

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 11 September 2013
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Rosemary Dickson
- * Cllr Valerie Homewood
- * Cllr Raj Haque
- Cllr Phil Harris
- Cllr Simon Ling
- Cllr Charles Yarwood

* In attendance

Open Forum

An open forum was held at the start of the meeting where members of the public could raise questions. The road condition of the A217 Reigate Road was discussed.

18/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from:

Cllr Valerie Homewood, with Cllr Margaret Cooksey substituting.
Cllr Simon Ling with Cllr Kathryn Westwood substituting.
Cllr Phil Harris with no substitute
Cllr Charles Yarwood with no substitute.

19/13 MINUTES OF PREVIOUS MEETING [Item 2]

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

20/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interests.

(a) PUBLIC QUESTIONS [Item 4a]

Cllr Paul Potter received a written response prior to the meeting and thanked officers for the information provided. He asked if officers could confirm the start date for work.

The Area Highways Manager confirmed that work is programmed to start at the end of September; however this is a live programme and may fluctuate slightly depending on weather conditions.

Cllr Iain Murdoch received a written response from officers and had no supplementary question.

Mr Ward received a written response in which he expressed disappointment at the lack of action being taken to alleviate nuisance parking on Povey Cross Road. He asked if there were any plans to address this and whether a 4 hour no return limit would be effective without enforcement at night.

The divisional member for Dorking Rural raised that enforcement was a district power and this aspect would need to be raised with them. She was aware of complaints of those parking being abusive to residents, and should this occur to report it to the police through the 101 number.

The Chairman of the Local Committee commented that there has not been any overwhelming pressure from residents for overnight parking restrictions as this would impact on the residents who wished to park there. Any restrictions do need to be backed by enforcement. The Chairman reiterated the importance of reporting unacceptable behaviour to the 101 number.

Mrs Melling had received a written response but had no supplementary question.

Annex A

(b) MEMBER QUESTIONS [Item 4b]

Mr Cooksey welcome the responses from officers though asked if they could clarify a date for when the parking task group would be meeting. Officers confirmed this was scheduled for the 23rd October. The Chairman confirmed that Dorking is a key issue for the SCC Parking Team.

Mr Hall thanked officers for Ryebrook Road now being completed.

Mrs Watson asked if officer could confirm that everything possible would be done to ensure the safety of pupils outside St Martins School in Dorking. What would be the timescale for installing a wig wag from traffic coming in from Ranmore Road? The Area Highways Manager confirmed this would be discussed with councillors at the highways budget planning meeting on the 6th November.

Cllr Haque thanked officers for their responses and queried question 3's response and whether it is necessary to do surface repair if the approval is given by the landowner. Officers confirmed they can speak with the landowner to ensure an effective resolution.

Annex B

21/13 PETITIONS [Item 5]

Mrs Lawrence had received a written response by officers and requested Mr Yates speak on her behalf. Mr Yates raised some concerns that the answer did not reflect the experience of those on the ground. The answer didn't refer to the two accidents that recently occurred which impacted on residences there. While the speed data provided gave a mean speed of 28mph the information the community speedwatch collected gave an average of 38mph. Residents were concerned about the variances between the two data sets. They were also concerned that the new 20mph limit that would be put in near the school on The Street, would encourage motorists exiting the restriction to then speed up and go in excess of 30mph.

The divisional member for Bookham and Fetcham West suggested one of the VAS signs that were purchased for her division could be deployed along The Street to help monitor speeds. The Road Safety Police Officer confirmed that one accident that occurred was not a speed issue but due to the sun obstructing vision. He was unable to comment on the other accident at the moment. There will be police undertaking speed surveys as part of the 20mph.

The Road Safety Police Officer offered to meet with residents to help to re-establish the community speedwatch. Residents were keen to progress this.

The divisional member commented that engineers have been out to inspect the site and any road defects have been reported to be fixed. The ward member for Fetcham West agreed with residents and highlighted that speeding is becoming an increasing problem for Fetcham.

The Chairman of the Local Committee confirmed that the petition would be added to the recommendation tracker to monitor progress on the issue.

Annex C

22/13 RECOMMENDATIONS TRACKER [Item 6]

As the Parking Task Group has now been established, Councillors requested this be removed from the recommendation tracker.

The Local Committee noted the recommendation tracker.

23/13 UPDATE ON FORTY FOOT ROAD, LEATHERHEAD [Item 7]

The Local Committee Chairman introduced the report and thanked members of the Fortyfoot Road Safety Campaign Group for the professional manner in which they have conducted the campaign.

Mr Eastmond, Secretary for the Fortyfoot Road Safety Campaign Group thanked officers and Councillors for helping to progress this issue and bring it

to the attention of the Cabinet Member for Environment, Transport and Highways. Mr Eastmond asked the Local Committee to do what it could to affect a temporary repair to the road while a decision was being made with regards to the long term repair of the road. Mr Eastmond also urged the Local Committee to ensure that none of the cost of the repairs would be borne by the small charities and private residences located on the road.

The public debate was then closed.

The Local Committee noted the statement made by the campaign group. The Divisional Member for Leatherhead and Fetcham East thanked the campaign group the Headteacher of Woodlands School for their work on this matter.

The divisional member for Ashted, in his other capacity as Leader of Mole Valley District Council, confirmed that the district council would look to contribute to repairs of the road once a decision had been taken as to the appropriate action.

The Local Committee AGREED to NOTE the report.

Annex D

24/13 LEATHERHEAD TO ASHTEAD CYCLE ROUTE CONSULTATION RESULTS [Item 8]

Mrs Norris raised the question of whether the horse chestnut tree at the junction of Uplands Road. She also raised the difficulty of residents emerging from their driveways due to cyclists, pedestrians and cars.

Mr Billard the Chairman of the Mole Valley Cycling Forum was grateful for the attempts of Surrey County Council to popularise cycling, its health and environmental benefits. MVCF have been consulted on this project, though at a later stage than ideal. MVCF preferred the Leatherhead Town Centre proposal as they believe there is a pressing need for safety features here, however they appreciate this was not successful. They also raised concerns that experienced cyclists won't use a dual use route and the impact such a route could have on those using mobility vehicles.

The public debate was closed.

The divisional member for Ashted agreed with residents concerns about tree removals and as many trees as possible will be maintained along the route. He also commented that the committee has previously looked at bringing the speed on the A24 down to 30mph; this route may require the decision for it to be maintained at 40mph to be reconsidered. He reiterated the fact that the route was not intended for advanced/experienced cyclists but for families and children and there will need to be education in the local area when the route is put in. The divisional member stated that this is the safer route than taking the cycle way along Ottoways Lane.

The Road Safety Manager confirmed that they will retain as much greenery along the route as possible without compromising safety or visibility. Highways officers and the police will be involved to monitor the safety issues

along the route. The Road Safety Manager emphasised the route is aimed at families and young cyclists, not sports cyclists.

The divisional member for Ashted raised concerns about the removal of traffic islands on Ottoways Lane, Officers noted these concerns.

The divisional member for Leatherhead and Fetcham East thanked officers of their work on the scheme but raised concerns with regards to the two sheltered housing schemes and two schools on the route. He also felt the street furniture outside the Leatherhead Institute would need to be looked at regarding its impact on the scheme.

The ward member for Leatherhead South raised concerns regarding the Knoll roundabout crossing and its safety aspect but felt the consultation had been robust. The Chairman agreed the consultation had been thorough.

Councillors discussed the increased numbers of cyclists on the roads and the safety implications this has for all road users and whether shared use schemes were the most appropriate method to improve safety.

The Chairman proposed an amendment the third recommendation, that should substantial changes be made to the final design then it would come back to committee for approval. This was seconded by the divisional member for Ashted

The Local Committee (Mole Valley) AGREED that:

- (i) Consultation on the scheme design has been undertaken in accordance with the plan approved by the local committee at their previous meeting.
- (ii) Officers have provided a response to the main points raised in the consultation.

The Local Committee (Mole Valley) AGREED the AMENDED recommendation:

- (iii) **The final detailed designs and traffic modelling for the scheme will proceed, taking into account the comments received in the consultation. Following consultation if only minor amendments are made the final designs will be agreed with the Chair, Vice Chair and Divisional Members (Leatherhead and Fetcham East, and Ashted) in due course, prior to construction. Should substantial changes to the final design be required prior to construction officers will bring the matter back to the Mole Valley Local Committee for approval.**

25/13 HIGHWAYS SCHEMES UPDATE [Item 9]

The divisional member for Dorking South and the Holmwoods queried progress on the A24 Horsham scheme and Spook Hill. Officers confirmed the technical report was now available and that work was underway but now dependant on Skanska to complete the lighting.

Councillors requested an update on the pilot for 20mph outside schools, the Area Highways Manager confirmed that the team were progressing this and aiming to have it in place by October half term. The Local Committee Chairman also thanked officers for their innovative solutions for this scheme such as solar panels where cables were not feasible.

Traffic calming on The Ridgeway, Fetcham was discussed as a review is now due. Officers confirmed they will look into this and report back to the committee.

The Local Committee (Mole Valley) NOTED the contents of the report

26/13 WOODFIELD LANE, ASHTEAD RESULTS OF PUBLIC CONSULTATION [Item 10]

The divisional member for Ashted thanked officers for a comprehensive report and the good response rate for the consultation. It is felt that they are now in strong position to go forward and he requested confirmation on the timelines.

The Local Committee Chairman concurred that this was a strong report and that a definitive timeline could not be committed at this time owing to issues with common land.

Officers agreed to keep the divisional member updated on progress.

The Local Committee (Mole Valley) AGREED that:

- (i) Option 3 (Parking Lay-by) is taken forward for detailed design;
- (ii) Officers enter in discussion with the appropriate authorities to resolve the common land issues associated with Option 3 (Parking Lay-by);
- (iii) Detailed design be progressed in consultation with the Local Committee Chairman, Vice-Chairman and divisional Member; and
- (iv) A report be presented to a future meeting of the Local Committee to seek approval of the detailed design.

27/13 TRAFFIC REGULATION ORDER, NORTH STREET, DORKING [Item 11]

The Local Committee Chairman confirmed that this traffic regulation order was to normalise something already in place and allow police enforcement.

The divisional member for Dorking Hills confirmed her support of this traffic regulation order.

The Local Committee (Mole Valley) AGREED:

- (v) To prohibit the left turn out of North Street into High Street, Dorking.
- (vi) To permit cyclists to turn right from High Street into North Street.

- (iii) To authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to introduce a no left turn ban from North Street into High Street and to amend the existing traffic order to exempt cyclists from the right turn ban from High Street into North Street, and subject to no objections being upheld, the Order be made.
- (iv) To 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 proposals.

28/13 MEMBERS ALLOCATIONS [Item 12]

The Local Committee (Mole Valley) AGREED to NOTE the report.

Meeting ended at: 3.45 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 11 SEPTEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PUBLIC QUESTIONS

DIVISION: MOLE VALLEY



Question from Cllr Paul Pottter, District Member for Brockham, Betchworth and Buckland

The people in Warrenne Road and Juniper Walk have put up with not having enough parking space for years. They are forced to park on the grass verges which makes a complete mess of the whole road. I understand that the County Council has considered a scheme to use a narrow strip of the verge on the north side of Warrenne Road to create some additional parking spaces. I believe this would be supported by the vast majority of residents.

What is the status of the proposal and when is it intended that it will be implemented? If there is no progress, when does the Committee plan to make a decision about it?

I am aware that the Local Committee considered some parking restrictions in Warrenne Road at its last meeting. These would need to be amended for this scheme to proceed. Furthermore parking restrictions should not be applied at times when residents are likely to be at home and needing the parking space.

Response from SCC HighwaysTeam:

The County Council has, following discussions with the Parish Council and divisional member for Dorking Rural, developed a minor scheme to reinforce the front part of the verge on the north side of the road with a grass grid strip. This treatment is designed to prevent verge damage due to vehicles over running the verge when parking. A confirmed start date is awaited from the contractor but it is expected that the work will be completed by the end of September. The scheme is to be funded from the divisional member's Community Enhancement allocation.

In June 2012, the Mole Valley Local Committee approved parking proposals for statutory consultation which included the introduction of 'At any time' double yellow line waiting restrictions in Warrenne Road. The proposals would prevent obstructive parking at the junction of Warrenne Road and Wheelers Lane and increase forward visibility for safer access and egress

from junction, and also prevent verge parking in the first section of Warrenne Road.

These proposals have not been advertised to date and it is proposed that to enable the verge protection scheme outlined above to proceed, the length of waiting restriction to protect the verge in Warrenne Road will not be advertised. The proposed restrictions to prevent parking at the junction with Wheelers Lane will be advertised as previously agreed by Local Committee.

Question from Cllr Iain Murdoch, District Member for Capel, Leigh and Newidgate

Church Road, Leigh and Vicarage Lane, Capel are 2 of the worst examples of roads in very poor condition that have not been included in the 5 year programme recently announced. The state of these roads is such that continued patching would appear to be a waste of money as well as providing an unsatisfactory solution.

What does the Committee propose to do to repair these roads properly and when will it be completed?

Response from SCC Highways Team:

Operation Horizon is major £100m project that will rebuild 300 miles of the worst roads in Surrey, and specifically targets roads where the sub-base is no longer fit for purpose and consequently a full reconstruction is required, with roads fully replaced from junction to junction. The schemes have been identified based upon 2012 condition data, however, Surrey Highways will continue to monitor condition of the road network, and where necessary propose changes to the published 2012 programme. Any changes would be recommended to the Mole Valley Local Committee in the January meeting.

However, in addition to Operation Horizon, Surrey Highways deliver three further annual works programme:

1. Surface Treatment Programme

These works add a new surface layer to the existing road, it is a preventative measure, that helps extend road life by approximately 7 years. These works are developed as part of our annual condition survey, and are generally targeted at roads where there is only minimal damage

2. Local Structural Repair

Funded by local committee, this programme focuses on repairing key residential and critical routes for local communities. Local Divisional Members nominate roads for inclusion and final funding decision is agreed by the local committee

3. County Patching Programme

This programme is targeted where there is significant deterioration in the top surface that requires replacing, generally roads with multiple defects over 30mm deep. In other words roads which are not so critical as to require the level of reconstruction delivered by Operation Horizon, but the top surface will have worn away and require replacing. Schemes for this programme are identified as part of the routine road inspections process, and are approved on a priority basis

Both Church Road, Leigh and Vicarage Lane, Capel have been identified as requiring repair under the county wide patching programme and the top surface will therefore be replaced within the next six months. For clarity the works may not involve the full road being resurfaced but will certainly remove the worst areas. A decision on scheme limits and delivery time will be agreed following a final engineering assessment planned for early October, and will then be communicated to local divisional member. Following deliver of the patching programme, Surrey Highways will monitor condition to confirm if works have resolved issues, or if the road will require a further more significant reconstruction at a later date.

Question from Mr Mike Ward, Dorking South and the Holmwoods Resident

Parking nuisance in Hookwood

The Committee is well aware of the concerns about anti-social parking activities in Hookwood. Residents are still complaining about these activities, especially the noisy changeovers of parked cars by airport related businesses. These occur at really unsociable times such as 4am and are accompanied by shouting and loud conversations with obvious impact on residents' sleep.

The problem appears to be particularly acute in Povey Cross Road and it seems unlikely that the change to a no-return within 4 hours rule agreed at the June meeting will have much of an impact on the problem. Maybe the original proposal to ban overnight parking entirely, whilst no doubt causing inconvenience for a few people, needs to be reconsidered. There is also an apparent lack of enforcement, especially at the critical times. Withey Meadows also has a significant problem and no measures have so far been implemented.

What does the Committee now propose to do to ensure that effective measures are in place and that these are regularly enforced at all hours of the day and night?

Response from SCC Parking Team:

In June 2013 the Committee approved proposals to reduce long term airport parking on the roads around Hookwood. This included changes to make the existing 4 hour parking bay in Povey Cross Road, 'no return within 4 hours' instead of the current 'no return 2 hours'. This is to make enforcement easier and should help make sure vehicles don't overstay the time limit.

Following consultation about parking in the village, a night time parking restriction in Povey Cross Road is not considered appropriate because some residents and their visitors would not be able to park overnight. There was little evidence that it would be supported by most residents and night time enforcement of the restrictions would be prohibitively expensive. Without this it is unlikely to provide a sufficient deterrent to stop overnight short term airport related parking.

In response to parking consultations, some Withey Meadows residents have responded that they need long term on street parking making any new restrictions to reduce commuter or airport parking complicated. In addition a residential development is planned on one side of the road which may change parking patterns in the area. If required, new restrictions in Withey Meadows can be implemented in a future parking review.

Question from Ms Steph Melling, Resident Bookham and Fetcham West

I am a resident of Kennel Lane, Fetcham and I am very concerned about the speed at which some vehicles are driving at on this road, this is a residential area with many families residing here which I feel some drivers do not take into consideration.

I feel this road should be a 30 mile an hour speed zone which should be marked by clear and visible signage.

Response from SCC HighwaysTeam:

Kennel Lane is classed as a restricted road under the Road Traffic Regulation Act 1984. The system of street lighting in the road indicates to drivers that the speed limit is 30mph. Surrey, as highway authority, has to comply with national regulations covering the signing of speed limits. For a restricted road the 30mph speed limit can only be signed at it's terminal points and it is not permitted to use repeater signs or 30mph road markings. Therefore it is not possible to install additional 30mph signs as Ms Melling suggests.

Surrey Police carried out speed monitoring on Kennel Lane for two weeks during August 2013. They found that the average speed of traffic was 28.18mph which is within the 30mph speed limit. Therefore at this time there is no further action to be taken.

MVLC 11 September 2013

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 11 SEPTEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: MEMBERS QUESTIONS

DIVISION: MOLE VALLEY



Question from Stephen Cooksey, Member for Dorking and the Holmwoods

1. Can a timetable now be provided for undertaking the work to resolve the flooding problem at the Deepdene Roundabout?
2. At the last meeting of the Local Committee the issue of unrestricted parking in Dorking High Street particularly on Sundays and evenings and parking enforcement at other times was referred to the Parking Task Group. Would you please inform me of the progress that has been made in finding a solution to these problems?
3. Can a progress report be provided on the implementation of pavement improvements in West Street, Dorking.

Response from SCC Highways Team:

1. Officers are currently finalising the design. They aim to start night works on the 21st October. The first week will involve kerbing and drainage works followed by resurfacing works during half term. We will also be undertaking footway works on both sides of the pedestrian crossing to remove localised flooding.

Response from SCC Parking Team:

2. The local committee parking task group has been established to look at this and other parking issues. The first meeting is planned in October. It is likely that any proposals for Dorking High Street will need to involve considerable consultation with businesses and stakeholders before any restrictions are introduced. As the local member you will be involved in this process.

Response from SCC Highways Team:

3. Cellar surveys, a ground radar survey and a topographical survey have now all been completed. Feasibility design is substantially complete and will include:

- 1.8 metre minimum width footways
- new Yorkstone footway surfacing
- pedestrian dropped kerbs provided across all side roads and accessways
- upgrading street furniture to provide black posts
- new informal (dropped kerbs and tactile paving) pedestrian crossing points
- surface level planters

Mole Valley Conservation Officer's views have been sought prior and the proposals are being amended to take his comments into account. Consultation will then be carried out with the Chairman, Vice-Chairman and divisional member. Consultation with local businesses is programmed for October/November 2013 with a report to be presented to Local Committee in December 2013.

Question from Tim Hall, Member for Leatherhead and Fetcham East

1. The Eastern Brick Arch Pillar at the Cannon Grove Estate Entrance, Fetcham was demolished by an accident on 1st January 2013. Could I know when it is being rebuilt? As the temporary barriers are rapidly assuming permanent status.

2. The Parking Restrictions in Ryebrook Road, Leatherhead have taken six months to implement on the ground and are still not fully completed. Could I know when they will be finally fully implemented? How much this cost so far and how often the lining gang have visited the road?

3. In the Spring Term of 2013, Fetcham Village Infants School opened a new pedestrian entrance at the far end of its site in The Street, near Gatesden Road.

I requested that appropriate Zig Zag lines be installed before the entrance opened. As of the present we still have no Zig Zags Lines and I wondered if there was a time scale for their implementation?

Response from SCC Highways Team:

1. The Eastern brick arch pillar at the entrance to Cannon Grove, Fetcham will be rebuilt in the Autumn by our main contractors specialist sub contractor. The Maintenance Engineer will keep the local member informed of progress once we have a confirmed programme date.

We apologise for the delay in having the work completed whilst the insurance issues are being progressed, however it is hoped that all costs associated with the rebuild will be recovered and the work soon completed.

Response from SCC Parking Team:

2. The new waiting restrictions in this location were substantially completed some time ago, however a gap in the lines has taken some time to complete due to parking associated with local businesses. The road marking vehicle has made several visits to this location, usually while carrying out other work in the area. It is not possible to say how much this has cost, however the contractor is only paid when work has been completed.

Response from SCC Highways Team:

3. As this requires a change to the current traffic regulation order, officers will advertise the proposal for a new school keep clear marking at Fetcham Infants School, as part of the current parking review. This is due to be advertised during October 2013.

Question from Hazel Watson, Member for Dorking Hills

Can a wig-wag be provided on Ranmore Road in Dorking near St Martin's School for traffic coming from Ranmore towards Dorking to encourage traffic to slow down near the school?

Response from SCC Highways Team:

In terms of road signs, Surrey County Council is directed by the legislation of the Traffic Signs Regulations and General Directions, and the guidance of the Traffic Signs Manual. The approaches to a school are usually signed with the red warning triangular sign showing the schoolchildren image with a 'School' text plate below, or a 'Patrol' plate where appropriate. The wig-wag flashing lights are not added in all circumstances. However, the use of wig-wags has become more popular recently as a measure to increase driver awareness near to schools.

The South East Team will investigate the feasibility of providing the requested wig-wag, taking into account the road geometry and visibility to determine a suitable location. The findings, including cost estimates and a recommendation, will be reported to the Divisional Member. This will allow the Divisional Member to make a decision on whether to proceed with the recommendation and to allocate necessary funding for inclusion in the forward works programme.

Question from Raj Haque, District Member for Fetcham West

1. The Parking on the road outside Fetcham Post office near the island bollard has worsened now people are parking very close to the island. This is causing a huge problem by narrowing the road meaning traffic cannot go through causing traffic to come to a standstill, and on occasion use the opposite lane which is extremely dangerous. May I therefore ask the

Highways Team to consider putting in some sort of restrict within 10 or 15 meters from the island? Hopefully it may deter people from parking so close to the island.

2. Is the relevant officer able to provide any information about the implementation of the 20 miles per hour advisory speed limit in Bell lane Fetcham; which has already been approved by the members of the Local Committee?

3. At Fetcham lodge large overgrown trees and hedges were cut, in order to clear the pathway for pedestrians and school mums to walk freely. Unfortunately the roots were left underneath. Is it possible to have these tree roots taken out to make the path safer?

4. Is the relevant officer able to provide any reasonable date as to when Cock Lane in Fetcham will be resurfaced to stop further subsidence?

Response from SCC Parking Team:

1. In June as part of the Mole Valley parking review, the committee approved statutory consultation about new waiting restrictions to prevent this problem in this location. It is planned to carry out the 28 day statutory consultation in the autumn. This gives residents and highway users the opportunity to comment and make objections to the proposals. Subject to the outcome of this and resolving objections, the new restrictions could be in place by April 2014.

Response from SCC Highways Team:

2. The order has been raised for the equipment in Fetcham (and also Newdigate). Unfortunately it is unlikely that the works will be completed for the start of school term but the scheme should be operational by October half-term . Due to the potential timescales of providing mains power, solar-powered equipment for the trial sites has been specified.

3. It is believed the remaining roots and short small stumps are beyond the rear of the footway within the boundary of Fetcham Lodge properties. The removal of the roots would require considerable excavation. There was some dispute as to the boundary line position between the public highway and the adjacent properties which has not been fully resolved. It was therefore decided not to excavate.

In the interim the local Community Highway Officer has made arrangements to have any re-growth trimmed back to ground level to prevent vegetation from obstructing the footway.

4. Cock Lane together with Penrose Road are included in the Operation Horizon package of resurfacing work planned during year one (2013/14) of the programme. Initial target date for the work is shown as 8th to 12th November 2012. This may be subject to change nearer the time due to operational constraints or delays caused by weather. All Elected members,

residents and road users will be informed of the actual start date nearer the time.

MVLC 11 September 2013

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 11 SEPTEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PETITIONS

DIVISION: MOLE VALLEY



THE STREET, FETCHAM

This petition of 49 signatures was submitted by Mrs Dorothy Lawrence

The petition requested that:

- (i) the reported uneven condition of the road where Cock Lane joins the Street be addressed.
- (ii) the reported poor maintenance in The Street be addressed.
- (ii) the introduction of traffic calming measures and a reduction in the 30mph limit, noting the use of the road by children for Fetcham Village Infant School and Oakfield Junior School.

Response from SCC Highways Team:

The Street in Fetcham (the D2644) links Cobham Road to the north with Bell Lane and School Lane to the south. The Street is currently subject to a 30mph speed limit.

Road condition and maintenance

Planned maintenance

In 2012 a full engineering survey was completed for the majority of Mole Valley's road network. The surveyed roads were prioritised to determine the worst roads in Mole Valley. A public consultation exercise was held which allowed members of the public to nominate their own worst roads. Engineers then worked with Mole Valley Local Committee to determine, within the funding constraints, the optimum five year programme for the Mole Valley area.

In July 2013, Mole Valley Local Committee agreed a five year carriageway planned maintenance programme. Cock Lane is included on the list of those schemes proposed for construction from July 2013 to March 2014 subject to allocation of resources.

Surrey CC is responsible for cleaning drains on the public road. Drains are normally cleaned once a year and records show The Street was last cleaned in November 2012. Mole Valley District Council is responsible for street cleaning services including sweeping of highways and pavements and leaf fall clearing in Autumn/Winter

Inspection of roads and reporting of defects

Regular inspections of council-maintained roads are carried out, following guidance in the Well-maintained Highways Code of Practice for Highway Maintenance. However, it is appreciated that defects may arise between these inspections. Information from members of the public is welcomed and Surrey CC and its contractor assess reported situations and prioritise remedial works as necessary.

Actions

The Street is not on the list of roads to be surfaced as part of the five year carriageway planned maintenance programme. However it may be added to the programme for local structural repair, with the support of the local Divisional Member and subject to available funding.

The Community Highways Officer for the Fetcham area inspected The Street in the week commencing Monday 12 August 2013. A number of defects were identified, including surfacing and blocked drainage in the area of the junction with Cock Lane as highlighted by the petition. These defects have been reported to Surrey CC's contractor for remedial actions.

Traffic speeds in The Street

Speed surveys

A traffic survey was carried out in The Street by Surrey CC's Highways Team in September 2012. The mean vehicle speeds, which are the measures used when assessing speed limits, are recorded as 29mph for both southbound and northbound traffic.

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 recommends that a speed limit should only be reduced by the use of signing alone where existing speeds are close to the proposed new limit. Given the speeds recorded on The Street, a reduction in the speed limit would not comply with Surrey's speed limit policy without the introduction of speed reducing measures.

Analysis of recorded personal injury accidents over the last three years to June 2013 shows that there were four personal injury accidents in The Street. Speed was recorded by the Police as a possible factor in one of the accidents, at the junction of The Street and Cock Lane.

Actions

Funding has been allocated by the Mole Valley Local Committee to implement a trial advisory 20mph speed limit in Fetcham. This will include the southern end of The Street and sections of School Lane and Bell Lane in the areas of Fetcham Village Infant School and Oakfield Junior School. The advisory limit will be implemented through the installation of flashing wig-wag signals and appropriate signing, and will operate at the start and end of the school day in term time only. This will alert drivers to the presence of schoolchildren as well as increased numbers of cyclists and vehicles, including those stopping to drop off or pick up children. Advisory 20mph speed limits do not require the making of speed limit orders and so the limit is not enforceable. Surveys will be carried out to determine the effectiveness of the measures. It is envisaged that the measures will be in place in Autumn 2013. Surrey Highways has received a number of requests for the speed limit to be reduced in the Fetcham area, in particular in School Lane and Bell Lane. A petition was presented to Local Committee in March 2011 requesting a 20mph speed limit in Bell Lane and a public written question was submitted to Local Committee in September 2012 which requested a reduction in the speed limit in The Street. As a result, Officers have added the proposal to introduce a 20mph zone in Fetcham which would include Bell Lane, School Lane and The Street to the Integrated Transport Schemes (ITS) list, for assessment and prioritisation. No funding has been allocated to date, but Officers, in consultation with the Local Committee, will be developing the Mole Valley ITS forward programme for 2014/15 – 2015/16. A report to a future meeting of the Local Committee will seek approval of the ITS forward programme.

MVLC 11 September 2013

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 11 SEPTEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER (MOLE VALLEY)

SUBJECT: FORTY FOOT ROAD, LEATHERHEAD

DIVISION: LEATHERHEAD AND FETCHAM EAST



SUMMARY OF ISSUE:
To present the information obtained in response to a question raised in relation to Forty Foot Road in Leatherhead. This road is an unadopted road that is not maintainable by the highways authority, Surrey County Council.
RECOMMENDATIONS:
The Local Committee (Mole Valley) is asked to note (i) the information obtained in response to the Fortyfoot Road Safety Campaign Group's question to the Local Committee in June 2013.
REASONS FOR RECOMMENDATIONS:
To present the information obtained in response to a question raised regarding Forty Foot Road in Leatherhead.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the Mole Valley Local Committee on the 12th June 2013 the Fortyfoot Road Safety Campaign Group raised a question in the open forum. They asked the Committee to repair the road, bringing it up to an appropriate standard and then fully adopt the road, making it a publically maintainable road in the future. It was agreed that officers would bring a report back to the September meeting of the Mole Valley Local Committee presenting the information obtained. The Local Committee does not have the power to adopt unadopted roads. The Local Committee's highway budgets are to be used for the maintenance of adopted roads that are the responsibility of the County Council.
- 1.2 The Fortyfoot Road Safety Campaign Group also took a petition to the Environment and Transport Select Committee on the 19th July 2013. The select committee referred the petition to the Cabinet Member for Transport, Highways and the Environment to look at the case for bringing the road up to standard and for adopting the road.

- 1.3 Fortyfoot Road is an unadopted road located in Leatherhead. However, there are a number of public and community services located on the road. These include:
- a. Woodlands School (Surrey County Council)
 - b. The Beeches (an Anchor care home with the freehold held by Surrey County Council)
 - c. Fortyfoot recreation ground (Mole Valley District Council)
 - d. Fortyfoot Hall – base of Mencap and Fortyfoot Playgroup (Mencap)
 - e. Leatherhead Hospital (NHS)
- 1.4 A short section of Fortyfoot road at the Leatherhead By-Pass end is publically maintainable and was adopted when the By-Pass was built. This report does not provide information on this section of the road.
- 1.5 The section between the By-Pass and gyratory on which Woodlands school is located is not a fully constructed road. Therefore this report does not provide information on this section of the road.
- 1.6 The section of road between Epsom Road and Poplar Road was resurfaced by developers a few years ago and is in reasonable condition; therefore this report does not provide information on this section of the road. It must be noted that when the road was resurfaced it was not done to County adoption standards as drainage was not put in.
- 1.7 Annex One contains an Ordnance Survey map showing the length of road with which the Campaign Group is concerned and the number of meters each property has of frontage onto the road.
- 1.8 While Leatherhead Hospital has a large frontage onto the road, there is no access to the hospital via Fortyfoot Road.
- 1.9 Annex Two shows all premises, their metres frontage and the percentage of Fortyfoot road for which they are responsible.
- 1.10 The Fortyfoot Road Safety Campaign Group has obtained quotes from private companies as to the cost of fixing the road. The maximum quoted was £27,230 + VAT. This would look to improve the road surface and fix the potholes. It would not bring the road up to the County Council's adoption standard.
- 1.11 The road can be considered for adoption if it is brought up to a standard acceptable by the County Council and the owner(s) of the road do not object.
- 1.12 Under the highways act frontages can request that the road be adopted, but this would only be considered by the County Council where the road is at an acceptable standard and it is consistent with policy.

2. OPTIONS:

2.1 The Local Committee (Mole Valley) is asked to note the contents of this report.

3. CONSULTATIONS:

3.1 The Chairman and Secretary of the Fortyfoot Road Safety Campaign Group have been consulted in this process.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

4.1 If work is undertaken to improve the condition of the road there would be a financial implication upon the County Council in accordance with the % of road owned.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

5.1 The nature of the public and community services located on Forty Foot Road mean that it is frequently used by both elderly and vulnerable young people.

6. LOCALISM:

6.1 This matter has arisen following local residents highlighting this issue to the Mole Valley Local Committee.

7. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8. CONCLUSION AND RECOMMENDATIONS:

8.1 The Local Committee (Mole Valley) is asked to note the contents of this report.

9. WHAT HAPPENS NEXT:

9.1 The Local Committee (Mole Valley) will be provided with an update on the outcome of the decision making meeting of the Cabinet Member for Transport, Environment and Highways, when the matter of bringing the road up to standard and the case for adopting the road.

Contact Officer:

Victoria Jeffrey, Community Partnership and Committee Officer (Mole Valley)
01372 371662

Consulted:

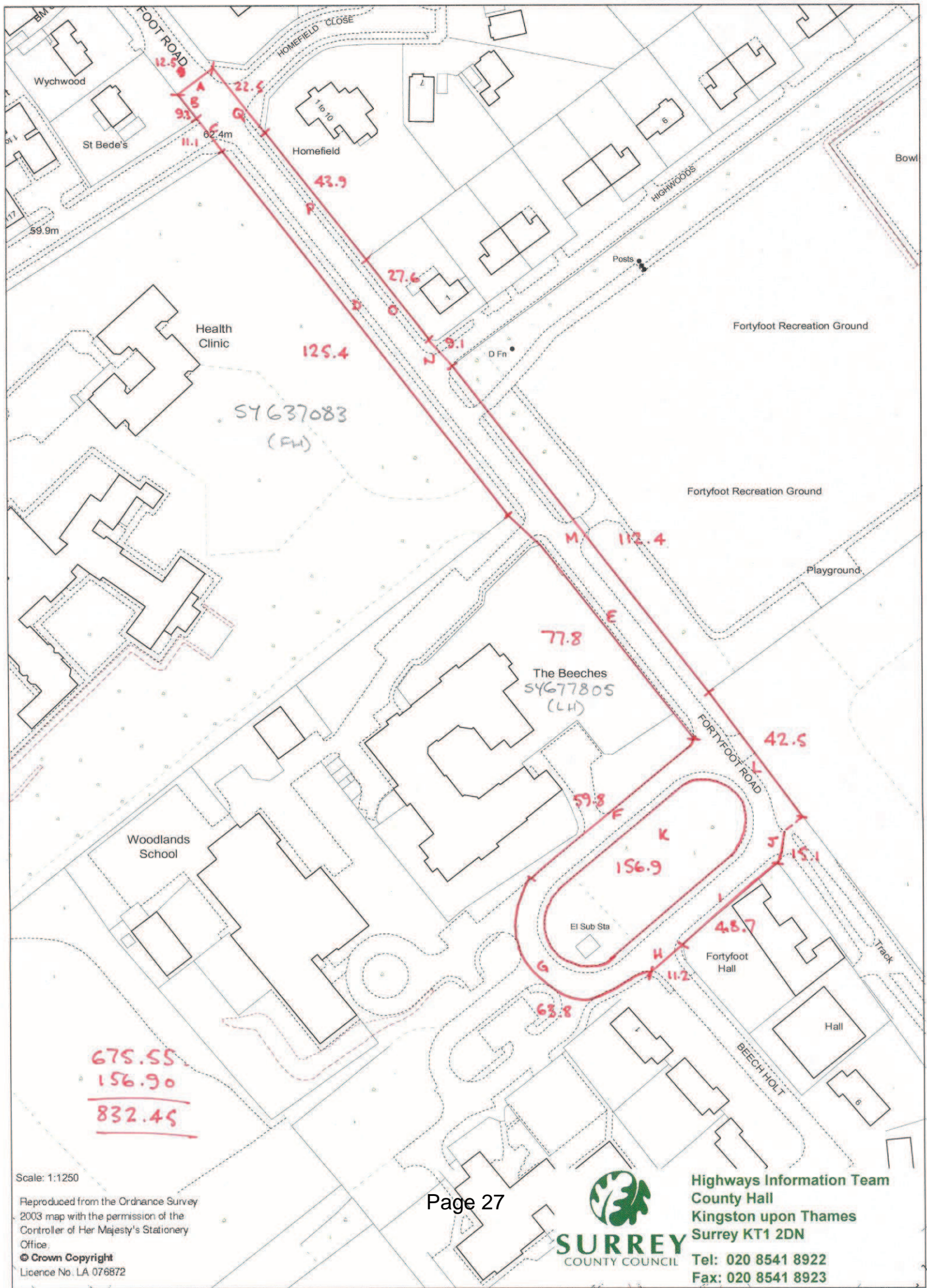
Fortyfoot Road Safety Campaign Group
Highways Information Team
Mole Valley District Council

Annexes:

Annex One Ordnance Survey Map of Fortyfoot Road
Annex Two Properties and Frontages of Fortyfoot Road

Sources/background papers:

- Surrey County Council Policy on Road Adoption
 - Surrey County Council Commuted Sums Protocol
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675.55
 156.90

 832.45

Scale: 1:1250

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Description	Section	Length (m)	Proportion
Fortyfoot Road	A	12.5	1.5%
St Bede's	B	9.3	1.1%
SCC Highways (Poplar Road)	C	11.1	1.3%
Leatherhead Hospital	D	125.4	14.8%
SCC Social Services (The Beeches)	E	77.8	9.2%
SCC Social Services (The Beeches)	F	59.8	7.0%
SCC Education (Woodlands and St Mary's Schools)	G	63.8	7.5%
SCC Highways (Beech Holt)	H	11.2	1.3%
Fortyfoot Hall	I	48.7	5.7%
Fortyfoot Road	J	15.1	1.8%
SCC Education	K	156.9	18.5%
Mole Valley DC?	L	42.5	5.0%
Mole Valley DC	M	112.4	13.2%
Highwoods (Private Road)	N	9.1	1.1%
1 Highwoods	O	27.6	3.2%
Homefield (10 Flats)	P	43.9	5.2%
SCC Highways (Homefield Close)	Q	22.5	2.6%
Total		849.6	100.0%
Summary			
SCC Education/Social Services		358.3	42.2%
SCC Highways		44.8	5.3%
Mole Valley DC		154.9	18.2%
Leatherhead Hospital		125.4	14.8%
Private Frontagers		89.9	10.6%
Fortyfoot Hall		48.7	5.7%
Fortyfoot Road		27.6	3.2%
Total		849.6	100.0%

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