Item 12: MINOR HIGHWAYS IMPROVEMENTS / TRANSPORTATION PLAN SCHEMES PROGRESS REPORT**

Revised Annexe 1:

<b><u>Scheme Reference / Location / Description</u></b>	<b><u>Progress /Officer Comments</u></b>
<b><u>Dorking</u></b>	
A25 Reigate Road j/w Old London Road, Dorking - Pippbrook Gardens Cycle Path Link / Cycle Path Enhancements	Following Old London Road / Ashcombe Road, Working Group Meeting, this scheme is on hold pending completion of Leisure Centre and finalisation of Old London Road proposals.
STAR, Dorking Rural Box,	Workshop was held with all Dorking Box Parishes in February 2002.As agreed at that meeting individual meetings have been held with Parish councils in order to produce a list of issues to be investigated. Meeting to be held in Hookwood following resolutions of July 2002 Committee. Outline ideas have been prepared for Norwood Hill Area. There are some outstanding issues in Charlwood to be dealt with. This issue is still under discussion with the Parish Council.
Parking Management - Dorking Area (Includes Dorking Waiting Restriction Review and Old London Road, Mickleham)	Dorking Town area implemented. Station area re-advertised in June 2002. Objections considered on 16 July 2002. Station area to be implemented from end of Feb 2003. Old London Road, Mickleham - implemented.
Cycling Strategy, Dorking	Cycle stand works complete.
Speed Limits - Various Locations	Approval to advertise Okewood Hill area scheme gained at Committee February 2002. Drafting of orders for Chapel Lane proposed speed limit on going.This will not be advertised until the outcome of the quite lanes project is known.



<b>Scheme Reference / Location / Description</b>	<b>Progress /Officer Comments</b>
Improved Pedestrian and cyclists crossing facilities on A24 to north and south of Deepdene R'bout (This also extends along A24 to Ashcombe School and includes the crossing at Deepdene Station and the crossing at the A24 junction with Ashcombe Road).	Upgrade of crossing facilities to toucans at Deepdene Station and Ashcombe Road j/w A24 are complete. Deepdene roundabout north arm - Puffin works complete. Stage 3 safety audits carried out.Design work ongoing on south arm.Some relocation works of services to be carried out shortly.
Improvements to existing cycle ways and provisions of new in Dorking Town area.	Measures for Brockham to Ashcombe school link and Deepdene Roundabout to Deepdene Station link are substantially complete.
A24 / Ashcombe Road, Dorking, Traffic Management Measures.	Consideration of objections formally carried out. A further report to be presented to this committee once Dorking Transportation study is complete.
Pixham Lane, Dorking, Traffic Management Measures.	Construction programmed for end of February 2003.
Old London Road, Dorking and it's junction with A24 and A25. Improved facilities for pedestrians, cyclists and buses	various options to be considered by working group with a view to testing favoured option in Congestion Study model. Future report to this committee planned.
Vincent Lane / A25, Dorking, Installation of traffic signals	Complete.
A29 Bognor Road, Ockley, Traffic Management Measures	See separate item on this agenda.
A24 Holmwood Gap Closures and Roundabouts	Scheme now form part of a future 'major scheme' bid
Chart Lane (North) Road Safety Measures	Presented to October 2002 committee. Awaiting funding.
Punchbowl Lane, Road Safety Measures	Road table advertised - no objections received although Police have some concerns which are to be dealt with through safety audit process. There is a possibility that Developer may fund part of works. Small part of works to be implemented March 2003. Awaiting funding for remainder.
Bus Stop Review in Dorking Area.	Costed programme of measures complete. See committee item dated Feb 2002.

<b><u>Scheme Reference / Location / Description</u></b>	<b><u>Progress /Officer Comments</u></b>
A24 Horsham Road, South of Capel, Speed Management Measures.	See separate item on this agenda with respect to A29 scheme. Methodology to be applied to this length of road also.
Deepdene Roundabout. Congestion management.	Feasibility / modelling work ongoing.
Dorking One-way system. Congestion Management	Feasibility / modelling work ongoing.
A29 Ockley - improved footway provision	Land owner has agreed to dedicate land to SCC. Design complete although current Contractor is unable to schedule works.
Vincent Road, Dorking. Traffic Management Scheme.	Scheme to address rat running / speeding problems identified by residents. Initial investigations carried out. Design work / implementation will require funding to be assigned in order to progress scheme.
A24 junction with Chart Lane. Improvements to junction	Possible development related opportunity exists for developer to investigate feasibility of signalisation of junction. In addition developer may be able to investigate an improved pedestrian facility for crossing the A24 at public footpath 96.
Safe Routes to School, Dorking, Various Locations.	Coldharbour Lane proposals likely to be implemented late February. Westcott School crossing feasibility underway.
<b><u>Leatherhead</u></b>	
Dorking Road / Gimcrack Hill, Leatherhead - Givons Grove roundabout to Thorncroft Drive. Shared Cycle / Pedestrian / Equestrian Route	Complete.
M25 Junction 9B, Leatherhead, Spiral Markings and Enhanced Road Signing.	Complete.

<b><u>Scheme Reference / Location / Description</u></b>	<b><u>Progress /Officer Comments</u></b>
B2430 Kingston Road, Leatherhead, Pedestrian Island Improvements at Tesco's Roundabout.	Construction of pedestrian island improvements on southern arm of Tesco's Roundabout complete. Tesco's have agreed to pay for improvements to pedestrian island on north arm of roundabout. Design of this element of work has commenced but is dependant upon what Tesco's intend to do within their grounds. Some clarification received but more info required.
D2545 Copthorne Road / Garlands Road, Leatherhead, Traffic Calming Scheme.	Works complete.
Headley Court, Headley, Traffic Management Measures	Works complete.
Leatherhead Town Centre Regeneration Project. This is Phase 2 of works (High Street / North Street Junction)	Construction ongoing.
Improvements to Pedestrian Routes, Leatherhead.	Complete.
Speed Limits - Various Locations	Cobham Road speed limit under construction. Oaklawn Rd scheme - see separate item on this agenda
B2122 Waterway Road to Railway Station, Leatherhead Cycle Route. ( Part of Fetcham to Therfield School Route).	Feasibility complete. Land issues ongoing. Detailed design to be progressed once further funding assigned to scheme.
North Leatherhead Access study. At present includes 1) Kingston Road / Dilston Road roundabout congestion study, 2) cycle link from Barnett Wood Lane to Therfield (across Railway Line), 3) Cycle Link from Harriotts Lane to Plough Roundabout.	Working group meeting held Feb 2002. Detailed design completed on the Plough roundabout to Therfield link. Scheme awaiting funding.
Parking Management - Leatherhead Area. (includes Leatherhead Waiting Restriction Review and Ashtead Waiting Restriction Review)	Leatherhead Audit advertised -see separate item on this agenda. Ashtead review complete and prep for advertising process commenced.
Fetcham and Leatherhead Bridges Metric warning signs.	Complete.
Oaklawn Road, Leatherhead, Footway	Complete.

<b><u>Scheme Reference / Location / Description</u></b>	<b><u>Progress /Officer Comments</u></b>
Fetcham, Bookham and Effingham Local Area Safety Study, Monitoring	Some accident sites have been referred to the Accident Working Group. Design options being investigated. See separate item on this agenda re: Consultation on Traffic calming in Ridgeway and Kennel Lane / Cock Lane.
A243 Cycle Path, Leatherhead (links to maintenance scheme already undertaken on the A243).	Works complete.
Leatherhead Town Centre Transportation Study. Scheme Includes: North Street Junction with Bull Hill, Epsom Road j/w Leret Way (extending into Leret Way), Guildford Road from Cobham Road to Waterway Road.	All schemes that are within this project are on hold pending the outcome of the modelling work being undertaken on the gyratory system (and beyond).
Knoll Roundabout. Congestion Study (Extends to Ermyn Way and M25 roundabout)	Meeting has been held with Highway Agency. There may be some willingness on behalf of the HA to contribute towards cost of scheme. Traffic Surveys undertaken in September 2002. Modelling work ongoing.
Safe Routes to School, Leatherhead, Various Locations	Construction of A246 Puffin crossing at Griffin Way complete. Upgrade of crossing to puffin on A246 at High Street, Bookham complete. Ottways Lane developer related SRtS project awaiting legal contract. South Bookham School Ped Improvements complete. Footpath improvement from Highlands Road to St Marys School and from A24 to Ottways Lane (West Ashtead + St Andrews School) complete. Feasibility work for signal crossing on Lower Rd, Bookham (o/s Anchor PH) ongoing (extra money allocated Dec 2002).

