

# Supplementary Agenda

**We welcome you to  
Mole Valley Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

## Supplementary Agenda

Item 4a – Written Public Questions

Item 4b – Written Member Questions

Item 5a – Petition to: Make it safe for our children to cross the Guildford Road in Bookham between Groveside and Hawkwood Rise

Item 5b – Petition to: Introduce a 20 mph speed limit on all residential streets in Ashstead with the exclusion of the A24

Item 7 – Amended Annex 1

A G E N D A



## Venue

**Location:** Council Chamber,  
Pippbrook, Reigate  
Road, Dorking,  
Surrey, RH4 1SJ

**Date:** Wednesday, 4  
September 2019

**Time:** 2.00 pm

## **SUPPLEMENTARY AGENDA**

- 4a PUBLIC QUESTIONS** (Pages 1 - 10)
- To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.
- 4b MEMBER QUESTIONS** (Pages 11 - 18)
- To receive any written questions from Members under Standing Order 47.
- 5a PETITION TO: MAKE IT SAFER FOR OUR CHILDREN TO CROSS THE GUILDFORD ROAD IN BOOKHAM BETWEEN GROVESIDE AND HAWKWOOD RISE** (Pages 19 - 20)
- The full wording and officer response is included within.
- 5b PETITION TO: INTRODUCE A 20MPH SPEED LIMIT ON ALL RESIDENTIAL STREETS IN ASHTEAD WITH THE EXCLUSION OF THE A24** (Pages 21 - 24)
- The full wording and officer response is included within.
- 7 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION]** (Pages 25 - 32)
- Annex 1 includes a slight amendment from that which is published in the main agenda. The amended annex includes the Developer Funded Scheme; Old Horsham Road" cycle route.

Questions from Members of the public

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 4 SEPTEMBER 2019**

**LEAD**

**OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER**

**SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC**

**DIVISION: ALL**



**Question submitted by Cllr Caroline Salmon:**

1. Can officers give their opinion on the concept of a paint job on the A24 to restrain excessive speed of vehicles at the same time as providing a smooth surfaced cycle route, and explain how this concept might be progressed?

We need proper cycle routes along our main roads to really encourage cycling and lower carbon emissions. Few proper cycle tracks existing across our rural areas.

NO cycle path was installed at the time of the Southern Mole Valley A24 dual carriageway installation in the 70's and in fact no footpaths were installed along certain lengths of the road either.

We also need to slow down the speeders on Mole Valley's Southern A24 and make it safe to walk to the Weald School that is on the A24.

**Response:**

Surrey County Council receives a vast number of requests for changes to be carried out on roads across the county due to residents concerns about road safety, the number of requests received vastly exceeds the funding available for such measures. Therefore funding changes is targeted where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surrey's roads.

In the three years to the end of March 2019, the police recorded eight collisions resulting in personal injury involving vehicles on the southbound carriageway of the A24 between Dorking and Beare Green. Although any one collision is one too many, this does not represent a very large number of collisions on this 4.5km length of road compared to many other sections of road across Surrey. Summary data on personal injury collisions is available to view on [www.crashmap.co.uk](http://www.crashmap.co.uk). Consequently this stretch of road has not been prioritised for investment in highway safety improvements by the county council's road safety team as there are many other locations where the opportunity to reduce collisions for the amount of money invested is far greater.

Reducing the number of vehicle running lanes on the A24, as suggested and providing an on carriageway cycle lane separated by hatching or even physical kerbs could be investigated further to see if this would be feasible. A number of factors and issues would need to be taken into account. These would include:

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## ITEM 4a

### Questions from Members of the public

- the impact on the vehicle capacity of this main strategic route.
- careful consideration within the design of how vehicle and cyclists pass and gain access to and from side roads, and how to terminate any cycle facility safely.
- where the reduction in vehicle lanes should start and finish taking into account the Beare Green “roundabout” (where southbound vehicles do not have to give way).

There is a shared pedestrian cycle path between North Holmwood and Beare Green that starts at Spook Hill. The shared path is located alongside the southbound carriageway on the east of the A24 as far as the subway in South Holmwood just south of Mill Lane. It then is located on the northbound carriageway to the west of the A24 and extends as far as Old Horsham Road where the cyclists continue on carriageway. Further design work has been commissioned to continue the cycle facilities from Old Horsham Road to the subway just to the south of the Esso Garage with a longer term aim to then provide off road cycle facilities to the south from the subway. Some higher speed confident cyclists are currently cycling on the carriageway and are unlikely to use an off road shared path that would be considerably slower for them. An on road cycle path separated by white hatching from the vehicle running lane may well be welcomed by higher speed, confident cyclists, but may not be appropriate for slower, less confident cyclists who would prefer an off road cycle path fully segregated from traffic.

Therefore it will be for the Local Committee to decide whether to add this suggested scheme to the Integrated Transport Scheme list for future prioritisation for funding.

#### **Question submitted by Mr Andrew Matthews:**

1. A couple of Bookham residents have informed me, that their appears to be an issue of cars running the red lights at the Hylands Garage Traffic lights, on Leatherhead Road / Crabtree Lane / Eastwick Road.

I have been in touch with Surrey county council and Surrey Police to report the issue. SCC inform me that there is a sensor issue on these traffic lights, which is hopefully going to be repaired in the next few weeks (Surrey Highways Ref 1312500). Surrey Police have reported my concerns to the Casualty Reduction Officers, but also ask me to contact the council regarding the road design/safety features of the junction.

With increasing traffic flow in this area, is Surrey County Council able to review and improve this junction and traffic lights for safety?

#### **Response:**

The A246 Leatherhead Road/Crabtree Lane/Eastwick Road junction in Bookham is a four arm crossroads junction controlled by traffic signals. These traffic signals have full pedestrian crossing facilities on each arm of the junction, and are clearly visible to drivers approaching these signals on all arms of the junction.

In order to assess the design/safety of this junction an assessment of the most recent personal injury collisions has been carried out, using data provided by Surrey Police. This information shows that there has been 1 personal injury collision, involving a slight injury, at this junction during the most recent 3 year period for which data is available (from 31/03/2016 to 01/04/2019). This data shows that there is

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## Questions from Members of the public

significantly less personal injury collisions at this junction than at a number of other locations on the highway network where we are targeting funding for improvements.

However Surrey County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

Surrey County Council's Traffic Signals Team are programming the detector repairs with our signal contractors but this may take some time to resolve. The repairs are likely to be completed by the end of September, subject to any unforeseen circumstances. Once they have been completed the signals should restore to normal operation.

**Question submitted by Mr Tim Waller, Fetcham Residents' Association:**

1. Do Councillors agree that persistent pigeon fouling on the pavements and highway beneath the railway bridge on the B2122 Guildford Road Fetcham represents a serious hazard to public health, and what enforcement action does SCC/MVDC propose to take against Network Rail to urgently resolve this matter?

**Response:**

While there is no robust and credible evidence that pigeon fouling on the pavements beneath the Guildford Road railway bridge in Fetcham is serious enough to represent an actionable health hazard, Mole Valley District Council does recognise and appreciate that it is a matter of public concern.

As a result, the District Council has been working with Network Rail to find a sustainable solution to the problem of pigeons fouling the pavements below the railway bridge.

Network Rail has accepted its liability to abate a statutory nuisance caused by the pigeons to areas beneath the bridge with public access. They have now agreed to instruct their contractors to repair, replace and improve the current pigeon deterrent measures within twelve months. The District Council is pressing Network Rail for a speedier resolution.

It has also been agreed through Network Rail that the pigeon deterrent measures on the top of the advertisement hoardings that are fixed to the bridge abutments will be refurbished and the hoardings cleaned.

In the meantime, the District Council will continue to arrange for the pavements below the railway bridge to be jet washed once a week and will be pressing Network Rail for payment to cover the costs.

**Question submitted by Mr Roy Welch:**

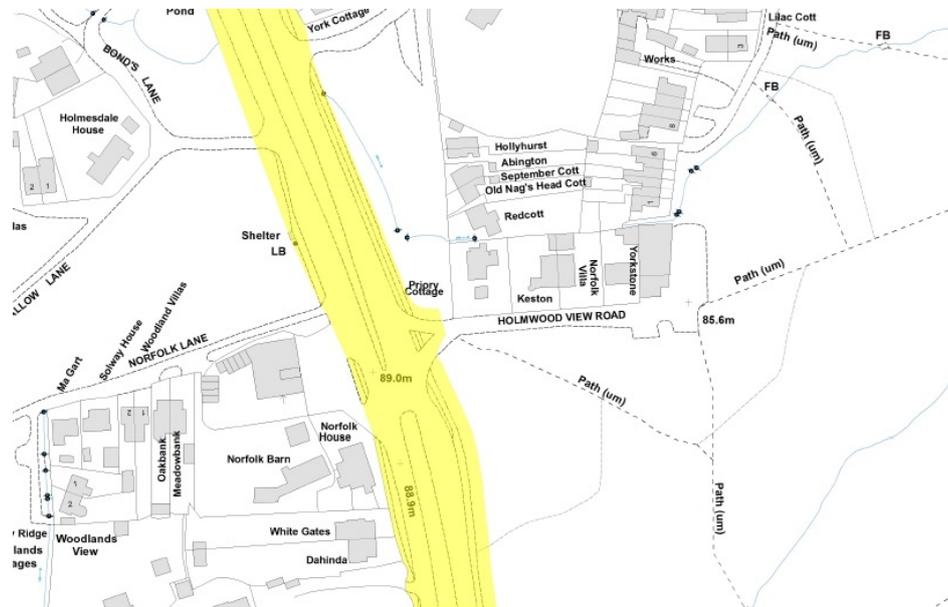
1. Will SCC please work with National Trust to identify who is responsible for the maintenance and entrance Holmwood View Road? There seems to be a complete lack of communication as to whether it should be privately maintained, or maintained by the National Trust, or Surrey County Council. This apart, signage is non-existent and the speed bumps are deteriorating. This is causing

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## ITEM 4a

### Questions from Members of the public

dangerous speeds for those entering the road from the A 24 as there is no clear speed reducing signage. The A24 has a speed limit of 50 along the dual carriageway, and is dangerous for pedestrians walking along the road to utilise either the bus stop or pathway as cars vans and lorries make no attempt to slow down when entering. I attach a map provided by SCC. A sleeping policeman or 'reduce speed now' sign would be a help across the diamond, at the entrance to Holmwood View Road; this would appear to be part of SCC's road.



### Response:

The section highlighted yellow on the plan above, at the beginning of Holmwood View Road, is publicly maintainable highway which is maintained by Surrey County Council. Surrey County Council is responsible for maintaining this section of Holmwood View Road to a reasonable standard. Maintenance includes insuring that the existing road surface as well as any existing signs and lines are maintained. Surrey County Council is not responsible for carrying out any maintenance work on anything on the private section of Holmwood View Road, including any existing road humps. The private section is that which is not highlighted in yellow on the plan above.

Surrey County Council receives a vast number of requests for additional measures, such as road humps and signs to be installed on public highways and sections of public highway across the county, due to resident's concerns about road safety. Because the number of requests received for such measures vastly exceeds the funding available, funding for such measures is prioritised where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surrey's roads. Surrey County Council hold personal injury collision data for traffic collisions that have occurred over the most recent 5 year period. This information is provided by Surrey Police and shows that there has been no personal injury collisions at the A24 Horsham Road/Holmwood View Road junction over the most recent 5 year period for which data is available (from 01/04/14 to 31/03/19). Therefore this junction is not a high risk site compared to many other locations on the public highway that suffer a continuing history of collisions that Surrey County Council are prioritising for additional measures. The existing sight lines for pedestrians walking along the footway in order to access the bus stop are good. Drivers are able to see if there are pedestrians waiting to cross the access to

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## Questions from Members of the public

Holmwood View Road and they have a supporting central island. Therefore Surrey County Council would not support the installation of a road hump in Holmwood View Road, close to the junction with the A24.

Surrey County Council are only permitted to install certain signs in specific locations, on the public highway, as described within The Traffic Signs Manual. The Traffic Signs Manual states that "Reduce Speed Now" signs should only be installed on high standard all-purpose dual carriageway roads subject to a speed limit of 70mph and in conjunction with an advanced warning "Roundabout Ahead" warning sign. Therefore Surrey County Council are not able to install such a sign in Holmwood View Road.

Despite this the County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

**Question submitted by Cllr Paul Kennedy:**

1. Waste collection drivers have reported waits of up to 2 hours separately to empty their food waste and recycling at the Leatherhead Recycling Centre, contributing to delays and missed collections particularly in the North of Mole Valley. What steps are being taken by Surrey County Council to monitor and improve the operational efficiency of this site?

**Response:**

There are occasions when collection vehicles experience queuing issues at the Leatherhead transfer station operated by Surrey County Council's contractor Suez or the Leatherhead Materials Recovery facility operated by Grundon however this is not the norm and on most occasions collection vehicles can access both sites without any significant delay. Delays are usually due to an unforeseen event such as the loading shovel or weighbridge breaking down. Very busy periods such as bank holidays can also cause delays due to the volume of traffic using the site.

Surrey County Council's waste team work closely with Suez, Grundon and the district and borough councils, including Joint Waste Solutions to implement measures to minimise delays as far as is possible. For example by ensuring that waste is only removed from the site outside the times where collection vehicles are delivering, ensuring any queues are managed efficiently and communicating any problems to collection contractors so they can divert vehicles to an alternative site.

**Question submitted by Mrs Susan Leveritt:**

In advance of the December vote, re Leatherhead High Street, will Members please consider:

1. The fairness of choosing 250 anonymous online answers in a Survey, over a Petition signed by 1,307 users with their names and addresses, and over the Petition from 99 local businesses asking for what they need to improve footfall, which is late afternoon parking along the Leatherhead High Street?

## ITEM 4a

Questions from Members of the public

### **Response:**

The comments are noted and will be fully responded to as part of the December report. It would be premature to respond now as no formal recommendations have been tabled for consideration.

2. The desperate need to address the well-known afternoon dead time or "ghost town" effect by having those parking spaces, *even if they must be chargeable spaces?*

### **Response:**

This will be one of the matters considered at the appropriate LC meeting and the committee will ask that the report provides some analysis of this view point.

Revitalising the High Street is key to achieving the aspiration of transforming Leatherhead therefore we have been working with expert consultants Arcadis on the vital High Street Improvement study. This study consists of an economic viability study and a connectivity, public realm and movement study, to develop short and long-term options to improve the High Street.

The proposals developed for the short and long term aim to encourage greater activity, attraction and investment. Measures are required in the short term to maintain the viability of the High Street, whilst the long term improvements will need to align with the wider transformation of Leatherhead.

The proposals have been put together through studies and engagement with a wide range of key stakeholders, including the petitioners, local businesses, residents, access groups and Surrey County Council.

The two petitions submitted to Surrey County Council Local Committee in 2018 by Leatherhead Residents Association and the Chamber of Commerce and additional information sent to Mole Valley District Council Officers earlier this year, were included in the issues and opportunities evaluation of the High Street Improvement Study. Representatives of the petitioners also attended a stakeholder workshop as part of the study. Option 1 of the High Street proposals in particular has been developed to include the petition proposals regarding earlier and free parking on the High Street taking into account other restrictions and practicalities that were assessed as part of the study.

3. Whether the numbers of currently existing free parking spaces on other High Streets in Mole Valley should be reduced, to share the pain while improving the SCC parking account balance?

### **Response:**

We make changes to parking controls and parking restrictions at a location depending on the particular circumstances and what we are trying to achieve at that location, not as a reaction to something that is happening in another town.

### **Question submitted by Paula Dale, Capel Parish Council:**

1. Why is there no safe crossing of the A24 south of Mid Holmwood down to the Great Daux Roundabout at Warnham for horses and can one be put in to make a safe crossing for horses, bikes, buggies, wheelchairs and pedestrians?"

## Questions from Members of the public

There are at least four bridleway crossings on this stretch of road. Not one of these is safe in their current form to cross on foot let alone a horse.

The first crossing is by the Esso garage at Beare Green which is by means of the underpass under the dual carriageway. This is not safe as it is not very tall and you will not fit a horse under there only a pony. It is also very loud which upsets horses using it.

The second one is midway along the Capel bypass. Although the vision is better here the vehicles are going at such a speed that you could not get across the dual carriageway quick enough for it to be safe. It is also not a good place to wait in the central reservation.

The third one is at the Clarks Green roundabout. There are four exits off this roundabout. The bridleway comes from Grenehurst Park, across the dual carriage and down the road into Capel village.

The fourth is further south at Bennetts Castle which is out of the question as this is on set of very nasty bends where you have about thirty metres of vision either way.

My proposal is for a Pegasus crossing to be put in on option three where the current bridleway is twenty yards north of the Clarks Green roundabout. This would make it safe for people with horses, buggies, bikes, wheelchairs and pedestrians to cross that road.

I do not want to be the person on a horse hit by car in that vicinity. Horses are amazing animals but ultimately they can be spooked. Road work is essential part of their routines but the roads need to be safe for all users.

With the increase of traffic which has already happened in the past few years which is only going to get worse with the amount of houses going up in Horsham and Crawley areas and other areas it concerns me that where the current roads have already cut the countryside and any bridleways in half and that provision is not being carried forward to make these safe for children and adults to use whether it be on foot, bike or horse.

When the Neighbourhood Development Plan was proposed and has now been adopted, it is within this that safety issues for pedestrians, cyclists and equestrian usage be high on our vision for the future and with more dwellings planned for the entire area of Mole Valley pedestrian, cycling and equine safety must be high on the agenda.

**Response:**

The section of the A24 travelling south of Mid Holmwood down to county boundary is a dual carriageway strategic economic route with the highest Surrey Priority Network Rating of 1.

Bridleway 229, crosses the A24 using an underbridge on Bregsells Lane, a private road with Bridgeway access. There is currently no bridleway by the Esso garage at Beare Green by means of the underpass under the dual carriageway.

## ITEM 4a

### Questions from Members of the public

Bridleway 157, crosses the A24, mid-way along the A24 between the Beare Green and Clarks Green roundabout, using an at-grade crossing, with no supporting measures.

Bridleway 189, crosses the A24 to the north of Clarks Green roundabout, there is an at-grade crossing with no supporting measures. The bridleway comes from Grenehurst Park, across the dual carriage and down the road into Capel village.

Bridleway 186, connects to the A24 at the Clock Tower Bends, the A24 is a single carriageway at this point and there is no bridleway immediately opposite. Access to bridleway 171 is on the western side of the A24 approximately 200m south of bridleway 186. There are no supporting measures to assist riders to cross the A24 at any point between these 2 bridleways.

Bridleway 179 connects to A24 approximately 200m north of the county boundary, the A24 continues to be a single carriageway at this point and there is no bridleway immediately opposite. Access to bridleway 173 is on the western side of the A24 approximately 30m south of bridleway 179. There are no supporting measures to assist riders to cross the A24 at any point between these 2 bridleways.

Surrey County Council receive a large number of requests for measures to be installed on the highway to improve safety, the number of requests received vastly outweighs the funding available. Therefore funding for such measures is targeted where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions on Surreys roads.

Surrey County Council hold personal injury collision data for traffic collisions that have occurred over the most recent 3 year period (from 01/04/16 to 31/03/19), this information is provided by Surrey Police. Table 1 below shows the number of personal injury collisions to have occurred over the most recent 3 year period, in the vicinity of those locations within Surrey, where a Pegasus Crossing has been requested.

**Table 1 – personal injury collisions in the last 3 years (01/04/16 to 31/03/19)**

<b>Location</b>	<b>Slight</b>	<b>Serious</b>	<b>Fatal</b>
BW 229 – Bregsells Lane, Beare Green	1	0	0
In the vicinity of the Esso Garage, Beare Green	1	0	0
BW 157 Mid-way along Capel bypass	2	0	0
BW 189 Clarks Green roundabout	3	0	0
BW 186 Clock Tower bends	1	0	0
BW 171 Clock Tower bends	0	0	0
BW 179 and BW 173	1	1	0

## Questions from Members of the public

It should be noted that only 1 of the above collisions involved a pedestrian and none involved cyclists or horse riders. Summary data on personal injury collisions is available to view on [www.crashmap.co.uk](http://www.crashmap.co.uk).

Table 1 shows that, although any one collision is one too many, there is not a high number of personal injury collisions at the locations where a Pegasus Crossing has been requested. Consequently this stretch of road has not been prioritised for investment in highway safety improvements by the county council's road safety team as there are many other locations where the opportunity to reduce collisions for the amount of money invested is far greater.

Careful consideration is given to where the limited funding available is targeted and the benefit that would be gained from that investment. Although it is appreciated that there is a lack of formal crossing facilities on the A24 and the safety concerns that this raises, the cost of installing a Pegasus crossing on the A24 would be in the region of £400,000 - £500,000. This amount is well in excess of the funding available to the Local Committee.

However, officers could work with the divisional Member and Capel Parish Council to see if Capel Parish Council would support any work to assess the feasibility of this request, for example carrying out, a feasibility study (which would cost approximately £15,000) or identifying match funding. Prior to possibly submitting a strategic CIL bid to Mole Valley District Council for funding.

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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?

## ITEM 4b

### Questions from Local Committee Members

#### **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](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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## Questions from Local Committee Members

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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## ITEM 4b

### Questions from Local Committee Members

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 2<sup>nd</sup> 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).

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

## Questions from Local Committee Members

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.

## ITEM 4b

### Questions from Local Committee Members

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.

SURREY COUNTY COUNCIL

**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 4 SEPTEMBER 2019****SUBJECT: A246 GUILDFORD ROAD, BOOKHAM – PEDESTRIAN  
CROSSING BETWEEN GROVESIDE AND HAWKWOOD RISE.****DIVISION: BOOKHAM & FETCHAM WEST****PETITION DETAILS:****Mole Valley Local Committee Petition (4 Sept) Summary:**

Pedestrians, cyclists and particularly secondary school students cross Guildford Rd here to get to and from school and/or to other parts of Bookham including buses and the station. But there is no safe crossing point on the bend. Many vehicles are travelling much faster than the 30mph speed limit as it is close to the 40mph stretch between Great and Little Bookham, which is itself often exceeded. There are also many vehicles turning right out of both side roads. The nearest safe crossing point between Brodrick Grove and Griffin Way is too far away.

**RESPONSE:**

The A246 Guildford Road is a main A-Class road that connects Leatherhead in the east to Guildford in the west. The A246 Guildford Road runs through Bookham and the section between the junctions of Groveside and Hawkwood Rise is street lit and within the existing 30mph speed limit.

It is acknowledged that there is a slight bend on the A246 Guildford Road in Bookham between the junctions of Groveside and Hawkwood Rise, however this bend does not restrict the visibility of approaching vehicles or for pedestrians crossing the A246 Guildford Road at this point.

The existing 30mph speed limit on the A245 Guildford Road starts approximately 200m west of the junction with Groveside. The existing 30mph terminal signs are yellow backed, lit and clearly visible. There is also a yellow backed "School" warning sign and junction ahead warning sign on the approach to the junction with Groveside. The existing push button pedestrian crossing is located approximately 200m east of the junction with Groveside, next to the junctions with Brodrick Grove and Griffin Way.

A review has been carried out of the personal injury collisions that have occurred between the junctions of Groveside and Hawkwood Rise during the most recent 3 year period for which data is available (between 01/04/16 and 31/03/19). During this period there has been 2 collisions resulting in slight personal injury, both of which happened at the junction with Hawkwood Rise, neither collision involved pedestrians.

When designing a pedestrian crossing point a number of aspects need to be considered. These include visibility, proximity of side roads, existing bus stops, vehicle accesses to private properties, carriageway width and available footway width. For example when considering a pedestrian refuge island, best practice is that an island 2m wide is provided so that there is sufficient width for pushchair and mobility scooter users, and sufficient carriageway width remains for large vehicles.

It is not immediately apparent where an additional pedestrian crossing could be provided on the A246 Guildford Road, between the junctions of Groveside and Hawkwood Rise. Therefore it would be necessary to carry out a feasibility design to see whether it would be technically possible to provide a pedestrian crossing, and what type of crossing this could be. Initial design work to establish the feasibility of a proposed crossing on the A246 Guildford Road, between the junction of Groveside and Hawkwood Rise has been added to the Integrated Transport Schemes List for consideration for future funding.

In 2012 the Mole Valley Cycling Forum assessed the school approaches to Howards of Effingham School for cyclists, including the A246 Guildford Road. As part of this assessment the Mole Valley Cycling Forum suggested that improvements could include an off-road cycle route via Groveside from residential roads in South Bookham and at the change of the speed limit to upgrade the footpath on both sides of the A246 and add a cycle friendly refuge. These improvements could be considered alongside any scheme for a pedestrian crossing.

There are many more requests for schemes than there is funding available. Therefore it can take a considerable length of time for feasibility design work of this nature to be prioritised. It should also be noted that there is also no available funding identified for the construction of a crossing at this location at this time. The cost of the construction of a crossing could be considerably more than the total annual budget available to the Mole Valley Local Committee for such schemes in the Mole Valley area.

Officers could also work with the divisional Member and Bookham Residents Association to explore whether the Residents Association are in support of this request. If supported, then the Residents Association could support any work to assess the feasibility of this request, for example funding a feasibility study or identifying match funding.

#### **RECOMMENDATION**

The Local Committee is asked to note:

- i. The petition for a pedestrian crossing to be provided on the A246 Guildford Road between the junctions of Groveside and Hawkwood Rise.
- ii. That Initial design work to establish the feasibility of a proposed crossing on the A246 Guildford Road, between the junction of Groveside and Hawkwood Rise has been added to the Integrated Transport Schemes List for consideration for future funding.
- iii. That officers could work with the divisional Member and Bookham Residents Association to explore whether the Residents Association are in support of this request. If supported, then the Residents Association could support any work to assess the feasibility of this request, for example funding a feasibility study or identifying match funding.

**Contact Officer:**

Anne-Marie Hannam, Senior Traffic Engineer

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



**DATE:** 4 SEPTEMBER 2019  
**SUBJECT:** INTRODUCE A 20MPH SPEED LIMIT IN ASHTEAD  
**DIVISION:** ASHTEAD

**PETITION DETAILS:****Mole Valley Local Committee Petition (4 Sept) Summary:**

We call on Surrey County Council (SCC) to introduce a 20mph speed limit on all residential streets in Ashtead, with the exclusion of the A24. We call for 20mph signs and paint road markings to be particularly visible on the streets approaching schools.

**RESPONSE:****Speed limits**

Surrey County Council (SCC) aims to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the roads. Whilst reducing speeds successfully may reduce the likelihood and severity of collisions, the desire for lower speeds has to be balanced against the need for reasonable journey times and the use of the road, for example to ensure that traffic is not diverted onto less suitable routes.

SCC's current policy "Setting Local Speed Limits" is based on national policy issued by central government via the Department for Transport and speed enforcement policy issued by the Association of Chief Police Officers.

Experience shows that reducing the speed limit using 20mph signs and road markings alone (without physical measures such as traffic calming), will not necessarily be successful in reducing the speed of traffic by very much, if the prevailing average speeds are much higher than the proposed lower speed limit. If a speed limit is set to low, using signs and road markings alone, it can be easily ignored by drivers and become ineffective at reducing speeds. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low, because this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Whilst the national speed limit in roads which a system of street lighting in place is 30mph, such as in most of Ashtead, it is recognised that this may not be an appropriate speed to travel at, especially outside schools. It should also be noted that the stated speed limit is the maximum permitted speed and not a target. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by the road both to themselves and to all other road users. The setting of a suitable speed limit aims to ensure that the majority of drivers will naturally drive at the appropriate speed. This enables the police to target drivers that are deliberately driving at inappropriate speeds.

**Safety**

Surrey Police records details on road collisions where personal injury has resulted. This data is shared with Surrey County Council. Data is publicly available at;

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

[www.crashmap.co.uk](http://www.crashmap.co.uk)

Surrey Highways, in partnership with Surrey Police, identifies locations with a poor safety record by analysing collision data and trends. It is standard for the most recent three year period to be considered in order to determine patterns of collisions which have resulted in people being injured, that may be addressed through measures such as physical changes, enforcement, or educational campaigns.

Available data for the last three years (2016 – 2018) shows the largest number of injury collisions on the A24, which is to be expected because it is the major route through Ashted carrying the most traffic. There are also injury collisions on Barnett Wood Lane and Craddocks Avenue, which are significant “local” roads providing access to Leatherhead, local shops and Ashted railway station. Both Barnett Wood Lane and Craddocks Avenue have a 30mph speed limit in place with traffic calming installed. However not all personal injury collisions are caused by vehicle speeds and Surrey Police did not record excessive vehicle speed as a contributory factor in any of the collisions on Barnett Wood Lane and Craddocks Avenue. Several of the collisions involved cyclists, 1 of which resulted from a pedestrian being hit by a cyclist whilst crossing Craddocks Avenue.

All other roads within Ashted, especially the small residential roads, have a very low number, or no personal injury collisions within the last three years.

The data does not record “damage only” collisions or near misses.

### **20mph limits**

Research into signed-only 20mph speed limits which are supported by Traffic Orders, shows that they generally lead to only small reductions in traffic speeds. Signed-only 20mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the average daily speed is already close to 20mph, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Where the existing average speeds are not close to 20mph then traffic calming would be required to encourage lower speeds.

In September 2012 the Mole Valley Local Committee agreed to install a signed only 20mph advisory speed limit in Dene Road, Ashted outside St. Giles C of E Infant School. This was part of a pilot project to see if installing 20mph advisory speed limits outside schools using signs alone was effective at reducing vehicle speeds to 20mph. However, the results of speed surveys carried outside some of the pilot schemes both before and after the 20mph advisory speed limits were installed, showed no significant change in vehicle speeds, with average speeds remaining closer to 30mph rather than 20mph. As a result the Local Committee agreed to the provision of self - enforcing 20mph speed limits or zones, using traffic calming measures, outside the schools at the pilot sites which included St. Giles C of E Infant School in Ashted. Work to install a self-enforcing 20mph speed limit outside St. Giles C of E Infant School using traffic calming measures is to be constructed before the end of March 2020.

Schemes to provide self – enforcing 20mph speed limits outside the other schools in Ashted, using traffic calming measures, have been added to the Integrated Transport Scheme list for possible future funding.

However, it should be noted that traffic calming measures are expensive and are not always universally popular. For example, residents living close to speed tables, cushions or priority give way measures may object on the grounds of increased vibrations and noise.

### **Introducing 20mph limits**

In order to introduce 20mph speed limits in all of the roads in Ashted, except the A24, one week automatic speed surveys would need to be carried out on all of the roads in Ashted. These surveys would gather comprehensive data on existing mean vehicle speeds and would determine whether installing 20mph speed limits using signs alone would be effective at reducing driver's speed to 20mph.

There is currently no funding available to carry out speed surveys in any of the requested roads in Ashted to assess whether or not the existing mean speeds on these roads comply with Surrey County Council's policy for a signed only 20mph speed limit. On roads where existing mean speeds do not comply with SCC's policy for a signed only 20mph speed limit, traffic calming measures would need to be installed to ensure that the 20mph speed limit is self-enforcing. Any change in speed limit would also require a supporting traffic order and the support of Surrey Police.

It should be noted that the introduction of traffic calming measures are likely to be extremely expensive, and available budgets focus on those areas that will make the biggest difference to road safety. It is unlikely that the measures required to support a 20mph speed limit on all of the requested roads within Ashted would be prioritised for the limited funding available.

Traffic calming measures are also not universally popular and residents on some roads may not wish to have traffic calming measures installed on the roads on which they live, in order to support a 20mph speed limit.

There is also the possibility that should traffic calming measures need to be installed on only certain roads to support a 20mph speed limit, traffic could be displaced on to less suitable roads in order to avoid those roads with traffic calming measures.

The analysis of the most recent personal injury collision data shows that away from the A24 and "local" roads in Ashted, residential roads have a very low number, or no personal injury collisions within the last three years. This indicates that these roads would be a low priority for the introduction of speed management measures.

Officers could also work with the divisional Member and Ashted Residents Association to explore whether the Residents Association are in support of this request. If supported, then the Residents Association could support any work to assess the feasibility of this request, for example funding speed surveys, a feasibility study or identifying match funding.

### **RECOMMENDATION**

The Local Committee is asked to note:

- 1). That the introduction of a 20mph speed limit on all of the requested roads in Ashted petition and response.

2). To continue to support the introduction of self-enforcing 20mph speed limits outside schools in Ashtead.

3). That officers could work with the divisional Member and Ashtead Residents Association to explore whether the Residents Association are in support of this request. If supported, then the Residents Association could support any work to assess the feasibility of this request, for example funding speed surveys, a feasibility study or identifying match funding.

**Contact Officer:**

Anne-Marie Hannam, Senior Traffic Engineer

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: Rectory Lane/Lower Road/Little Bookham Street</b>		
<b>Detail:</b> Pedestrian Crossing improvements	<b>Division:</b> Bookham & Fetcham West	<b>Allocation:</b> £5,000 (2018/19) £30,000 (2019/20)
<b>Progress:</b> Work is complete on the feasibility design for this scheme which consists of providing a raised table on Lower Road (on the western arm of this junction), which will also have an informal crossing facility on it, similar to the existing facility on the eastern arm of this junction. Consultation on this proposal is being carried out.		
<b>Project: Dene Road, St. Giles School – traffic calming</b>		
<b>Detail:</b> Traffic calming measures	<b>Division:</b> Ashtead	<b>Allocation:</b> £35,000 (2019/20).
<b>Progress:</b> Initial design work on this scheme was carried out during the 2016/17 financial year. Traffic calming measures are proposed in order to support a mandatory 20mph speed limit on Dene Road outside St. Giles Infant School. Design work on this scheme is continuing, for construction before the end of March 2020.		
<b>Project: Blackbrook Road, North Holmwood</b>		
<b>Detail:</b> Measures to reduce speeds	<b>Division:</b> Dorking South & the Holmwoods	<b>Allocation:</b> £7,000 (2019/20)
<b>Progress:</b> Feasibility design is complete, and includes improved signs and marker posts and edge of carriageway markings to be installed in the vicinity of the culverts under the road, in order to visually reduce the road width, to encourage drivers to reduce their speed and to protect the barriers which continue to be hit. The work to install some yellow backed speed limit signs, which were previously not yellow backed, is complete. The marker posts have been ordered and are to be installed on the approach to the barriers, to further highlight their existence. The works on this scheme will be complete by the end of this financial year.		

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: A25 Reigate Road, Buckland</b>		
<b>Detail:</b> Measures to improve access to existing bus stop.	<b>Division:</b> Dorking Rural	<b>Allocation:</b> £5,000
<b>Progress:</b> Design work is to be carried out during this financial year on measures to improve access for the mobility impaired, to the existing bus stops outside Squire's Garden Centre.		
<b>Project: Small Safety and Improvement Schemes</b>		
<b>Detail:</b> To be carried out as appropriate	<b>Division:</b> All	<b>Allocation:</b> £6,667 (2019/20)
<b>Progress:</b> Schemes to be identified during the year.		
<b>Project: Signs and Road Markings</b>		
<b>Detail:</b> To fund new signs and road markings.	<b>Division:</b> All	<b>Allocation:</b> £2,000 (2019/20).
<b>Progress:</b>  Headley Road and Reigate Road, Leatherhead – “Unsuitable for HGVs” signs.  Other signs to be installed are to be identified from the list of signs requested.		

## DEVELOPER FUNDED SCHEMES

**Project:** 20 mph Speed Limits Outside Schools

**Detail:** 20mph speed limits outside:

- City of London Freemans School and St Giles C of E Infant School, Ashtead
- Fetcham Village Infant School and Oakfield Junior School, Fetcham
- Newdigate C of E Infant School, Newdigate

**Division:** Ashtead, Bookham & Fetcham West, Dorking Rural.

**Progress:**

Initial design of measures to support mandatory 20mph speed limits outside several schools where advisory 20mph speed limits were introduced as pilot schemes are complete.

City of London Freemans School, Ashtead – there is no funding currently identified for this scheme.

St. Giles C of E Infant School, Ashtead – an allocation for the construction of the traffic calming scheme that was designed in the 2016/17 financial year has been included within the Integrated Transport Scheme programme for this financial year. Please see above for further information.

Fetcham Village Infant School and Oakfield Junior School, Fetcham – developer funding has been allocated to complete the design, carry out safety audits and construct the traffic calming measures to support a permanent 20mph speed limit outside Fetcham Village Infant School and Oakfield Junior Schools. Consultation has been carried out and work on the construction of the traffic calming measures is to begin before the end of December.

Newdigate C of E Infant School, Newdigate – there is no funding currently identified for this scheme.

**Project:** Brockham, Capel & Charlwood

**Detail:** Measures to improve road safety in villages

**Division:** Dorking Rural

**Progress:**

Initial meetings with the Parish Councils have been held to discuss what measures they would like to see installed to try to improve road safety in these villages.

The Local Area Team continues to work with the villages to try to identify effective measures to address their concerns.

**Project: Eastwick Park Avenue****Detail:** Pedestrian improvements**Division:** Bookham and Fetcham West**Allocation:** £10,000**Progress:**

Following the completion of the installation of a pedestrian build out in Eastwick Drive, there is no further developer funding to install pedestrian improvements in Eastwick Park Avenue. This scheme will remain on the Integrated Transport Scheme list for possible future funding.

**Project: A25 Guildford Road, Westcott****Detail:** Improvements to pedestrian crossings**Division:** Dorking Hills**Allocation:**  
£30,356.05**Progress:**

The following funding has been allocated to the following schemes;

£2,113.58 – signal improvements to pelican crossing outside Bertrum Bees, which is on the route to Surrey Hills C of E Primary School. This work is complete.

£6,006.94 – installation of “Halo” beacons on existing zebra crossing outside Westcott green, in order to make this zebra crossing more visible. This work is complete.

£22,235.53 – for installation of Real Time Passenger Information (RTPI). The Passenger Transport Team is currently in discussions with the local divisional member regarding where it is most feasible to install the RTPI signs, and possible additional locations.

Should any funding be left over this will be spent on replacing some of the old street lights with heritage lighting.

<b>Project: Okewood Hill/Walliswood, Dorking Hills</b>		
<b>Detail:</b> Speed limit reduction/"Unsuitable for HGVs" signs	<b>Division:</b> Dorking Hills	<b>Allocation:</b> £7,516.62
<b>Progress:</b> The results of speed surveys carried out in the villages of Okewood Hill and Walliswood show that the mean speeds in Horsham Road and Froggetts Lane in Walliswood comply with Surrey County Council's speed limit policy for a 30mph speed limit. However the results of the speed surveys also showed that the roads within Oakwood Hill did not comply with Surrey County Council's speed limit policy for a 30mph speed limit.  Work to install a 30mph speed limit in Horsham Road and Froggetts Lane within the village of Walliswood will be carried out by the end of March 2020.  Work will also be carried out to install "Unsuitable for HGVs" signs by the end of March 2020.		
<b>Project: A24 Epsom Road/Bramley Way, Ashtead</b>		
<b>Detail:</b> Pedestrian crossing		
<b>Progress:</b> Consultation on this scheme is complete. Work to construct the pedestrian crossing began on 19 <sup>th</sup> September.		
<b>Project: Old Horsham Road, Beare Green</b>		
<b>Detail:</b> Extension of existing cycle route	<b>Division:</b> Dorking Rural	<b>Allocation:</b> £40,000 (2019/20)
<b>Progress:</b> Design work on the extension to this existing cycle route is to begin before the end of this financial year.		

<b>ROAD SAFETY TEAM SCHEMES</b>
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<b>Project:</b> A25 Guildford Road, Wotton
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<b>Detail:</b> Speed limit reduction	<b>Division:</b> Dorking Hills
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**Progress:**

Work on this scheme to reduce the speed limit from 50mph to 40mph is now complete.

<b>Project:</b> Smalls Hill Road, Leigh
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<b>Detail:</b> Haunching repairs and road centre line remarking.	<b>Division:</b> Dorking Rural
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**Progress:**

Design work is currently being carried out and works are to be carried out before the end of March 2020.

<b>Project:</b> A24 Capel By-Pass, Capel
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<b>Detail:</b> 5 no. Hazard Marker Posts	<b>Division:</b> Dorking Rural
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**Progress:**

Proposals are to install 5no. Hazard Marker Posts on southbound exit of Beare Green roundabout, using traffic management for programmed maintenance work. The Road Safety Team are currently in discussion with the maintenance team, to see if it is possible to use their traffic management to carry out this work.

<b>TRANSFORM LEATHERHEAD</b>
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<b>Project:</b> Transform Leatherhead
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<b>Detail:</b> Town centre improvements	<b>Division:</b> Leatherhead and Fetcham East
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**Progress:****Leatherhead High Street Improvement Study**

Following petitions received in September and December 2018, to increase access to the High Street for vehicles and allow parking earlier in the day, two long and two short term options for improvements to the High Street were consulted on, using public exhibitions and a questionnaire in July 2019. This consultation was carried out to seek the public's view on the proposed options. The long term options fit with the short term options, to provide a phased programme of changes.

The objectives of the Leatherhead High Street Improvements are as follows;

1. To promote a strong sense of place, by providing a distinct and positive identity which respects the historic environment and character of Leatherhead.
2. To create a design solution for the High Street that enhances and protects the economic viability of the High Street and its contribution to the local economy and the Transform Leatherhead project.
3. To design the public realm to address issues of highway safety and reduce opportunities for crime and anti-social behaviour within the context of good urban design principles.
4. To ensure that the quality of the public realm can be sustained in the long term through efficient and effective maintenance and management.
5. Value the contribution of High Street businesses and champion Leatherhead High Street as a source of civic pride and local identity.

The task group met in August 2019 to discuss the responses to the consultation. The preferred options as a result of the public consultation was discussed with local businesses and the LRA. These discussions will take place during August and September 2019, following which a formal report is proposed for the December Local Committee meeting.

**Leatherhead Highway Improvement Package**

An update on Phase 1 of the Leatherhead Highway Improvement Package, including the results of the traffic modelling work, was presented at public exhibitions which were held in July 2019. Funding for the second phase of this scheme, which involves detailed feasibility of the modelled options, was approved at Mole Valley Cabinet in June 2019. Stakeholder engagement sessions are a key part of the second phase of this scheme and more information will be provided in due course once a suitable contractor

has been commissioned to take this scheme forward. More information can be found at:

<https://transformleatherhead.com/transport/traffic-modelling-update/>

## PARKING

### **Progress:**

The 2018 parking review is substantially complete, with some small snagging works remaining.

Site visits for the 2020 parking review will take place during September and October with a report on the outcome going to the Local Committee in December.

**Note:** Information correct at time of writing (22/08/2019)