

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 5 December 2012
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

- * Mrs Clare Curran (Chairman)
- * Mrs Helyn Clack (Vice-Chairman)
- * Mr Stephen Cooksey
- Mr Tim Hall
- * Mr Chris Townsend
- * Mrs Hazel Watson

Borough / District Members:

- * District Councillor Valerie Homewood
- * District Councillor Raj Haque
- * District Councillor Philip Harris
- * District Councillor Chris Hunt
- * District Councillor Simon Ling
- * District Councillor Charles Yarwood

* In attendance

Open Forum

An open forum took place before the start of the meeting; some of the topics covered were traffic calming in Charlwood, parking in Hookwood and cycle paths in Westcott.

48/12 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Mr Tim Hall

49/12 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting were agreed as an accurate record.

50/12 DECLARATIONS OF INTEREST [Item 3]

No interests were declared.

(a) PUBLIC QUESTIONS [Item 4a]

Mrs Boyce, Buckland Parish Clerk received her written response and expressed her desire to work with officers in reviewing the right of way.

Mr Ward received his written response and questioned when the consultation was being undertaken as to date residents had not seen any of the

notifications. As a member of the parking team was not present a written response will be provided to Mr Ward shortly.

Mr Seward received his written response and another member of the Bookham Residents Associations Mr Agius raised several queries in response to the answer. Mr Agius queried what the proposals were with regards to Dorking Road and what were the landowner's views? Officers updated that the scheme is in design but this was being led on by the central team instead of the area team, though negotiations are underway with both the tenant landowner and the freeholder. Regarding the High Street Mr Ageis requested site of the report from Atkins, officers confirmed that in the New Year they would meet with Bookham Resident's Association to review the report. Mr Agius asked if he could be kept updated on the work on drainage in Manor House Lane, officers responded they would be happy to do this. Mr Agius highlighted the importance of Rectory Lane to the future Bookham Neighbourhood plan and requested if Bookham Resident's Association and Bookham Vanguard could be consulted on the developments, officers were happy to accommodate this.

Mrs Tyson-Davies received her written response and will be glad to work with officer in looking into the Trig Street Bridleway and will also liaise with the Mole Valley Cycle Forum in feeding in the views of cyclists as well as equestrians. Mrs Tyson-Davies offered to assist with the cost of the bridleway through fundraising, Mrs Clack confirmed that she would be happy to use her members' allocation to help further.

Annex A

(b) MEMBER QUESTIONS [Item 4b]

Cllr Dickson received a written response to her question but was unable to attend the meeting. The divisional member updated the committee that since the question had been submitted the wall on the corner had been knocked down. The member feels that a solution of a build out with a metal pillar would protect the wall but would further narrow the pavement on the other side, increasing the need for the mirror Cllr Dickson asked about. The divisional member will work with officers in finding a solution.

Cllr Homewood received her written response and had a further query regarding why not all the white line markings were conducted at the same time H bar markings had been put in on the Old Horsham Road. Officers responded that some markings required a Traffic Regulation Order which requires consultation; this would mean not all lines were able to be implemented at the same time. Cllr Homewood felt that white lines would be essential to improve sight lines into Hawkesmoore Drive.

Mr Cooksey received his written response, and expressed his concern over the safety situation on Dene Street. He is keen to work with officers to look at the possibility of a one way system but is aware this will not be implemented imminently. Mr Cooksey requested could officers look at other ways of mitigating the danger to pedestrians walking on Dene Street?

The Area Highways Manger confirmed that the scheme to make Dene Street a one way system was on the scheme list but at present hasn't scored highly

enough to make it onto the list for 2013/14 and 2014/15. Officers will work with the police to investigate other options for improving safety there.

The Committee Chairman confirmed that while the scheme has not been put on the two year plan it has not been forgotten

Cllr Haque had not received a written response to his question as it was submitted close to the committee. Officers responded that the parking team was aware of the incident and parking issues on Cock Lane, Fetcham and the divisional member is discussing possible options to improve the situation. The police have also spoken with the Scouts and Football club who use the recreation ground to make them aware of the impact their parking has and to find alternative solutions.

Annex B

51/12 PETITIONS [Item 5]

Mrs Baker presented the petition, highlighting the safety issues faced on the A217 which affects a number of households. Residents are subject to very high volumes of traffic and feel as Hookwood is a village they are entitled to a 30mph speed limit as other areas have. Road users are often performing dangerous manouvers and u-turns which pose a risk to others and it is fortunate that the number of accidents are not higher.

The divisional member confirmed that speed is a serious issue for the Hookwood community and would support officers undertaking further work to improve the road and safety. The ward member agreed with these comments.

The Area Highways Manager will work with police to undertake monitoring in the area to obtain up to date statistics which can inform the schemes list. At present it is on the list but not scoring high enough under CASAM.

Mr Innes presented the petition to lower the speed limit on Pebble Hill, Betchworth. He expressed disappointment in the written response he had received as he felt not enough account had been taken of the road being a residential road, with many properties having concealed drives and restricted sight lines. Mr Innes invited officers and committee members to visit the area and see how dangerous it can be emerging from the properties.

The Police Road Safety Officer expressed concerns that lowering the speed limit wouldn't address the issues; the entire road needs to be looked at to develop a plan to improve the road. The Chair of the Committee recommended that Vehicle Activated Signs could assist in lowering speed limits.

The Divisional Member appreciated some of the recommendations put forth by officers such as clearer road markings at junctions. She acknowledged that it is a residential road and it is hard for residents to safely emerge from properties especially as the road is used by those trying to get to Gatwick Airport. The member strongly expressed that something should be done and this could be a combination of road signs and a speed limit reduction.

Annex C

52/12 MOLE VALLEY HIGHWAYS SCHEMES PROGRESS UPDATE [EXECUTIVE FUNCTION] [Item 6]

The Area Highways Manager presented the report highlighting the progress to date on the schemes the committee had agreed, the majority of schemes were now underway with a few left awaiting dates from the contractor.

Members queried the section when it said 'to be programmed', the Area Highways Manager confirmed that this meant we were just awaiting dates from the central team and he will look to obtain an update and then circulate this to members outside the committee.

The Lower Road Crossing scheme would need to be pushed back into the new financial year, due to unforeseen drainage works that were identified when the engineers began the design process. The divisional member had been advised of this and was happy that the issue of drainage in the local area would also be seen to at the same time.

The Local Committee AGREED:

- i. To NOTE the report

Reason for Decision

The Committee was happy with the progress to date on highways schemes

53/12 FELDAY ROAD SPEED LIMIT ASSESSMENT [EXECUTIVE FUNCTION] [Item 7]

Members expressed concern over the current speed limit on the road as there were a number of bends on the road. A need to be consistent with the Guildford Local Committee was discussed as otherwise it could lead to multiple speed limits along the road which would pose a greater safety risk. Members were happy to agree the recommendations.

The Local Committee RESOLVED to:

- i. Note the results of the speed limit assessment;
- ii. Agree that, based upon the evidence, the speed limit on Felday Road, Abinger Hammer (from the existing 30mph 165m south of the A25 to the District boundary) be reduced to 40mph;
- iii. Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit change and revoke any existing traffic orders necessary to implement the change, and subject to no objections being upheld, the Order be made; and

- iv. Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposal.

Reason for Decision

The Local Committee felt it was important to maintain consistency with the Guildford Local Committee as the road crossed the divisional boundary. The divisional member felt that the change to the speed limit would improve safety on the road.

54/12 BUS STOP CLEARWAYS [EXECUTIVE FUNCTION] [Item 8]

Councillors felt that the bus stop clearways would improve safety for users of public transport.

Some concerns were expressed with regards to the bus stop clearway on The Street in Ashted. At present there is not a bus shelter in this location which was of concern. The location would also block the flow of traffic and the concern was that this could lead to an increased safety hazard. Officers assured this had been taken into consideration when formulating the proposals and it wouldn't pose an increased safety risk. Councillors agreed to the introduction of the clearway and would monitor the affects.

The Chair of the Committee felt that the bus stop clearway in Bookham would not require the initial time restrictions proposed of 07:00-19:00 as the bus service that utilised the stop only ran from 08:00 to 18:00, the bus stop is also used by residents accessing the parade of shops. Mrs Curran proposed amending the recommendation in accordance with the time the bus service runs for. The motion was seconded by Cllr Harris and the committee agreed.

The Local Committee AGREED that:

- i. A bus stop clearway be introduced in Barnett Wood Lane, Ashted, at the existing bus stop adjacent to St Georges Church, the hours of restriction to be 07:00 to 19:00 daily;
- ii. A bus stop clearway be introduced in The Street, Ashted, at the relocated bus stop adjacent to property no. 104, the hours of restriction to be 'At any time';
- iv. A bus stop clearway be introduced in High Street, Dorking, at the existing stop adjacent to property nos. 344-346, the hours of restriction to be 'At any time'.

The Local Committee PROPOSED and AGREED an AMENDED recommendation iii that:

- iii. A bus stop clearway be introduced in Leatherhead Road, Great Bookham, at the existing bus stop adjacent to Beckley Parade, the hours of restriction to be 08:00 to 18:00 Monday to Saturday; and

Reason for Decision

The Local Committee felt that the clearway would improve safety for users of public transport. The Beckley Parade clearway was amended to reflect the hours of when the bus service is operating and to allow residents to access the retail outlets along the parade.

55/12 HIGHWAYS FORWARD PROGRAMME 2013/14 [EXECUTIVE FUNCTION] [Item 9]

The committee members worked with officers to compile the list of schemes for 2013/14 and 2014/15. These schemes have then been ranked through the CASAM rating to prioritise them.

Members of the committee raised questions with regards to some of the larger schemes. The Area Highways Manager confirmed that these schemes fell under the remit of the central team and would be ranked in accordance with other schemes throughout the county. They will also be picked up through the 'Project Horizon' work.

The committee members had several queries over schemes which were raised with officers but weren't on the final list. The Area Highways Manager advised that this was due to the limits of the budget being reached. The Chair of the Committee felt that this could be addressed through moving some funds from the ITS Capital Maintenance budget to the ITS Capital Schemes budget and proposed an additional recommendation to allow the Area Highways Manager to be able to vire money from one budget to the other. Members were concerned as they recognised the importance of regular maintenance on the highways network, however felt that it was important to have the flexibility to be able to move the budget if required.

The Local Committee RESOLVED to:

- (i) Approve the list of Integrated Transport Schemes for 2013/14 and 2014/15 given in Annex 1 and agree that further schemes can be added to the list during the year, subject to formal Local Committee approval and funding being allocated;
- (ii) Agree that the Integrated Transport Schemes allocation for Mole Valley is used to progress the new schemes as set out in Annex 1;
- (iii) Authorise the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member to progress any scheme from the agreed

Integrated Transport Schemes programme for 2013/14, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes;

- (iv) Agree that where the Local Committee Chairman, Vice-Chairman, relevant local divisional Member and Area Team Manager agree that an Integrated Transport Scheme should not progress for any reason, a report be submitted to the next formal meeting of the Local Committee for resolution;
- (v) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes listed in Annex 1, if required;
- (vi) Approve the Integrated Transport Schemes allocation for capital maintenance be divided equitably between County Councillors to treat roads to be agreed by the Area Team Manager in consultation with the Local Committee Chairman, Vice-Chairman and the local divisional Members;
- (vii) Authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £100,000 of the revenue maintenance budget for 2013/14 as detailed in Table 2 of this report;
- (viii) Authorise that the Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the headings detailed in Table 2 of this report, with the exception of the Highways Localism Initiative heading, if required;
- (ix) Agree that the £5,000 per County Councillor allocated from the revenue maintenance budget for Highways Localism Initiative works, if not distributed to the Parishes by the end of November 2013, revert to the relevant Members Community Pride allocation;
- (x) Authorise the additional revenue maintenance budget for 2013/14 be used to fund a revenue maintenance gang in Mole Valley and to carry out drainage works, with any balance used to carry out works identified by the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member;
- (xi) Agree that the Community Pride Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division; and
- (xii) Agree that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to their Community Pride allocation and arrange for the work

activities to be managed by the Area Maintenance Engineer on their behalf.

The Local Committee PROPOSED and AGREED an additional recommendation to:

Authorise the Area Team Manager to vire money from the ITS Capital Maintenance budget to the ITS Capital Improvement budget in consultation with the Chair and Vice-Chair of the committee.

Reason for Decision

The Local Committee have worked with officers to compile the schemes list for the financial years for 2013/14 and 2014/15. Due to the number of schemes members felt to be of importance over the next two years, the committee felt the option to via money from the capital maintenance budget to the capital improvements budget would allow these schemes to be undertaken.

56/12 LOCAL ALLOCATION [EXECUTIVE FUNCTION] [Item 10]

The Local Committee noted the bids presented and were happy to agree them.

The Local Committee RESOLVED to:

- i. Agree the items recommended for funding from the Local Committee's 2012/13 Member Allocation funding, as set out in section 2 of the report and summarised below:

| Organisation | Project Title | Amount |
|--------------------------------------|---|---------------|
| Ashtead Youth Centre | Youth Committee | £1,842.50 |
| Leatherhead Drama Festival | Leatherhead Drama Festival 2013 ("TENTH ANNIVERSARY") | £2,000 |
| Providence Chapel Charlwood Trust | Providence Chapel, Charlwood | £2,000 |

- ii. Note the expenditure previously approved by either the Community Partnerships Manager or the Community Partnerships Team Leader under delegated powers, as set out in section 3.
- iii. Note any returned funding and/or adjustments, as set out within the report and at Appendix 1.
- iv. Agree the tabled bids of

| Organisation | Project Title | Amount |
|--------------------------------|-------------------------|---------------|
| Age Concern Mole Valley North | Computers and Coffee | £1,200 |
| Mid Surrey Dementia Care Trust | Outings for trust users | £1000 |
| Bookham Residents Association | Jubilee Village Sign | £1000 |
| Dorking Young Carers | My Time Activity Club | £499 |

Reason for Decision

The Local Committee were happy to agree the item and support the groups through their allocations.

57/12 RECOMMENDATION TRACKER [NON-EXECUTIVE FUNCTION] [Item 11]

The Committee noted the recommendation tracker.

Meeting ended at: 16:02

Chairman

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**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

PUBLIC WRITTEN QUESTIONS

05 DECEMBER 2012

The following question was submitted in accordance with Standing Order 66.

1. Question from Sheena Boyce, Buckland Parish Clerk

Surrey County Council designated Byway 479 (Buckland Lane) a BOAT in 1981. Since then, the number of four-wheeled vehicles using Byway 479 has steadily increased and, over recent years, a significant number of vehicles have deviated from the BOAT. There is considerable local concern for safety on the BOAT - for the drivers and any passengers of the four by four vehicles and motorcycles as much as for the walkers, cyclists and horse riders that share this narrow lane. There is also deep concern for the damage that has been caused by four wheeled vehicles and motorcyces repeatedly deviating from the BOAT into adjacent land. The Surrey Countryside Access team has been monitoring the deteriorating condition of the BOAT (most recently inspected on 8th November 2012) and, through the Surrey Hill Byways User Group has been working to minimise conflict between the different groups of users. Our local police, who regularly patrol this byway using off road motorcycles advised Buckland Parish Council on Monday 12th November that they consider this byway is "the most unsafe green lane in Mole Valley".

Accordingly Buckland Parish Council asks the Local Committee, as a matter of urgency, to take whatever steps are necessary, principally to address the safety concerns on Byway 479, but also to minimise any further damage to the adjacent countryside.

Response from SCC Countryside Access Team

Countryside Officers will investigate the issues of safety and damage associated with Buckland Lane and any appropriate options. In consultation with the

www.surreycc.gov.uk/molevalley

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Tabled

Landowners, Police, Parish Council and the Highways department. Officers will liaise with Buckland Parish Council once the investigation is complete.

2. Question from Peter Seward, Chair of the Bookham Residents' Association

The Bookhams Residents Association would like to raise the following question for this meeting.

Surrey Highways have done significant work on our major drainage issue along many parts of the Dorking Road which is much appreciated by all of the residents.

Could we please be updated by Surrey Highways on the other SCC Highways major projects in Bookham which are -

*Final resolution of Dorking Road "SCC Wet Spot". action.
High Street and retail area road and parking study
Manor House Lane footpath flooding route to School
Rectory Lane proposals for footpath and road widening
Pedestrian Crossing Lower Road*

Response from SCC Highways Team

1. Dorking Road 'Wet Spot' Action

The works in Brodrick Grove and maintenance of the existing drainage infrastructure in Dorking Road have now been completed.

Unfortunately, it is not possible to move forward with more ambitious and robust scheme developed for the southern end of Dorking Road as the necessary agreement with a local land owner could not be obtained. Officers are grateful to the individuals concerned for giving the matter due consideration and fully understand the concerns expressed by the land owner.

Officers are currently exploring other options to find a solution which will be sufficiently robust. However, it is unlikely that SCC will be in a position to deliver a scheme during the current financial year. This site remains at the top of the priority list and officers are hopeful that an alternative design can be developed and constructed during 2013/14.

2. High Street and retail area road and parking study

Atkins Consulting has been instructed to develop up to four options for East Street /High Street, Bookham. The consultants have been given the sketches and information provided by the Bookham Residents Association and asked to review these proposals as part of their work, incorporating the suggestions as appropriate.

The consultants are due to report early December. The options will be considered by the Divisional member and it is proposed that a meeting will be held with the Residents' Association in the New Year.

3. Manor House Lane footpath flooding

Following site investigations, which included the participation of the Bookham Residents' Association, work has been carried out which has improved the drainage situation in Manor House Lane. This has been confirmed by regular site visits during periods of heavy rain. The local divisional Member has allocated funding towards further drainage improvements which have been quantified and priced for completion this financial year.

4. Rectory Lane proposals for footpath and road widening

A topographical survey has been carried out to provide accurate information on highway extents and levels. The Integrated Transport Scheme two-year forward programme forms part of a separate report to this meeting. It is proposed that funding is allocated in 2013/14 to carry out further design and to allow time to resolve land issues. Subject to the land issues being resolved, implementation is proposed for 2014/15.

5. Lower Road Pedestrian Crossing

Work has been progressing on the implementation of a zebra crossing in Lower Road by the recreation ground. Detailed design is substantially complete and the necessary Road Safety Audit carried out. Drainage design is being undertaken and arrangements made to relocate a telegraph pole. The legal team have been instructed to advertise the Notice under the Road Traffic Regulation Act 1984. It is intended that the zebra crossing will be implemented this financial year.

3. Question from Mike Ward, Dorking Rural Resident

A verbal question was raised at the September meeting concerning the possibility of providing safety barriers alongside the A24 for the length of the section of the footpath that is on the walking route to the Weald School. This was raised following safety concerns expressed by some parents. The answer was given that this would be looked into. Could an update on the position be given please?

Response from SCC Highways Team

Two schemes have recently been completed on the A24 Horsham Road near the Weald School. As part of reduction of the speed limit to 50mph on the A24 between Flint Hill and Beare Green roundabout, anti-skid and additional 'SLOW' road markings have been provided on the southbound approach to the roundabout. A safety scheme was also carried out on the walking route to the Weald School which included repair of the existing pedestrian guard railing, post and rail fencing and verge marker posts, provision of a new school warning sign on a yellow backing

board and a new Vehicle Activated Sign which displays a side road warning sign and the Slow Down message when triggered by speeding vehicles.

As part of the safety scheme, consideration was given to the provision of Trief safety kerbs, which act to deflect vehicles that mount the footway back onto the carriageway. However, use of Trief kerbs is not recommended on roads where speeds exceed 40mph. Furthermore, the existing footway width is insufficient to accommodate either Trief kerbs or any other type of safety barrier. Beyond the back of the footway the land drops away to a drainage ditch. Any widening of the footway to provide sufficient width for the installation of a safety barrier would require the ditch to be piped and filled in, which would involve significant cost, and would be likely to require land ownership issues to be resolved.

Pedestrian guard railing prevents pedestrians from walking in the carriageway but does not provide pedestrians with any protection from vehicles which leave the carriageway and mount the footway. The existing pedestrian guard railing could be extended southwards for approximately 80-100 metres without any reduction in footway width as there is a grass verge over this section. This would leave a length of around 50 metres without pedestrian guard railing before the vehicle access to the Dukes Head, where footpath 535 leads to the Weald School. Provision of guard railing along this section would reduce the available footway width of the already narrow footway by nearly half a metre, as the guard railing has to be set back from the kerb edge by a minimum of 450mm.

There is a private path that connects the rear of the Weald School to the A24 Horsham Road but Surrey Highways has no jurisdiction over this path.

There is no available funding to provide additional guard railing this financial year as the Local Committee's budgets for 2012/13 are now totally committed. Guard railing costs around £200 per 2 metre length to supply and install. Therefore, provision of additional guard railing between the existing railing and the vehicle access to the Dukes Head would cost in the region of £13,000 plus traffic management costs. The proposed forward programme for Mole Valley is the subject of a report to this meeting of the Local Committee and, if approved by Members, does not allocate funding to enable such works to take place in 2013/14. The provision of guard railing on this section of the A24 will be added to the list of Integrated Transport Schemes for prioritisation and will be considered by Members for future funding.

4. Question from Penny Tyson-Davies, British Horse Society Bridleways Officer for Mole Valley

Trig Street, between Newdigate and Capel/Beare Green is used as a fast "rat-run" and is deemed too dangerous for horse riding. This could be overcome quite easily if the footpath which runs behind the hedge alongside the road could be upgraded to bridleway status, thus connecting other bridleways and giving good circular rides.

Highways have acknowledged that speeding traffic approaching Newdigate is dangerous and are putting in a red "Gateway" plan. The proposed upgrade of the footpath which is, at present, a non-viable slippery, wet, very muddy and overgrown

narrow track, would be a great contribution to safety if it could be instigated as part of this plan.

It has just been announced that local authorities will soon have to take on responsibilities regarding public health, including obesity. As a viable off-road route, this would be a great contribution, enabling all-comers to be able to enjoy the outdoor activities of horse riding, cycling, running and walking.

I have recently checked with Mole valley Cycling Forum who confirm that Trig Street is a death trap for cyclists let alone other potential users, such as pedestrians, equestrians and users of mobility buggies. They kindly produced the attached report which I enclose for information.

Some while ago I presented a petition for this upgrade with over 100 names on it to SCC Access to the Countryside. Nothing happened as a result.

Please can the Local Committee ask for an investigation to take place with the aim of preparing a new outline plan, safety audit and costings.

Response from SCC Countryside Access Team

An initial investigation of the suggested alternative route for equestrians using Trig Street, has been carried out and it indicated that there were safety issues associated with the entry and exit points onto the road. Due to poor current surface conditions of the suggested route, it is likely that significant improvement work would be needed to create a safe, durable surface.

There is currently no budget within the Countryside Access Team for improvements of this type, so it would be necessary to secure additional funding if the scheme were to be progressed. Further investigations are currently being undertaken to establish whether an amended route would provide a safer solution and a more detailed specification and cost estimate for the necessary works is being sort. Officers will liaise with Mrs Tyson-Davies once the investigation is completed.

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**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

MEMBER WRITTEN QUESTIONS

05 DECEMBER 2012

The following questions were submitted in accordance with Standing Order 47.

1. Question from the District Councillor Rosemary Dickson (Leatherhead South)

At the last meeting I asked if Officers could look at the dangerous bend on Rectory Lane/Dene Road leading to Crampshaw Lane, Ashted. I was assured that this would be looked at and some suggestions made to make crossing into Crampshaw Lane safer for drivers. The blind corner makes it impossible to see if traffic is coming round the corner. I have heard nothing further.

Have Officers looked at this site? If they have, what is their solution to the problem?

What is the likely timescale for measures to be put into place?

Response from SCC Highways

Officers regret to inform Cllr Dickson that work has not started on the investigation into measures to improve signing of the bend on Rectory Lane/Dene Road at the junction with Crampshaw Lane. Prioritisation of the team's workload has resulted in resources being targeted to the delivery of schemes on the Mole Valley 2012/13 work programme. Investigation into the signing of the bend is on the South East Area Team's forward work programme and is planned to commence in the New Year when an additional Engineer joins the team. Implementation of any proposals is unlikely to take place this financial year as the Local Committee's budget is now fully committed. However, subject

to funding being agreed, it is proposed that work could be carried out early in the new financial year.

2. Question from the District Councillor Valerie Homewood (Beare Green)

Car Parking in Old Horsham Road, Beare Green

Commuters' cars which are parked all day in the Old Horsham Road, Beare Green, are causing great inconvenience to residents. On 15th November 2011 I informed County Highways of the problems caused by blocked entrances to driveways and asked for white H-lines to indicate where cars should not park. A Case Number (108.883) was given and the work was done earlier this year for which I thank the officers.

On the same date (15 - 11- 11) I requested some action to help cars leaving Hawkesmore Drive to access the Old Horsham Road. Parking here is also blocking sight-lines for residents. The action suggested was to use white lining at the corners to reduce parking and improve sight-lines. A Case Number was also given (108.884). I subsequently raised the matter again at the the Local Committee meeting in March 2012, but so far no action has been taken. Please can something be done about this soon?

Response from SCC Highways, Parking Team

Hawksmoore Drive is a cul de sac with a junction on the Old Horsham Road in Beare Green. There is commuter parking along the Old Horsham Road, however it is not considered problematic enough to warrant the introduction of waiting restrictions in the village at the present time. There are currently no other waiting restrictions in Beare Green.

The use of other road markings to deter parking at the junction of Hawksmoore Drive will be investigated and the parking team will review this location again in the next Mole Valley parking review during 2013.

3. Question from the County Councillor Stephen Cooksey (Dorking and the Holmwoods)

Recent publicity regarding the dangers to pedestrians in Dene Street has highlighted an issue which has been raised over many years by local Councillors and which is of great concern to local people. The article in the Dorking Advertiser indicated the clear danger to residents and particularly children from vehicles mounting the pavement and using the pavement as an extension to the road because of the narrow nature of this two-way street. The vehicles include heavy lorries which service the High Street retail premises from the rear. In the light of this would Surrey Highways investigate the priority that might be given to the one-way street proposal for Dene Street and if this cannot

be achieved quickly investigate ways in which the dangers to pedestrians resulting from the present situation might be mitigated.

Response from SCC Highways

Dene Street forms part of a link between the A24 Deepdene Avenue and the A25 High Street. At its northern end, for a length of approximately 75 metres, the carriageway in Dene Street narrows to a width of approximately 3 metres. The footway is also narrow, measuring not more than approximately 1 metre at any point. There are no waiting restrictions along this section of Dene Street. Analysis of recorded personal injury accidents shows that there were no accidents in the narrow section of Dene Street over the three year period August 2009 to August 2012.

Experience shows that one-way working tends to result in increased vehicle speeds as drivers do not encounter on-coming traffic. Any investigation into the feasibility of introducing one-way working requires identification and assessment of suitability of the alternative route that would be used by the displaced, and consultation with all residents/businesses affected. The introduction of one-way working requires a Traffic Regulation Order and the signing would require illumination.

Workshops have been held with Members to develop a two year forward programme for Integrated Transport Schemes. A report to this meeting of Mole Valley Local Committee seeks approval of the programme. Schemes that had been requested by residents and Members were assessed and prioritised against set criteria (Congestion, Accessibility, Safety, Environment and Maintenance) in accordance with the County's Local Transport Plan. In addition to these requests for new schemes, there are a number of schemes that have been the subject of design in this financial year and Local Committee have indicated that they would wish to see taken forward for implementation.

One-way working in Dene Street was on the list of possible new schemes for prioritisation. However, given the competing demands for funding from existing schemes and the relatively low score achieved under CASEM, Dene Street was not included on the proposed forward programme for 2013/14 – 2014/15.

4. Question from the District Councillor Raj Haque (Fetcham West)

Cock lane recreation ground in Fetcham being used by a lots of sporting purposes, unfortunately the blind corner opposite being used for car parking by some footballers very irresponsibly. As a result of which there has been an accident recently between car and a van, causing extensive disruption to residents living opposite the ground and vehicles coming from opposite direction.

Is it possible for Surrey County Council to put a yellow line or some kind of preventative measure to deter players from parking at the blind corner opposite?

Response from SCC Highways

MVLC 05 December 2012



**OFFICER RESPONSE TO PETITION
LOCAL COMMITTEE
(MOLE VALLEY)**

HOOKWOOD VILLAGE AND A217 SPEED REDUCTION

PETITION

05 DECEMBER 2012

This petition of 76 signatures was submitted by Mr Mike Ward

We, the undersigned, call for a reduction in the speed limit in Hookwood village from 40pmh to 30pmh. We also call for a reduction in the speed limit on the A217 from 50mph to 40mph between the roundabout at the junction with Reigate Road and the northern edge of the village and for accident reduction measures at the dangerous junction near the Black Horse Pub.

This would bring the speed limits into line with those applicable in most villages in the southern part of Mole Valley. Reducing speed would improve vehicle safety for residents, reduce noise (faster vehicles make more noise) and reduce pollution (slower vehicles generally pollute less)

Response from SCC Highways:

Request for:

- (i) reduction in the speed limit in Hookwood village from 40mph to 30mph
- (ii) reduction in the speed limit on the A217 Reigate Road from 50mph to 40mph between the roundabout and the northern edge of the village
- (iii) accident reduction measures at the junction near the Black Horse public house

Response:

Background

(i) The roads that the petitioners wish to be considered in Hookwood village for a reduction in the speed limit to 30mph are Reigate Road south of the A217, Povey Cross Road and the side roads leading off these roads. These are primarily residential roads with Povey Cross Road and Reigate Road being bus routes. Povey Cross Road is a 9.5 metre wide, street lit road with mainly time-restricted parking bays on the south-eastern side and waiting restrictions on the north-western side. Reigate Road is a 6.2 metre wide road with waiting restrictions on both sides of the road but has only limited street lighting.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 3 slight injury accidents in Povey Cross Road and 1 slight injury accident on Reigate Road. Speed was recorded by the Police as a possible factor in one of these accidents, a single vehicle loss of control in Povey Cross Road.

Surrey does not hold any recent data on traffic speeds on any of the roads in Hookwood village.

A Parking review in Hookwood village is on-going at the present time. It is not expected that any changes arising from the review would have a significant impact on traffic speeds.

(ii) The speed limit on the A217 Reigate Road changes at the roundabout with the C62 Reigate Road (access into Hookwood village) from 40mph to the east to 50mph to the north. The A217 between this roundabout and the junction with Mill Lane is street lit with private accesses to residential properties along much of its length. There are also three side roads coming off of this section of road, access to a business park and to a long term Gatwick car park. The Surrey Cycleway crosses the A217 at Mill Lane.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 1 serious and 6 slight injury accidents on the A217 Reigate Road between the roundabout and Mill Lane. Speed was recorded by the Police as a possible factor in three of these accidents.

Surrey does not hold any recent data on traffic speeds on this section of the A217.

(iii) The junction of the A217 Reigate Road with Mill Lane is a priority junction within a short section of dual carriageway. Vehicle movements at the junction of the A217 Reigate Road with Mill Road are restricted, with the right turn from Mill Road onto the A217 prohibited. Vehicles wishing to travel north on the A217 are signed to turn at the roundabout to the south and U turns are prohibited at the end of the central reservation, supported by regulatory signs on yellow backing boards. A right turn filter lane is provided for vehicles travelling north on the A217 to turn into Mill Lane. An uncontrolled cycle crossing facility is provided to the north of the junction.

Surrey's road safety team monitors reported personal injury accidents and identifies locations where there have been three or more such accidents in a 12 month period. These locations are discussed at the Road Safety Working Group (RSWG), which comprises road safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. The junction of the A217 Reigate Road with Mill Lane has not been raised as an agenda item at the RSWG as it does not meet the criteria. Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 2 accidents at the A217 Reigate Road/Mill Lane junction, of which one resulted in serious and one in slight injuries. There are no recorded personal injury accidents associated with vehicles contravening the banned U turn manoeuvre.

Proposals

The petitioners' request for speed limit reductions and junction safety measures are already on the Integrated Transport Schemes (ITS) list of potential future schemes. Schemes on the ITS list have been assessed and prioritised against set criteria (Congestion, Accessibility, Safety, Environment and Maintenance) in accordance with the County's Local Transport Plan. Following Member workshops, the proposed forward programme has been developed and is the subject of a report to this meeting of the Local Committee. Given competing demands on the budget, measures in Hookwood are not on the proposed forward programme for 2013/14 – 2014/15.

The petitioners' requests were raised by the South East Area Team officers at the Mole Valley Road Safety Working Group meeting held on 22 November 2012. It was agreed that Hookwood be added to the Mole Valley Speed Management Plan. Speed management plans have been compiled for every District and Borough to identify with Police colleagues the sites that need the most enforcement attention to reduce speeds and what can be done to tackle the high priority sites. All sites on the speed management plan are surveyed to collect speed data.

Once speed data has been collected for Hookwood, Officers will be able to determine if a reduction in speed limit would comply with Surrey's speed limit policy and advise Members accordingly. At that stage, Members can decide if they wish to prioritise implementation of speed limit reductions in Hookwood for future funding.

The low personal injury accident record at the junction of A217 Reigate Road and Mill Lane would not support the allocation of funding to carry out significant changes to this junction. Officers are aware that a local direction at the junction is missing and the posts damaged, and propose to check the condition of the other existing signs and road markings, taking appropriate action as required.

**OFFICER RESPONSE TO PETITION
LOCAL COMMITTEE
(MOLE VALLEY)**

**PEBBLEHILL ROAD AND STATION ROAD BETCHWORTH,
SPEED REDUCTION**

PETITION

05 DECEMBER 2012

This petition of 96 signatures was submitted by Mr Tony Innes

The B2032 Station Road/Pebblehill Road, Betchworth runs from the A25 in the south to the junction with the B2033 Headley Road in the north. There 33 houses with driveways which directly front onto the southernmost 900 metres of the road. There are a further 40 houses on feeder roads (The Quarry, The Coombe and the Wildecroft group of houses) and seven businesses whose only access is via Pebblehill Road/Station Road. The present speed limit, including the northernmost undeveloped 450 metres adjacent to Surrey Wildlife Trust conservation area, is 40mph for the whole of the road.

Pebblehill Road/Station Road carries an exceptionally high volume of traffic throughout the day, but especially during mornings (7.00am to 9.00am) and evenings (4.30 to 7.00pm). It is extensively used by commercial vehicles, as it is designated as an alternative route for the busy A217 Reigate Hill.

Given the particular nature of the road, I believe there is a compelling case for a reduction of the speed limit to 30mph (from just north of 'Dawcombe' – the most northerly of the houses – to the junction with the A25) for the following reasons:

- 1. Station Road has an unmanned level crossing which is closed four times per hour every hour between 7.00am and 7.00pm from Monday to Saturday, and slightly less frequently on Sundays. In the recent past, there have been serious accidents and innumerable near-misses when southbound traffic has unexpectedly come across tailbacks from the level crossing closure.*
- 2. The B2032 is a designated route on satnav systems and consequently it is used by all sorts of commercial vehicles, including HGVs, as there is no width or weight restriction. There are narrow sections where two HGVs going in opposite directions find it difficult to pass each other without stopping and folding their wing mirrors; the resultant hold-ups give rise to tailbacks.*

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3. *Where there is a footpath, it is only on one side of the road, forcing residents and schoolchildren to cross in order to use the path. The section north of The Coombe is narrow and often frightening due to the speed of the traffic and the proximity of the high number of fast-moving HGVs. As it forms part of the North Downs Way and Pilgrims Way (nationally important footpaths), large numbers of walkers use the path throughout the year. It can be especially hazardous during winter snows.*
4. *Many of the 33 houses which front onto the road have restricted sightlines when emerging from driveways onto the carriageway. This also applies to all 29 houses in The Coombe.*
5. *Since the Olympic cycling events, there has been a marked increase in the number of cyclists using the road, and this is unlikely to diminish in the foreseeable future. Cyclists are slow-moving (relative to motor vehicles) and can cause frustrating delays even when riding singly in normal traffic. Frequently they travel two abreast and overtaking is potentially hazardous, especially if drivers lose patience. The inherent risks are exacerbated by the speed of oncoming traffic.*
6. *Many comparable local roads have 30mph limits: for example, Station Road (Betchworth) south of the A25 and Bunce Common Road (Leigh). Both of these are wide straight roads with far fewer houses and far less traffic than the B2032.*

The majority of local residents regard the existing 40mph limit as too high, as evidenced by the enclosed petition. This has been signed by over 90 per cent of the households affected, as well as all the businesses located on the road. Speed is a major factor in all of the instances detailed above, and although a reduction will not eliminate all the problems which affect the road, it will significantly improve the safety of the drivers and pedestrians who use it.

I hope you will be able to consider this at your meeting next month. In the meantime, I would be happy to meet you or any members of your committee if you feel that this would help to give you a clearer idea of the conditions described.

This exercise has been carried out with the knowledge and approval of Betchworth Parish Council.

Response from SCC Highways:

The B2032 Pebble Hill Road/Station Road links the A217 to the north and the A25 to the south and is currently subject to a 40mph speed limit. A traffic survey was carried out in Pebble Hill Road in October 2012. The mean vehicle speeds, which is the measure used when assessing speed limits, are recorded as 32mph southbound and 37mph northbound. During the survey period, 4.2% of southbound vehicles and 17% of northbound vehicles were recorded as exceeding the existing 40mph speed limit.

Experience has shown that lowering a speed limit on its own will not guarantee that average speeds will be reduced. If a speed limit is set much lower than the existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise. The police have limited resources to enforce speed limits. Surrey's speed limit policy therefore recommends that a speed limit should only be reduced on its own where existing speeds are close to the proposed new limit. Given the speeds recorded on Pebble Hill Road, a reduction in the speed limit to 30mph would not comply with Surrey's speed limit policy.

Analysis of recorded personal injury accidents over the three year period August 2009 to August 2012 shows that there were 14 slight injury accidents on the B2032 Pebble Hill Road/Station Road between the start of the properties and the A25. Speed was recorded by the Police as a possible factor in three of the accidents, two of which were rear end shunts involving queuing traffic.

The petitioners' concerns were discussed at the Mole Valley Road Safety Working Group meeting held on 22 November 2012. This group consists of road safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. The Police advised that they would not support a reduction in the speed limit to 30mph, as requested by local residents.

Pebble Hill Road is included on the Mole Valley Speed Management Plan. Speed management plans have been compiled for every District and Borough to identify with Police colleagues the sites that need the most enforcement attention to reduce speeds and what can be done to tackle the high priority sites. Pebble Hill Road is already on the Mole Valley Speed Management Plan and the Police have confirmed that they carry out enforcement at this location using hand-held speed guns on Pebble Hill Road. Local residents had set up a Community Speed Watch group but this has now ceased to operate.

Officers would not recommend a reduction in the speed limit to 30mph. However, it is proposed that a sign audit be carried out to check that the appropriate signing is in place for the 40mph speed limit, bends and to warn of likely traffic queues in advance of the level crossing. It is also proposed that a Keep Clear road marking is provided on Pebble Hill Road southbound at the junction with The Coombe to assist drivers turning right when traffic is queuing for the level crossing.