

Agenda

Mole Valley
Local Committee

Welcome to Mole Valley Local Committee

Your Councillors, Your Community
and the Issues that Matter to You



Discussion

Leatherhead to Ashted Cycle, 2:45
Route Consultation Results
Duncan Knox, David Sharpington

Woodfield Lane, Ashted 3:15
Consultation Results
John Lawlor, Anita Guy

TRO North Street, Dorking 3:40
John Lawlor, Anita Guy

Venue

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

Date: Wednesday, 11
September 2013

Time: 2.00 pm

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: victoria.jeffrey@surreycc.gov.uk

Tel: 01372 371662



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

Mrs Clare Curran, Bookham and Fetcham West (Chairman)
Mr Tim Hall, Leatherhead and Fetcham East (Vice-Chairman)
Mrs Helyn Clack, Dorking Rural
Mr Stephen Cooksey, Dorking and the Holmwoods
Mr Chris Townsend, Ashtead
Mrs Hazel Watson, Dorking Hills

District Council Appointed Members

Cllr Rosemary Dickson, Leatherhead South
Cllr Valerie Homewood, Beare Green
Cllr Raj Haque, Fetcham West
Cllr Phil Harris, Bookham South
Cllr Simon Ling, Ashtead Village
Cllr Charles Yarwood, Charlwood

Chief Executive
David McNulty

District Council Substitutes:

Cllr Margaret Cooksey, Dorking South
Cllr James Friend, Mole Valley District Council
Cllr David Mir, Leith Hill
Cllr John Northcott, Ashtead Common
Cllr David Preedy, Box Hill and Headley
Cllr Kathryn Westwood, Fetcham East
Cllr Dave Howarth, Leatherhead North
Cllr Tessa Hurworth, Bookham North

		
Mrs Clare Curran (Chairman) Bookham and Fetcham West	Mr Tim Hall (Vice-Chairman) Leatherhead and Fetcham East	Mrs Helyn Clack Dorking Rural
		
Mr Stephen Cooksey Dorking South and the Holmwoods	Mr Chris Townsend Ashtead	Mrs Hazel Watson Dorking Hills
 SURREY COUNTY COUNCIL Local Committee (MOLE VALLEY) County Councillors 2013-17		

For councillor contact details, please contact Victoria Jeffrey, Community Partnership and Committee Officer (victoria.jeffrey@surreycc.gov.uk/01372371662) or visit www.surreycc.gov.uk/molevalley.

		
Cllr Rosemary Dickson Leatherhead South	Cllr Raj Haque Fetcham West	Cllr Phil Harris Bookham South
		
Cllr Valerie Homewood Beare Green	Cllr Simon Ling Ashtead Village	Cllr Charles Yarwood Charlwood
 <p>Local Committee (MOLE VALLEY)</p> <p>District Council Co-optees 2013-14</p>		

For councillor contact details, please contact Victoria Jeffrey, Community Partnership and Committee Officer (victoria.jeffrey@surreycc.gov.uk/01372371662) or visit www.surreycc.gov.uk/molevalley.

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Victoria Jeffrey, Community Partnership & Committee Officer on 01372 371662 or write to the Community Partnerships Team at Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ or victoria.jeffrey@surreycc.gov.uk

This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

This is a meeting in public. If you would like to attend and you have any special requirements or queries regarding the webcasting, please contact us using the above contact details.

GUIDANCE ON USE OF INFORMATION TECHNOLOGY (IT) AND SOCIAL MEDIA AND ON THE RECORDING OF MEETINGS

Those wishing to report the proceedings at the meeting will be afforded reasonable facilities for doing so; however, there is no legal requirement to enable audio or video recordings or use of IT and social media during the meeting. The final decision on whether a member of the public or press may undertake these activities is a matter for the Chairman's discretion.

All mobile devices (mobile phones, BlackBerries, etc) should be switched off or placed in silent mode during the meeting to prevent interruptions and interference with any Public Address (PA) or Induction Loop systems. Those attending for the purpose of reporting on the meeting may use mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. This is subject to no interruptions, distractions or interference with any PA or Induction Loop systems being caused. The Chairman may ask for mobile devices to be switched off in these circumstances.

Any requests to record all or part of the meeting must be made in writing, setting out the parts of the meeting, purpose and proposed use of the recording, to the Chairman prior to the start of the meeting. In considering requests to record the meeting, the Chairman will take into consideration the impact on other members of the public in attendance. The Chairman may inform the committee and any public present at the start of the meeting about a proposed recording, the reasons and purpose for it and ask if there are any objections. The Chairman will consider any objections along with any other relevant factors before making a decision. The Chairman's decision will be final, but s/he may ask for recordings to be ceased in the event that they become a distraction to the conduct of the meeting and may request a copy and transcript of any recording made.

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from District members under Standing Order 39.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 12)

To approve the Minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4a PUBLIC QUESTIONS

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

4b MEMBER QUESTIONS

To receive any written questions from Members under Standing Order 47.

5 PETITIONS

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

i. The Street, Fetcham

6 RECOMMENDATIONS TRACKER

(Pages 13 - 16)

For the Local Committee to note and discuss the progress of recommendations made at previous meeting.

7 UPDATE ON FORTY FOOT ROAD, LEATHERHEAD

(To Follow)

- To update the committee on Forty Foot Road, Leatherhead, following the state of the road being raised at the previous committee.
- 8 LEATHERHEAD TO ASHTEAD CYCLE ROUTE CONSULTATION RESULTS** (Pages 17 - 64)
- To report back to the Local Committee on the results of the consultation undertaken regarding the Leatherhead to Ashtead cycle route.
- 9 HIGHWAYS SCHEMES UPDATE** (Pages 65 - 76)
- To update the Local Committee on the progress of highways schemes for 2013-14.
- 10 WOODFIELD LANE, ASHTEAD RESULTS OF PUBLIC CONSULTATION** (Pages 77 - 104)
- For the Local Committee to consider the consultation results for Woodfield Lane and agree the next steps for the scheme.
- 11 TRAFFIC REGULATION ORDER, NORTH STREET, DORKING** (Pages 105 - 110)
- To ask the committee to agree a 'no left-turn' traffic regulation order for North Street, Dorking.
- 12 MEMBERS ALLOCATIONS** (Pages 111 - 118)
- To update the Committee on members allocations spend to date.

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 12 June 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:

District Councillor Rosemary Dickson
District Councillor Valerie Homewood
District Councillor Raj Haque
District Councillor Philip Harris
District Councillor Simon Ling
District Councillor Charles Yarwood

OPEN FORUM

An open forum was held at the start of the meeting; Fortyfoot Road in Leatherhead and speed limits on the A24 and A25 were discussed.

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

Apologies were received from Councillor Valerie Homewood.

2/13 MINUTES OF PREVIOUS MEETING [Item 2]

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

3/13 DECLARATIONS OF INTEREST [Item 3]

Mr Tim Hall declared an interest regarding Item 6, Award of the Local Prevention Framework, under procurement standing orders. Mr Hall is a council appointed trustee of the Leatherhead Youth Project.

(a) PUBLIC QUESTIONS [Item 4a]

Mr Ward had received a written response to his question and had no supplementary.

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Mrs Crozier had received a written response to her question and had no supplementary.

(b) **MEMBER QUESTIONS [Item 4b]**

Mr Cooksey thanked officers for the written response and requested if officer could clarify the following points:

1. What is the timeline for the work on the Deepdene roundabout.
2. When will a review of the safety measures on Blackbrook Road be brought back to committee
3. Would the parking problems on the High Street in Dorking be a priority for the parking task group?

The Area Highways Manager confirmed that the Deepdene roundabout should be the autumn of this year but it is dependent on the capital budget and review of Blackbrook road should come to the committee in December.

The Chairman of the Local Committee stated that the parking task group would have to have its first meeting before it could confirm its priorities.

4/13 PETITIONS [Item 5]

Mr Gibson received a written response from officers. He highlighted the issue of The Mount being used for commuter parking and the potential for collision with cars entering from Cobham road and the obstruction of residents' drives. Residents feel that restrictions from 09:30-11:00 along the length of the road would address the issue.

Parking officers confirmed they had looked at proposals for this and they will be included in the parking review and go out to consultation.

Mr Hammond received a written response from officers and brought the committee's attention to the safety risk to both pedestrians and cyclists and several near misses by Pixham Lane being used as a cut through from the A24 to the A25, avoiding the Deepdene roundabout. Residents feel a reduction in the speed limit from 30mph to 20mph would address these issues.

PC Arthur, Police Road Safety Officer confirmed that the mean speed on the road was 28mph and a reduction to 20mph could not be enforced as it would not be in line with government guidelines. Parking on the road is the main reason for the risks occurring.

The divisional member for Dorking Hills confirmed parking is an issue on Pixham Lane and felt this would be addressed by the parking review. However she felt that the 20mph speed limit should be investigated further and the possibility of advisory 20mph speed limits between Chester Close and the railway bridge.

The Area Highways Manager highlighted that mean speeds must be 23mph before a 20mph speed limit reduction could be considered. This would mean

that engineering works would be required on the road to slow the traffic. Officers will look into this and advisory limits.

The divisional member for Dorking Rural highlighted that a review of the speed limit policy would shortly be going to cabinet.

The committee agreed to write to the portfolio holder to request a reduction to 20mph and a response would be brought back to a future committee.

**5/13 AWARD OF THE LOCAL PREVENTION FRAMEWORK (YOUTH)
[EXECUTIVE FUNCTION] [Item 6]**

Mr Tim Hall declared a conflict for this item and left the chamber.

Officers introduced the item highlighting the new funding agreement would be for 24 months and would be designed to prevent young people becoming Not in Education, Employment or Training.

The divisional member for Bookham and Fetcham West asked for clarification on which area Leatherhead Youth Project would be covering.

Officers confirmed that Leatherhead Youth Project would receive 39% of the funding to provide services only in the Leatherhead area. Reigate and Redhill YMCA would receive 61% of the funding to cover the rest of Mole Valley including Leatherhead and they would be expected to work with Leatherhead Youth Project to provide complementary services.

The Chairman of the Youth Task Group highlighted that this was the arrangement the young people involved in the Youth Task Group wanted.

The Local Committee (Mole Valley) AGREED to:

Approve the Youth Task Group recommendation to award a funding agreement

For a twenty four month period from 01 September 2013 to the following provider:

(i) Reigate & Redhill YMCA for 61% of the contract value (£40,172pa) to prevent young people from becoming NEET in Mole Valley *(to cover the entire of Mole Valley including Leatherhead)*

(ii) Leatherhead Youth Project for 39% of the contract value (£25,828pa) to prevent young people from becoming NEET in Mole Valley *(to cover the Leatherhead area)*

Reason for Decision

The Local Committee were happy with the recommendation provided by the Youth Task Group. The Chairman of the Youth Task Group emphasised the recommendation had been in line with the young people's wishes and what they felt would provide the best option.

6/13 PERFORMANCE UPDATE ON THE CURRENT LOCAL PREVENTION FRAMEWORK CONTRACT [EXECUTIVE FUNCTION] [Item 7]

Officers updated against the participation of young people in Mole Valley and that those Not in Education, Employment or Training had been reduced to 67. There is also an increase in hours of youth work being provided.

The Committee Chairman noted that Mole Valley was in a far stronger position than many other areas in Surrey.

The divisional member for Dorking Hills felt it was a positive report and felt that the figures for the Malthouse showed good progress especially as it was only opened last year and as yet hasn't been open for a full year.

Surrey Youth Focus explained the changes to the administration of Youth Small Grants, which they would now be supporting. Bids will go to the Chairman of the Local Committee, Vice-Chairman and divisional member (where appropriate) for consultation prior to being agreed. A report will be bought on an annual basis to update the committee on the successful grants.

The Local Committee (Mole Valley) AGREED to note:

(i) The progress Services for Young People has made during 2012/13 to increase participation for young people in Mole Valley, as set out in detail in the appendices to this report

Reason for Decision

The Local Committee was happy with the progress of provision for young people in Mole Valley which had improved over the past year. They acknowledged and were happy with the changes proposed for the administration and approval of Youth Small Grants.

7/13 MOLE VALLEY ON STREET PARKING REVIEW [EXECUTIVE FUNCTION] [Item 8]

The Parking Manger introduced the report saying it had been comprised of requests from councillors and members of the public. Committee members could still suggest any new sites during the meeting.

The divisional member for Ashted expressed concerns about the time for implementation of the review as this had been a problem previously.

Councillors also discussed the issue of the enforcement of parking once restrictions were in place, particularly out of hours enforcement. It was resolved to bring this to the attention of the district through the parking task group.

Councillors proposed the inclusion of Beresford Road, Dorking, Reigate Road, Leatherhead, the junction with Lower Shott and Dorking Road, Bookham. Highlands Road, Leatherhead, and Station Road, Dorking were withdrawn from the review.

The divisional member for Leatherhead and Fetcham East expressed concerns about the inclusion of Leatherhead High Street in the review due to the past views expressed on this by residents and businesses. It was agreed officers and councillors should discuss this in more detail outside of the committee.

The Local Committee (Mole Valley) AGREED to AMEND the recommendation (i) to:

(i) The proposals in Annex 1 are agreed subject to the amendments proposed and further consultation being undertaken with the appropriate officers and divisional member with regards to the proposals in Leatherhead High Street.

The Local Committee (Mole Valley) AGREED:

(ii) That where necessary the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member make any necessary adjustments to the proposals and agree detail, based on informal consultation, prior to statutory consultation.

(iii) That the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Mole Valley as shown in the Annexe (and as subsequently modified by ii) are advertised and that if no objections are maintained, the Order is made.

(iv) That if necessary the Parking Team Manager will report the objections back to the local committee for resolution.

(v) To allocate funding of £10,000 in 2013/14 to implement the parking amendments.

(vi) That the existing text based parking traffic regulation orders are converted to plan based orders.

(vii) That the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member agree statutory consultation for any additional parking restrictions that may be required as a consequence of the district council's planned changes to off street car parks in Gt. Bookham

Reason for Decision

The Local Committee felt that some of the proposals contained in the report needed to be amended to reflect local need. It was also felt that due to the impact upon businesses of the Leatherhead high street proposals, further consultation with the officers and the divisional

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member should be undertaken before going out to external consultation.

8/13 HIGHWAYS SCHEMES UPDATE [EXECUTIVE FUNCTION] [Item 9]

The Area Highways Manager updated against the scheme list for Mole Valley.

Councillors sought clarification on a range of schemes including Horsham Road, Holmwood, Dene Street, Dorking and Chase Lane, Ashted. 20mph speed limit outside schools and making school keep clear markings were also raised, the Area Highways Manager confirmed these schemes would be prioritised.

The Local Committee (Mole Valley) is AGREED to note the contents of the report.

Reason for Decision

The Local Committee were happy with the progress of the proposed schemes.

9/13 A217 REIGATE ROAD, SPEED LIMIT REDUCTION [EXECUTIVE FUNCTION] [Item 10]

The divisional member was happy to see the report as this had been brought to the committee's attention in December by a petition from local residents.

Councillors were happy to accept the recommendations for though felt the proposal in recommendation iii for no change was not suitable. The committee decided to write to the portfolio holder to ask for the speed limit to be decreased from 50mph to 40mph for the roads outlined in recommendation iii. The new recommendation was proposed by the divisional member for Dorking Rural and seconded by the district member for Charlwood.

The Local Committee (Mole Valley) AGREED to:

(i) Note results of speed limit assessments undertaken.

(ii) That, based upon the evidence, the speed limits should be changed to meet the current policy at the following locations:-

a) A217 Reigate Road from Hookwood roundabout to 30mph speed limit

terminals approximately 100m from A23 Longbridge Roundabout.

Reduce

from 60mph to 40mph.

b) C62 Reigate Road from A217 Hookwood roundabout to C64 Povey Cross

Road/Charlwood Road. Reduce from 40mph to 30mph.

c) C64 Povey Cross Road from C62 Reigate Road to A23 Longbridge

roundabout. Reduce from 40mph to 30mph.

The Local Committee (Mole Valley) AGREED to AMEND the recommendation (iii)

(iii) AGREED to write to the portfolio holder to ask that the speed limit be decreased from 50mph to 40mph on the following roads

a) A217 Reigate Road from Reigate & Banstead borough boundary to Mill Lane.

b) A217 Reigate Road from Mill Lane to Hookwood roundabout

The Local Committee (Mole Valley) AGREED to:

(iv) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit changes and revokes any existing traffic orders necessary to implement the changes and, subject to no objections being upheld, the Order be made;

(v) 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.

Reason for Decision

The Local Committee acknowledged that speeding on the A217 has presented a safety risk for the local residents, as has been highlighted through a petition to the committee in December. The Committee felt the proposals would help to improve the safety but in order for this to be achieved the speed limit on the roads highlighted in point (iii) need to also be reduced and the Chairman of the Local Committee will write to the portfolio holder to action this.

10/13 CAPITAL ITS VIREMENT [EXECUTIVE FUNCTION] [Item 11]

The Area Highways Manager introduced the item referring to previous virement rights which had been put in place. This virement would allow the committee to vire money between capital budgets, responding to the work of Project Horizon. Councillors were happy with the proposals.

The Local Committee (Mole Valley) AGREED to:

(i) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman be able to vire the capital Integrated Transport Schemes budget between the headings (improvement schemes and maintenance schemes), as required.

Reason for Decision

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Following the proposals in Operation Horizon and the capital maintenance schemes it was felt that the virement would allow the committee to be more reactive to the needs of the highways network in Mole Valley should changes be required later in the municipal year.

11/13 PROJECT HORIZON [EXECUTIVE FUNCTION] [Item 12]

Officers introduced the Project Horizon report which is designed to significantly increase the work on capital maintenance and replace 10% of the road network in Surrey over 5 years. For Mole Valley this will mean a £10m investment and 12% of the road network being replaced. Most of the work will be delivered in the first two years with a focus on the rural and residential networks. The aim is to bring roads back to a level where they will be fit for purpose. Project Horizon will co-ordinate with the local schemes approved by the committee and a strong focus will be on quality control, with a 10 year guarantee.

Councillors raised concerns that some roads won't last until later in the programme. Officers confirmed this was due to the complexity of the schemes but confirmed they would reassess and move the scheme forward if needed. The issue of footways was raised and officers informed the committee that they were working with contractors to develop a 5 year approach to footways, although this is a much smaller budget area. This will be brought back to the committee in December.

The Local Committee (Mole Valley) AGREED:

(i) To note the decision made by Cabinet on the 26th March 2013 to allocate capital monies to Operation Horizon as detailed in the Medium Term Financial Plan.

(ii) To formally approve the Operation Horizon programme for Mole Valley and that the 65km of road, across the defined scheme list detailed in Annex One, is resurfaced over the investment period

(iii) That Surrey Highways produce an annual report in March 2014 confirming programme progress and success to date

Reason for Decision

The Local Committee felt that Operation Horizon was a positive step forward to addressing the issues faced by the road network in Mole Valley and would have a positive impact upon the rural network and residential areas.

12/13 DEPARTMENT FOR TRANSPORT CYCLE BID [EXECUTIVE FUNCTION] [Item 13]

Public Participation

Mr Meudell presented the committee with a map of an alternative route for the cycle path, along Linden Pitt Path. He highlighted the positives of the path not running along that A24 which was felt to not have the space for segregated or shared use. It was felt the current proposal would not appeal

to adult cyclists. The proposed traffic lights at the Knoll roundabout were a particular cause for concern due to the impact upon traffic flow. Mr Meudell felt that upgrading the Linden Pitt path and bridge over the A24 to cycle use would be a more suitable option.

Mr Chrisholm felt it was important for the Olympic legacy of cycling to be encouraged in the local area. He felt that the A24 route would be intimidating to many family or young cyclists. He felt it was important that further consultation be undertaken with the local community prior to implementation.

The divisional member for Ashted raised queries as to whether the Linden Pitt Path bridge would actually meet cycle requirements? He also echoed the concerns regarding the traffic lights at the Knoll roundabout. The divisional member for Leatherhead acknowledged that both routes had potential challenges but had serious concerns about the suitability of the bridge for cycle use along with other users.

Main Discussion

Officers highlighted that the money had been awarded for the A24 route Leatherhead to Ashted and it was not possible to change this to another scheme. When the scheme was initially submitted it was done on the basis of which best complied with Department for Transport guidelines. The key aim of the scheme was to improve cycling safety and would be suitable from 12 years and up. Officers would be looking at the detailed designs and going out to consultation with the local public. Councillors suggested a venue in Leatherhead town centre and Ashted would provide the optimum location. Councillors also proposed a list of suitable bodies with which officers should consult and asked that officers amend the consultation plan. This recommendation was proposed by the divisional member for Bookham and Fetcham West and seconded by the divisional member for Leatherhead and Fetcham East.

Officers confirmed the Leatherhead Town Centre scheme was on the reserve list of schemes. Councillors felt it would be best to continue to work on this scheme so work could progress quickly should they be successful in receiving funding from other sources.

The Local Committee (Mole Valley) AGREED to AMEND the recommendation (i) to:

(i) the consultation plan presented within this report is approved subject to the amendments proposed by the Local Committee. The detailed designs for the scheme will be presented to the local committee's next meeting on 11 September 2013 prior to construction.

The Local Committee (Mole Valley) AGREED to:

(ii) approve the advertisement of any statutory notices, in accordance with the Road Traffic Regulation Act 1984, and subject to no objections being upheld, the necessary Orders be made.

(iii) approve the delegation of authority to officers, in consultation with the Chairman and Vice-Chairman of the Local Committee, along with the relevant Divisional Member/s to consider, resolve and where necessary over

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rule any objections received in connection with the proposal.

The Local Committee (Mole Valley) AGREED to ADD an additional recommendation:

(iv) To authorise officers to continue to develop the plans for the Leatherhead Town Centre cycle scheme; in order to take advantage of any future funding schemes.

Reason for Decision

The Local Committee felt this was a positive investment for cycling in Mole Valley and would improve the safety of cyclist. The Local Committee acknowledge consultation with local residents and in particular; local schools, sheltered housing schemes and businesses near the proposed route would be vital. The Committee also felt that the Leatherhead Town Centre scheme had a great deal of merit and that officers should continue to develop the plans in order to capitalise on any further funding that may become available.

13/13 DECISION ON LOCAL COMMITTEE SUBSTITUTES [EXECUTIVE FUNCTION] [Item 14]

The Local Committee (Mole Valley) AGREED to:

Co-opt substitutes for district members for the municipal year 2013/14 in line with the County Council's Constitution (Part 4. Standing Orders, Part 3 40(f))

Reason for Decision

The Local Committee felt that co-opting substitutes for district members would allow robust participation for all meetings.

14/13 LOCAL COMMITTEE TASK GROUPS [NON-EXECUTIVE FUNCTION] [Item 15]

Councillors requested the terms of reference for the property task group be amended in their reference to the portfolio holder from the district as this person may not always be a committee member. Councillors were happy with the task groups.

The Local Committee (Mole Valley) AGREED to:

(i) The terms of reference for the Youth Task Group, Property Task Group and the Parking Task Group, as set out in Annexes 1, 2 and 3.

(ii) The membership for these task groups for 2013-14.

Reason for Decision

The Local Committee were happy with the proposed groups and membership.

15/13 COMMUNITY SAFETY FUNDING [EXECUTIVE FUNCTION] [Item 16]

The Local Committee (Mole Valley) AGREED to:

Delegate the £3,226 of community safety funding to the Community Partnership Manager for spending in line with identified priorities of the Mole Valley Community Safety Partnership.

Reason for Decision

The Local Committee were happy for the money to be spent in line with the Community Safety Partnership's identified priorities.

16/13 RECOMMENDATIONS TRACKER [NON-EXECUTIVE FUNCTION] [Item 17]

The recommendation tracker was noted.

Meeting ended at: 16:55

Chairman

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**MOLE VALLEY LOCAL COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER – SEPTEMBER 2012**

The recommendations tracker allows Committee Members to monitor responses, actions and outcomes against their recommendations or requests for further actions. The tracker is updated following each Committee. Once an action has been completed and reported to the Committee, it will be removed from the tracker.

Date of meeting and reference	Item	Recommendations/Actions	Responsible officer or member	Response	Next progress check:
07/06/12	Item 4b Members Questions	Mrs Watson raised a question on the issues of road safety on Ranmore road and how the safety of the bridleway crossing on Ranmore Road could be improved	John Lawlor/Anita Guy	The Area Highways Team manager would look into the bridleway crossing but the fact Ranmore Common is an Area of Outstanding Natural Beauty must be taken into account	05/05/12
07/06/12	Item 10 CycleSMART	When the committee is considering proposals for cycling infrastructure they will take into account and consider the safety and accident data that is prepared.	Duncan Knox/Lesley Harding	Officers to keep the committee updated on the cycling casualty data.	ONGOING

07/06/12	Item 15 School Keep Clear (SKC) Markings	The committee agreed to advertise a TRO to make School Keep Clear markings enforceable, any objections raised will be solved by the Parking and Strategy Implementation manager in the first instance, where they cannot be resolved it will be with consultation with the Chair, Vice-Chair and divisional member. The committee also agreed any future SKC markings would be enforceable and the recommendations made were subject to the list of schools being checked to ensure it is up to date.	Rikki Hill	The list of schools has been emailed to all county members to be checked for accuracy.	12/06/12
12/09/12	Item 10 20mph Speed Limit Outside Schools	The committee agreed to pilot the speed limit outside two schools, one urban and one rural. These were to be agreed by the Area Highways Manager in consultation with the Chair and Vice-Chair.	John Lawlor	The schools where the pilot is to take place are to be decided upon and reported back to a future committee along with the progress of the pilot.	05/12/12 and future meetings for the results of the pilot.
12/09/12	Item 15 Hookwood Parking Report	The committee agreed with the proposals within the report and requested that a further report outlining the responses to statutory consultation be brought to the committee when complete.	David Curl	A report to be brought back to a future committee on the responses to the consultation in Hookwood.	06/03/13

05/12/12	Item 4a Public Questions	Mr Ward asked for an update on the consultation on parking in Hookwood	Victoria Jeffrey	The parking team to be contacted to provide a written answer.	06/03/13
05/12/12	Item 4b	Mr Cooksey raised concerns about the safety of Dene Street in Dorking	John Lawlor	Officers to meet with Mr Cooksey to assess what can be done to improve safety.	12/06/13
05/12/12	Item 5 Petitions	Mr Innes raised concerns about the speed limit on Pebblehill, Betchworth	John Lawlor, PC Tom Arthur	Highway officers and the police to meet on site and fully assess possible options for improving safety on the road.	12/06/13
06/03/13	Item 4a Public Questions	Mrs Glyn raised concerns about the speeds in Parkgate Road, Newdigate and wanted further information on how such issues were assessed.	John Lawlor PC Tom Arthur	Officers to conduct a speed assessment and look at other solutions to the speeding issue and consult with Chairman, Vice-Chairman and divisional member.	12/06/13
06/03/13	Item 4b Members Questions	Cllr Haque requested a timetable for the water leaks works on Monks Green, Fetcham	John Lawlor	Chairman, Vice –Chairman and divisional member to provided with the information.	12/06/13
06/03/13	Item 9 Department for Transport Cycling Infrastructure improvements bid	The committee felt that consultation should be undertaken prior to construction and that the committee should approve the design	Duncan Knox	Officers to design the scheme and consult with Chairman, Vice-Chairman and divisional member and bring back to committee for decision if appropriate.	12/06/13
06/03/13	Item 12 Parking Task Group	A terms of reference be bought to the next committee to form a parking task group.	Victoria Jeffrey	A terms of reference and nominations to the task group to be bought to the next committee	12/06/13
12/06/13	Item 4b Members Questions	Mr Cooksey requested if the High Street, Dorking would be looked at by the parking task group.	Parking task group	The parking task group will meet and set priorities and take High Street, Dorking into consideration.	04/12/13

12/06/13	Item 5 Petitions	Mr Hammond bought a petition to the committee requesting a speed limit reduction to 20mph on Pixham Lane, Dorking	Local Committee Chairman	As the reduction was outside the speed limit policy the committee requested the matter be referred to the portfolio holder for transport, highways and the environment.	11/09/13
12/06/13	Item 8 Mole Valley On Street Parking Review	Mr Hall requested that a meeting of officers be held to discuss parking on Leatherhead High Street	Victoria Jeffrey	A meeting to be organised involving county and district officers along with the divisional members to discuss the parking on Leatherhead High Street.	11/09/13
12/06/13	Item 10 A217 Reigate Road Speed Limit Reduction	The committee referred the speed limit reduction for the A217 to the Reigate boundary to the portfolio holder as wished to reduce the speed to 40mph.	Local Committee Chairman	The Chairman undertook to refer the matter to the portfolio holder for transport, highways and environment to take a decision on the speed reduction.	4/12/13
12/06/13	Item 13 DfT Cycle Scheme Leatherhead to Ashted	The committee requested the results of the consultation be brought to the next committee.	Duncan Knox/David Sharpington	Officers will collate and report back on the consultation results	11/09/13

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE:** 11 September 2013**LEAD OFFICER:** Lesley Harding**SUBJECT:** Leatherhead to Ashted Cycle Safety Scheme**DIVISIONS:** Leatherhead and Fetcham East
Ashted**SUMMARY OF ISSUE:**

Following a bid to the Department for Transport for two cycle safety schemes in Mole Valley, the County Council was awarded funding of £595,000 for one of the schemes, linking Leatherhead to Ashted in April 2013. The County Council cabinet have allocated a further £255,000 of match funding to complete the scheme within the current financial year.

At the last meeting of the local committee on 12 June 2013 the consultation plan was agreed. This report provides an update on the consultation responses so far, and contains responses from officers to some of the main issues that have been raised. The scheme drawings will be displayed at the meeting and can be viewed on the council's website via www.surreycc.gov.uk/leatherheadashtedcycling

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree 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) Officer's have provided a response to the main points raised in the consultation.
- (iii) The final detailed designs and traffic modelling for the scheme will proceed, taking into account the comments received in the consultation. 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.

REASONS FOR RECOMMENDATIONS:

This report provides an update on the consultation responses so far, and contains responses from officers to some of the main issues that have been raised. Detailed design and traffic modelling will proceed, taking into account the detailed consultation responses.

1. INTRODUCTION AND BACKGROUND:

- 1.1 As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council is developing a programme to encourage more people to cycle, more often, safely and conveniently.
- 1.2 In July 2012 the Department for Transport announced a £15m fund for cycling infrastructure in order to tackle cycling casualties and reduce barriers to more cycling. An additional £5 million was added to the fund in November 2012. Following analysis of cycling casualties across Surrey, the county council submitted a bid on 30 November 2012 for funding for five cycling schemes, two of which were within Mole Valley. One scheme was located within Leatherhead Town Centre, the other was for a scheme linking Leatherhead to Ashtead.
- 1.3 The outline proposals were presented and approved by the Mole Valley Local Committee on 6 March 2013. On 15 April 2013 the Department for Transport announced the bid winners which resulted in Surrey County Council receiving the second highest award of all local authorities in the country. The Leatherhead to Ashtead scheme was one of two schemes awarded funding in Surrey, for which DfT are providing £595,000. The county council cabinet have allocated a further £255,000 of match funding towards the scheme.
- 1.4 At the last meeting on 12 June 2013 the local committee for Mole Valley agreed the public consultation activities that would be undertaken to ensure that local resident and road user views would be taken into account when designing the scheme. The consultation exercise was scheduled for the period from 16 July to 27 August, and at the time of writing had one more week to run. The consultation activities included the following:
 - a website showing the scheme drawings with accompanying explanatory text and an electronic feedback form:
www.surreycc.gov.uk/leatherheadashteadcycling
 - a two day exhibition on Friday 19 July and Saturday 20 July at Leatherhead Theatre in Leatherhead town centre. This exhibition included a display of the scheme drawings with explanatory text to describe the proposals, and a feedback form. Officers were in attendance to answer questions on the proposals too.
 - leaflets were delivered to approximately 4,400 addresses along the route and neighbouring roads to advise of the consultation, the exhibition and website.
 - the consultation was advertised in the Dorking Advertiser, the Leatherhead Advertiser, the Surrey Mirror and on the associated websites:
www.dorkingandleatherheadadvertiser.co.uk, www.surreymirror.co.uk and www.thisissurreytoday.co.uk.
 - the consultation was advertised on posters on the platforms of Leatherhead and Ashtead train stations.
 - the consultation was highlighted on the Leatherhead Residents' Association website and the Ashtead Residents' Association website.
- 1.5 As well as the general public consultation activities described above, the following groups and organisations were contacted to advise them of the consultation and to offer any additional explanation from officers if required.

- Mole Valley Cycle Forum
- Ashtead Resident's Association
- Leatherhead Resident's Association
- Leatherhead and District Chamber of Commerce
- Surrey Police Road Safety and Traffic Management Team
- St John's School
- Downsend Pre Prep School
- Downsend Prep School
- St Andrew's Catholic School
- St Peter's Catholic Primary School
- West Ashtead Primary School
- Ashtead Hospital
- Leatherhead Hospital
- Exxon Mobil
- Leatherhead Community Association
- Christ Church United Reformed Church
- Managers of Ashcroft Place Sheltered Housing Development
- Managers of Pegasus Court Sheltered Housing Development
- Managers of Lime Tree Court Sheltered Housing Development
- Managers of Griffin Court and Warren Court Sheltered Housing Development

- 1.6 This report provides an update on the consultation responses so far, highlights some of the main issues that have been raised and officers response to these. The scheme drawings will be displayed at the committee meeting and can be viewed on the council's website via:

www.surreycc.gov.uk/leatherheadashteadcycling

2. ANALYSIS:

- 2.1 At the time of writing the consultation period (from 16 July to 27 August) still had one more week to run. Therefore the analysis presented here is interim, and provides an update including all responses to the end of 20 August. It is expected that the majority of responses will have been received, and that most of the main issues will have been raised by this date. The report containing all text responses received to the end of 20 August is included within Annex A. The consultation report will be updated to include all the responses received after 20 August and will be made available on the consultation website in due course.
- 2.2 A total of 172 people had responded to the consultation by the end of 20 August. Of these 164, had replied in an individual capacity and 4 indicated that they had replied on behalf of an organisation (4 others did not reply to this question).
- 2.3 A total of 158 answered the question "Would the scheme encourage you to start cycling/ cycle more often?". Of these 71 (45 per cent) said "Yes", and 87 (55 per cent) said "No".
- 2.4 A total of 155 answered the question "Are you male or female?". Of these 98 (63 per cent) said they were male and 57 (37 per cent) said they were female.

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2.5 The following tables shows the number of respondents by age group, disability, and how often they currently cycled.

Table 1: Which age category do you come into?

Answer Options	Response Percent	Response Count
under 18	0.0%	0
19-30	4.4%	7
31-45	18.1%	29
46-60	31.3%	50
60-75	32.5%	52
75+	8.1%	13
Prefer not to answer	5.6%	9
	answered question	160
	skipped question	12

Table 2: Do you consider yourself to have a disability or illness / ailment that affects how you live?

Answer Options	Response Percent	Response Count
No	86.0%	135
Yes - mobility problems	5.7%	9
Yes - visual impairment	0.6%	1
Yes - hearing impairment	4.5%	7
Yes - other	3.2%	5
Prefer not to answer	4.5%	7
	answered question	157
	skipped question	15

Table 3: How often do you currently cycle?

Answer Options	Response Percent	Response Count
5 or more times per week	19.3%	31
1-4 times per week	29.8%	48
2-4 times a month	9.9%	16
Monthly or less frequently	18.0%	29
Never	19.9%	32
Prefer not to answer	4.3%	7
	answered question	161
	skipped question	11

3. OPTIONS:

- 3.1 The following provides a summary of the main issues including those that were raised most frequently within the consultation responses so far, along with a response from officers.

Suggestions for developing an alternative Linden Pit Path route

- 3.2 A number of respondents suggested that a route via the Linden Pit Path should be developed either instead of, or in addition to the proposals along the Epsom Road/ A24 Leatherhead Road. There is a local campaign led by some local cyclists to promote the Linden Pit Path as an alternative.
- 3.3 When developing the bids to the Department for Transport last year, county council officers considered the possibility of submitting a bid for a developing a route along the Linden Pit Path via the footbridges over the Leatherhead bypass and M25. This included visiting the site with the County's design consultants.
- 3.4 It was concluded at an early stage that a satisfactory scheme could not be implemented within the timescale set by the Department for Transport to qualify for funding. For this reason, the Linden Pit Path route was identified as "possible future link" in the submission to the Department for Transport. This was shown on the plan comprising Annex 2 on the report to this Committee of 6 March 2013.
- 3.5 The reason for the difficulty with the timescale was the need for widening of significant parts of the route. In particular, the bridge over the M25 is only 2m wide, with the effective usable width of the bridge being narrower due to the parapets. Given the very close proximity to schools and the existing density of use at school times, the bridge would need to be wider. It was not possible for the county council to provide a commitment that a scheme to widen the bridge could be developed and implemented within the space of a year, because the bridge over the M25 belongs to the Highways Agency, not the county council. There are also other parts of the route where it would be preferable and possible to widen the path but negotiation with adjoining landowners would be required.
- 3.6 Sustrans (who are managing the bids for the Department for Transport) have subsequently confirmed that while they would consider proposals for alternative options to the A24 Epsom Road/Leatherhead Road scheme, they would still need to meet their technical appraisal, and would still need to be implemented before the end of the current financial year. An alternative scheme along the Linden Pit Path would not meet this criterion and so therefore could not be implemented using the budget provided by the Department for Transport.

Shared space between pedestrians and cyclists

3.7 A number of respondents expressed concern over the provision of shared cyclist-pedestrian paths with people concerned particularly over the possibility of fast cyclists increasing the risk of injury to vulnerable and elderly pedestrians.

3.8 The Department for Transport provides advice within their document Local Transport Note 1/12, "Shared Use Routes for Pedestrians and Cyclists" (September 2012) and refers to research that concluded that:

"Conflict between pedestrians and cyclists is not a common occurrence.... Nevertheless, perception of reduced safety is an important issue for consideration, because it has a bearing on user comfort, especially for older people and disabled people" (paragraph 6.7)

3.9 It is worth emphasising that the new path is not aimed at and is unlikely to be used by high speed sports cyclists. Rather it is aimed at, and more likely to be used by slower "every day" ordinary cyclists including children and less confident cyclists who would not wish to ride in the road within busy traffic. For much of route the pedestrian use is low and therefore the risk of conflict between pedestrians and cyclists is low. None-the-less officers were aware of the likelihood of concerns being raised over shared cyclist-pedestrian paths, and had considered measures with the scheme designers to mitigate such fears as much as possible.

3.10 The plans shown at public exhibition included options for some sections to be either shared or segregated by a white line. IN response to the consultation responses the segregation option will be pursued. It is proposed that the extent of additional segregation elsewhere on the route will be considered in the detailed design in conjunction with the Chair, Vice Chair and local members. Care will also be taken to de-clutter the route and to reposition street furniture, lighting and bus stops to improve the route for both pedestrians and cyclists.

3.11 The provision of ramps to slow traffic on the entrances of side roads will improve the safety for both pedestrians (especially those with mobility impairment) and cyclists, as there will no longer be any dropped kerbs to negotiate and vehicles speeds will be reduced. The provision of signalised crossings across the Leatherhead Bypass arm of the Knoll Roundabout and at the Ermyn Way/Grange Road junction will also improve the facilities and accessibility for pedestrians as well as cyclists where previously the roundabout and the bridge with ramped steps would not have been easy to negotiate for those with mobility impairment, (for example, those using mobility scooters).

Impact on congestion

3.12 A number of respondents expressed concern that the provision of the signal controlled "Toucan" crossing on the Leatherhead Bypass on the northern arm of the Knoll Roundabout and the provision of signalised crossing facilities at road level at the junction of Ermyn Way/Grange Road could increase delay for motorised road users passing through these junctions.

3.13 It is acknowledged that the proposed "Toucan" crossings could contribute to increased delay for some motorised road users (though the delay for some

motorised road users on other arms of the Knoll Roundabout may be reduced). The potential dis-benefit in increased delay for some motorised road users will need to be balanced against the improvements in accessibility and safety for cyclists and pedestrians, including those with mobility impairment who are currently disadvantaged by the current lack of suitable facilities. At the time of writing micro-simulation computer modelling of the junctions to assess the extent of the impact of the proposals on the capacity of the junctions is being completed and it is expected that the results will be available at the end of September for consideration by the Chair, Vice Chair and local Member.

Options for the bus stop lay-by on Epsom Road near the junction with Leret Way

- 3.14 There were two options presented within plan 1 issued for consultation (and which will be available to view at the meeting):
- To retain the bus stop lay-by. This would require removal of the tree to the west of the lay-by to create sufficient space for pedestrians and cyclists.
 - To “fill in” the bus stop lay-by to create more space for pedestrians and cyclists, and so require buses to stop on the main carriageway instead. The mature tree could be retained with this option.
- 3.15 The latter of the two options is preferred. This is because this allows the mature tree to be retained (a number of respondents expressed regret over the removal of any trees). This option would also result in improved positioning for buses alongside and parallel to the kerb line at the bus stop which will ensure that bus users with mobility impairment can alight safely (sometimes this is not achieved successfully when a bus is required to manoeuvre within a lay-by and is not able to position close enough or parallel to the kerb). This arrangement will also help the bus service reliability as it will be easier for the bus to pull out and rejoin the traffic. This arrangement is similar to the other bus stops further along the Epsom road. Following consultation with Mole Valley District Council Officers, it is envisaged that the grass verge shown in the plan 1 will not be included.
- 3.16 A perceived disadvantage of the preferred latter option to “fill in” the lay-by is that it could cause congestion by holding up vehicles that are unable to pass the bus when it is stationary at the bus stop. However this bus stop is a “request stop” rather than a “timing point stop” (buses will only stop there if there are passengers hailing the bus or wishing to get off). At its most frequent the bus services provided here equate to two buses per hour, so any such scenario is likely to be rare and short in duration.
- 3.17 Another perceived disadvantage highlighted by a visitor to the exhibition was that the bus lay-by is used occasionally by coaches to pick up people for day trips and holidays. Strictly speaking the use of a public bus lay-by in this way is not approved, as it could hinder public bus service users. It is hoped that the coach operators could find an alternative location following the removal of the bus lay-by.

Greenery

- 3.18 A number of respondents expressed regret over the removal of any trees and the loss of greenery along the route. Officers have been mindful over reducing the impact of the scheme in this respect and have worked with the designers to

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keep the need to remove trees to an absolute minimum. A total of 5 trees are shown on the plans as requiring removal over the length of the scheme (approximately 2 km).

- 3.19 Where possible a grass verge margin of 1m width will be provided on the path to separate pedestrians and cyclists from the road. This is shown on plan numbers 6, 7, 8, 10, 11, 12, and 13.

Cyclists won't use it/Waste of money

- 3.20 A number of respondents expressed sentiments that spending money on improving cycling facilities was a waste of money, and that money should be spent on other local priorities instead. However because the majority of the funding for the project has been awarded by the Department for Transport as a result of a bid competition, it is being invested in addition to, not to the detriment of other local highway schemes funded from the usual local budgets. This additional funding from the Department for Transport was awarded following technical assessment by Sustrans on behalf of the Department for Transport and cannot be used for other purposes.
- 3.21 Observations have shown that cyclists are already cycling along this route. A manual count was conducted on Thursday 27 June 2013 at Knoll roundabout, showing a total of 101 pedal cyclists on the road and 16 pedal cyclists using the footway between Epsom Road and Leatherhead Road over a 12 hour period. A number of visitors to the exhibition commented that people already cycle along the pavement. Furthermore, 45% of questionnaire respondents stated the proposed route would encourage them to cycle more, with some expressing strong support for the proposals.
- 3.22 The scheme will improve the safety and accessibility for cyclists and other road users on the route between Leatherhead and Ashtead. Increased cycling has benefits to the health of the participants; helps reduce traffic congestion and will reduce carbon emissions where it replaces other motorised transport. If successful the bid will result in improved accessibility to Leatherhead and Ashtead town centres and adjacent local employers, benefiting the local economy.

4. CONSULTATIONS:

- 4.1 Described within section 1 above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The council has been awarded funding of £595,000 from the Department for Transport for the scheme between Leatherhead and Ashtead. The county council cabinet have allocated a further £255,000 of match funding to complete the scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 In developing the county council's cycling programme the following impacts and actions have been identified:

Key impacts

Younger people – more reliant on cycling as a mode of transport

Older people – less likely to cycle due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian routes and access.

Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than amongst females.

Disability – people with mobility problems and visual impairment adversely affected by cycle routes where they interact with pedestrian routes

Actions

Identify key routes that link school destinations.

Segregation of routes from pedestrians wherever feasible.

Development of segregated cycle routes designed with least confident cyclists in mind.

Achieve full segregation wherever feasible.

- 6.2 Road safety audits that consider the needs of all road users including those who are mobility impaired will be undertaken as an integral part of the scheme design process.

7. LOCALISM:

- 7.1 The cycle safety scheme proposals have issued for public consultation, and the comments received from local people will be taken into account in finalising the proposals.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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	Set out below.

- 8.1 Sustainability implications

Traffic modelling will be completed to check the impact of the proposals on traffic flows on the key junctions on the route. Increased cycling, where it replaces motorised forms of transport, will improve air quality and reduce carbon emission levels in the county. Transport is responsible for one third of

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carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from a 2007 baseline of 2,114k tonnes.

8.2 Public Health implications

The new infrastructure will improve the safety of cyclists and other road users on a route that had previously suffered a number of cycling injuries. Increased cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity that provides significant health benefits. The Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges. The new routes will be marketed to residents and businesses and training will be offered to those less confident of cycling to encourage take up and to maximise the benefit of the new infrastructure.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Following a bid to the Department for Transport for two cycle safety schemes in Mole Valley, the County Council was awarded funding of £595,000 for one of the schemes, linking Leatherhead to Ashted in April 2013. The County Council cabinet have allocated a further £255,000 of match funding to complete the scheme within the current financial year.
- 9.2 At the last meeting of the local committee on 12 June 2013 the consultation plan was agreed. This report provides an update on the consultation responses so far, and contains responses from officers to some of the main issues that have been raised. The scheme drawings will be displayed at the meeting and can be viewed on the council's website via www.surreycc.gov.uk/leatherheadashteadcycling

10. WHAT HAPPENS NEXT:

- 10.1 Detailed design and traffic modelling will continue and will be presented to the Chair, Vice Chair and Divisional Members for approval in due course prior to construction.

Contact Officers:

Duncan Knox, Road Safety Team Manager, 0208 541 7443

David Sharpington, Sustainability Programme Delivery Team Leader, 0208 541 9977

Consulted:

See section 1 of the report

Annexes:

Annex 1: Text responses to the public consultation

Sources/background papers:

None

Ashted to Leatherhead Cycle Path Consultation Responses to the end of 20 August 2013
(Final closing date for responses 27 August 2013)

Section 1 – Leatherhead Town Centre to St John's School (Plans 1 to 2)

3. Do you have any comments about this section of the proposed cycle path?

No	ID	Comment
1	2753048579	
2	2750849452	
3	2750390462	This section is good, though I would prefer to have a segregated pathway.
4	2749629075	What will there be to ensure that cyclists dismount or rejoin the road when they come to the end of the cycle path?
5	2749291332	
6	2749270972	The bus pull-in should be maintained as it will ease traffic flow around the junction and reduce noise and emissions without inconveniencing cyclists.
7	2747523846	Too narrow and gets congested at school times. Too many trees to cut down.
8	2746970443	I am sending in my comments on all sections to Chris Townsend
9	2745543421	1. Connection to High street seems to be a name on a diagram rather than a proposal for a connection. There is no detail, not even of curbs. 2. Beside the bus lay-by there is a tree in the path. Trees have trunks and branches through which cycling is impossible. More space is required to go around the tree. 3. Near the electricity substation on Epsom Road the cycle path has been narrowed by 27%, the road by 0%. Rather says we don't actually care about cyclists, only about kudos for building cycle paths. If the roadway were narrowed to 2 x 2.95 m and the cycle path to 2.8 m, then the cyclists and motor vehicles would have shared out the narrowing fairly, and the road traffic might actually slow down nearer the speed limit.
10	2744270965	No
11	2743919804	Keep the bus lay-by to maintain traffic flow
12	2743530877	
13	2742526357	Reducing the width of Epsom Road at the Institute junction will cause difficulties for long vehicles turning from Leret Way.
14	2742055876	I am glad to see raised tables at the points where the proposed cycle route crosses vehicle access roads. These must make a very smooth join as cyclists will choose to use the roadway if the cycleway is too rough.
15	2741891569	Although this is a great idea, the pathways are narrow, and therefore pedestrians will be placed in danger from speeding cyclists, and even the dreaded 'Lycra louts' who bully their way through Leatherhead. This is not fair for disabled, old, infirm or vulnerable pedestrians, and makes crossing the road dangerous.
16	2741053162	
17	2741012330	No
18	2740355968	No
19	2739961451	Much prefer removal of existing bus lay-bys. Buses have much difficulty in pulling out of bus lay-bys. Buses with lay-bys and many passengers disadvantaged by single occupancy car drivers
20	2739920452	No
21	2739915058	Will there be street furniture obstructing the path?
22	2739903496	
23	2739897881	Prefer the option to lose bus lay-by but keep the tree
24	2739893290	
25	2739889437	Not really vital but segregated cycle path / walkways are bit better than shared if possible)
26	2739002711	
27	2738523217	No comments
28	2738303829	
29	2737623558	
30	2737522747	
31	2737521273	I support removing the bus bay but why only move the phone box and tree for the option? Please move as many obstacles as possible.

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32	2737519003	
33	2737518515	
34	2737517087	
35	2737515454	
36	2737514362	Lot of money for very little benefit
37	2737513339	No
38	2737512292	I would prefer the option closing the bus bay
39	2737509838	
40	2737506852	
41	2737042069	
42	2736981200	
43	2736322000	Too narrow past electric sub-station - crosses a lot of driveways
44	2736310699	See no. 8
45	2736301654	
46	2736294167	
47	2736277295	All these sections mean that any car coming out of a drive or Miner Rd has priority over the cyclist on the shared pavement. If they stop early they can't see the road. More importantly the cyclist has to be aware that they have to stop at any point so it is much easier for them to ride on the road.
48	2736264708	Prefer reviewing bus lay-by
49	2736248283	
50	2736230098	
51	2736224982	See section 8
52	2736214726	
53	2736208191	I agree with the preferred option of an on-road bus stop
54	2736175390	
55	2735947231	
56	2735651003	I think the scheme is expensive and unnecessary in this time of financial stringency. I see little evidence of high cycling volumes and such a need for these alterations.
57	2735618139	
58	2735434108	
59	2735367744	See below for overall comment
60	2734771963	
61	2734571775	I'd like to see the paved margins on plan 2 reinstated to grass verge as they were several years ago.
62	2734374949	
63	2734247052	
64	2733718464	
65	2732069805	As no. 4
66	2731905847	No
67	2731844691	
68	2731821559	
69	2730433883	Moving the bus shelter will cause traffic delays because the bus will halt on the main road. Also bus users will be exposed to the weather as the bus shelter will be non-existent.
70	2730417515	I agree with the preferred option of an on road bus stop
71	2730407113	
72	2730397709	
73	2730154140	
74	2730123754	Not necessary.
75	2729970552	
76	2729531461	No
77	2728920029	
78	2728454205	Excellent
79	2728232877	This is a busy section of road with numerous entrances and turnings meaning a cycle path here will be constantly interrupted and of little use
80	2727706364	
81	2727689790	Waste of time and money very few need it

82	2727629587	
83	2727624595	For the bus stop near Leret Way, maintaining the 3m path is my preferred option. Would it also not be better to move the bus shelter next to the road so that people getting on and off busses do not cross the path of cyclists? The path could then go behind the bus shelter. Travelling west into Leatherhead the access to the High Street appears to be very awkward.
84	2727416703	As above
85	2727293474	
86	2727254961	
87	2727191604	Cyclists already use pavements in contravention of the law. Please keep cycles away from pedestrians. Do not just share the pavement even with a white demarcation line. Please consider lowering the level of the cycle path so that it not part of the pedestrian area. If necessary reduce it to road level.
88	2727130406	Not suitable. Road too narrow-Dangerous
89	2726965053	
90	2726954833	
91	2726546819	No
92	2726481864	
93	2726439613	
94	2726353724	
95	2726201688	
96	2726118514	No
97	2726049528	
98	2725872090	My main concern is crossing that v busy road at the Knoll Roundabout. That is where the problem lies. The rest i.e. Using a shared footpath and cycle route good idea.
99	2725801353	
100	2725772199	
101	2725767979	Would have thought linden pit path would be a quieter route
102	2725760755	
103	2725723327	
104	2725705510	Yes - it sets off down the main road. Why not Linden Path - its much quieter
105	2725670024	
106	2725661188	A fantastic idea.
107	2725576778	Not quite sure I understand the crossing arrangements for cyclists at the junction. Also as below re removal of trees
108	2725559397	Not a fan of shared paths - cyclists and pedestrians both meander about.
109	2725095366	
110	2724876966	
111	2724752639	I think cycle paths are good idea if cyclists used them, from my experience they don't use the ones already in existence. Particularly the one made especially for them between Leatherhead and Dorking. Most cyclists don't seem to use them.
112	2724404884	
113	2724392227	
114	2724386668	Relocate it to behind St Johns school
115	2724374936	
116	2724343196	
117	2724196508	
118	2723952502	
119	2723888132	
120	2723871600	
121	2723863052	A shared cycle path is simply allowing cyclists to ride on the pavement - which is very dangerous. Cycle paths should be completely separate. Cyclists should be banned from riding on the pavement and pedestrians should be banned from walking on the cycle paths. Separating cyclists and pedestrians is essential.
122	2723765839	Looks fine
123	2723272922	
124	2723051125	I wish to retain the tree, and am happy to see the bus stop filled in.
125	2722844148	

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126	2722735616	The road is too narrow for additional paths for cyclists
127	2722632840	
128	2722458228	Use of the Linden Pit Path would avoid further congestion on a busy stretch of road
129	2722264853	
130	2722260407	As a keen cyclist, it sounds good; however, the proposal to retain the bus lay-by will directly impact my life and right to privacy - the removal of the tree and relocation of the telephone box. These provide shelter to my property from the traffic waiting at the lights on Epsom Road to either turn left into Church Road or right into Leret Way.
131	2722173433	I am in favour of any developments, which would make cycling along the A24 safer. It is disappointing that the changes do not include 'Dutch style' physical separation of the cyclists from both motorists and pedestrians at all stages of the proposed route.
132	2722158169	I don't believe that removing the bus stop is an option as this will create havoc every time a bus stops during peak times, which is bad enough already. I also believe that it will create an accident black spot on that corner as cars impatiently try to go around the bus and face cars head on turning right. I also consider the removal of the tree by the bus stop outrageous, if the bus stop is to remain. This and the proposals to remove many other trees along the route is disgraceful and degrades the leafy green character of our town that people love. I firmly believe that a shared pedestrian/cycle path is also not the best idea. This route is used by many families and young children, and older people and shared path increases the danger of accidents for all parties.
133	2722136383	Currently this section of road offers no restrictions on vehicle parking and is already not the easiest roads to navigate down when faced with oncoming traffic. Widening the pavement by narrowing the road risks restricting traffic flow further unless parking restrictions are implemented. This action in itself will have obvious implications.
134	2722108533	
135	2722070560	None
136	2722067465	
137	2722037193	Not happy about removing the bus lay by as this will cause congestion, and material benefit to society of this scheme may be limited. I would prefer to keep the lay by and narrow the cycle path.
138	2722002871	
139	2721984425	We think it is an excellent idea, for everyone. My husband would be able to cycle to work, as now it's just too busy and dangerous. Excellent plan.
140	2721947650	I have cycled along there and it is a dangerous and frightening experience. A cycle path would be a great asset
141	2721906161	
142	2721378098	
143	2721345393	No
144	2721069218	
145	2721055481	No
146	2720984494	No
147	2720708457	See 8.
148	2720678440	Whilst I am all for getting more people cycling, this is less than awesome. Why not just cycle along Ottway's lane? It is quiet and interesting; it starts close to the proposed Ashted end on the cycle path. Then there's just the bit from Downsends to Leatherhead.
149	2720539133	Will there be a speed limit for cyclists (school entrance)
150	2720525302	
151	2720410135	
152	2720312806	
153	2720246871	
154	2768968825	
155	2768042858	
156	2767706360	
157	2765300417	Would prefer to see Linden Pit Path

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158	2764703370	As a deaf and disabled pedestrian, I am horrified by this proposal, walking with two sticks or in an electric buggy makes this an impossible passing place.
159	2763269828	
160	2762936786	Are there any St Johns pupils that actually cycle - in my experience if they are day pupils they are either dropped off or go by train.
161	2761214108	
162	2761044061	
163	2761034153	There is insufficient room on the pavement for cyclists, children's buggies, pedestrians and elderly people on motorised buggies. Cyclists should continue to use the main road.
164	2761029692	
165	2761022345	No
166	2760040513	
167	2759547758	
168	2759351521	
169	2759319404	
170	2755899227	No, see section 8
171	2754896868	It needs to go all the way to Epsom. The councillor's comments about Lycra wearing cyclists alienate the millions of hobby cyclists and he obviously has never ridden a bike or he would know it is simply the most comfortable attire for cycling. With an obesity epidemic in the UK we need to grasp any opportunity to make exercise easier for the masses and to give people an alternative to their car.
172	2754713323	Yes, it's more shared path rubbish, build them properly or not at all.

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Section 2 – St John's School to Knoll Roundabout (Plans 3 to 5)

4. Do you have any comments about this section of the proposed cycle path?

No	ID	Comment
1	2753048579	
2	2750849452	
3	2750390462	Similarly I would like a segregated pathway here to avoid any confusion with pedestrians.
4	2749629075	Will there be adequate protection for child pedestrians who already regularly use this section of the path to get to school (Downsend, St Peters, St Andrews)
5	2749291332	The part around the roundabout is a brilliant Idea. I cycle between my home in leatherhead and friends/shopping/business in leatherhead and on to Epsom. I enjoy cycling but feel incredibly vulnerable on the roundabout.
6	2749270972	An uncontrolled crossing on the Leatherhead bypass could lead to conflict between cyclists, has the potential to be dangerous and will discourage less confident cyclist from using the path. A toucan crossing is better but the position is still not good for motorists heading south on the Leatherhead bypass queuing to get onto the roundabout.
7	2747523846	Very young children using this section all day every day, with pushchairs scooters small bikes, they will be unsafe with cyclists sharing the pavement.
8	2746970443	As above
9	2745543421	4. At Garlands Road, if cyclists are cycling along the roadway, they have priority over traffic in and out of Garlands Road. With the cycle path as proposed, the priorities reverse. This deters cyclists from using the cycle path. Such crossings need the priority to be for the cyclists as well as pedestrians (by law it is for the pedestrians already, but you might not think so from motorists behaviour). A raised table with give way lines and signs can achieve this, but is best set back further from the main road. 5. A segregated cycle path is unlikely to assist safety where there is no physical barrier between pedestrians and cyclists and where the number of cyclists and pedestrians is not high, so whilst I have no objection to segregation, I see no benefit either. 6. Homelands – same comments as Garlands Road. 7. Melvinshaw – same comments as Garlands Road. And the more such cases of losing priority, the more strong the incentive for cyclists to use the roadway instead. 8. A controlled crossing will be essential at Knoll Roundabout. The speed and frequency of motor vehicles makes crossing at this roundabout very awkward for pedestrians and cyclists.
10	2744270965	Yes
11	2743919804	
12	2743530877	
13	2742526357	There is no mention of how the plans for the Knoll Roundabout fit (or conflict) with Surrey Future's ideas for reducing congestion there.
14	2742055876	I feel it is a good idea to have separated cycle and pedestrian pathways wherever possible. Even if it is only a white line it is a reminder to pedestrians that there may be cyclists approaching.
15	2741891569	Parts of this section are wider than the previous pathway, however having observed a similar combined cycle-path/pavement scheme on Hampton court way, unfortunately pedestrians are put at a disadvantage, as cyclists bully along the pedestrian section as well as the designated cycle path. Indeed pedestrians will now be forced to cross over a cycle path, and then have no sanctuary points before attempting to cross the highway. It seems to me that this design is inherently dangerous for pedestrians, especially mothers pushing prams with young children. The proposed 'Panda style' crossing on the main road is probably going to be avoided by cyclists, and therefore the roundabout will become a dangerous junction for all road, cycle path, pavement users, perhaps a good rethink might be helpful. Some junctions like Garlands Road are difficult and obstructed now, and raised table crossing points will increase the likelihood of accidents, especially through the road narrowing caused by on street parking.
16	2741053162	A toucan crossing would be a disaster on the Leatherhead bypass leading to the M25. The roundabout is already heavily congested and blocked at peak times.

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		Traffic using this route is usually coming from further away heading for the M25, so more cyclists would not decrease traffic. Also this is prime time for parents and children heading from Leatherhead to ST Peters school. Why not have a bridge instead similar to the one at the Grange Road junction, with ramps for cyclists.
17	2741012330	Slight concern that crossing at Knoll roundabout is safe. Would have preferred subway or bridge
18	2740355968	Segregation for a short stretch may be confusing. Better to leave all un-segregated. Toucan crossing of Leatherhead bypass is essential. Whole project will be a white elephant with cyclists using Linden Pit Path bridge (as they do now) if the crossing is unregulated.
19	2739961451	
20	2739920452	No
21	2739915058	Toucan crossing at Knoll roundabout a very good idea. Not keen on segregated path with no separation from the road. Risk of cyclists coming off the edge into oncoming traffic, shared use probably safer.
22	2739903496	
23	2739897881	The crossing on the by-pass looks dangerous. Traffic accelerates left from the roundabout
24	2739893290	Concern that Knoll Roundabout becomes even more congested and encourages more traffic onto Barnetwood Lane (already a rat run!)
25	2739889437	
26	2739002711	
27	2738523217	Knoll's round about it going to be an issue at peak driving times, any use by cyclists will cause delays. Need to invest in overpass or alternative.
28	2738303829	
29	2737623558	
30	2737522747	
31	2737521273	Concerned that traffic lights will a problem especially at rush hour, but if the path goes ahead it will be the safer option.
32	2737519003	
33	2737518515	It might assist the traffic flow at the Knoll roundabout to have pedestrian lights there
34	2737517087	
35	2737515454	
36	2737514362	
37	2737513339	No
38	2737512292	I support this proposal and would give cyclists right of way at junctions with raised tables. I would prefer the segregated paths.
39	2737509838	Concerned about the removal of trees
40	2737506852	Plan 5 - Rather than a crossing have a ramped bridge. A crossing would cause greater congestion A243 and roundabout
41	2737042069	Improve the existing bridge over the slipway to M25. Ann uncontrolled crossing will be very dangerous and also hold up busy traffic
42	2736981200	
43	2736322000	
44	2736310699	See no. 8
45	2736301654	Consideration must be made for pedestrians and cyclists trying to cross the road at Knoll Roundabout - especially at peak times. It is unsafe to cross! You have to be young and fit to do so, so this excludes older people and those with young children. Many people must opt to drive locally rather than risk trying to get across this roundabout, this then adds to the terrible congestion. (As soon as the private schools in the area shut for the summer the local roads became less busy!). Is there no way of providing a footbridge over the roundabout or dare I say a crossing? The unmanned crossings are less than useless against a vehicle coming speeding around the roundabout and accelerating off. Could you suggest reducing the speed limit on the approach to the Knoll roundabout from Dorking (currently 50 mph!), M25 (currently 40 mph) and Ashted (currently 40 mph) to 30 mph? This I am sure would making crossing easier for all - pedestrians and cyclists.
46	2736294167	
47	2736277295	See above

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48	2736264708	Can see advantage of segregated path over shared use - safer - but shared use would look less cluttered Toucan crossing preferable at busy knoll roundabout junction.
49	2736248283	
50	2736230098	
51	2736224982	As 1
52	2736214726	
53	2736208191	A crossing on Dene Street must be made available to ensure safety and use of the proposed route
54	2736175390	If there were no traffic lights to make my crossing of this very busy road safe. I would not use the proposed cycle way.
55	2735947231	
56	2735651003	I think the scheme is expensive and unnecessary in this time of financial stringency. I see little evidence of high cycling volumes and such a need for these alterations.
57	2735618139	
58	2735434108	
59	2735367744	
60	2734771963	
61	2734571775	I don't like the idea of segregated paths they never seem to work as well as shared paths. Cyclists and pedestrians should be encouraged to share space. Does the crossing at the Knoll roundabout need to be so far down the Leatherhead Bypass I think it will push cyclists to go on the road.
62	2734374949	I believe the proposals for the knoll roundabout are unsafe. Given the volume and speed of traffic using the roundabout I believe the Linden Pitt path route would be safer.
63	2734247052	The roundabout is busy with traffic and good modelling will be needed to avoid the area being congested.
64	2733718464	
65	2732069805	North pavement is used by many partially disabled elderly people with mobility problems who rely on walking aids, hearing aids and, in some cases, electric buggies to do their shopping and attend medical appointments etc. In Leatherhead A highly lethal combination when mixed with cyclists travelling in both directions at the speed of modern bicycles.
66	2731905847	No
67	2731844691	
68	2731821559	In order to provide a safe and alternative cycle free pedestrian route the opposite pavement on the South side needs to be refurbished.
69	2730433883	Pelican crossings for cyclists at the roundabout will cause huge traffic delays on an extremely busy route to/from motorways. Very costly and creating severe traffic delays during construction.
70	2730417515	A crossing of some sort must be made available to ensure safety of use of the proposed route
71	2730407113	
72	2730397709	
73	2730154140	
74	2730123754	Not necessary. Toucan crossing would create unnecessary holdups at roundabout.
75	2729970552	
76	2729531461	No
77	2728920029	
78	2728454205	Excellent
79	2728232877	The Knoll roundabout is notoriously busy and dangerous. The proposal does nothing to mitigate this and will in fact (if it is used) be introducing more cyclists into a fast roundabout. It's an accident waiting to happen, although in reality I suspect that most cyclists will vote with their wheels and the cycle path will be a little used white elephant
80	2727706364	
81	2727689790	Waste of time and money very few need it
82	2727629587	
83	2727624595	I like the idea of a paved margin. Having a two way route feels very unsafe when

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		you going against the flow of traffic. Raised tables are essential to give confidence to younger and elderly cyclists. For the section between Garlands Road and Melvinshaw my preference is for an un-segregated path. These work better. People can work out their own best position on the path. Pedestrians and other cyclists do not always keep to a narrow segregated area. A Toucan crossing is needed at the Knoll roundabout. I would not let my child cross on an uncontrolled crossing.
84	2727416703	As above
85	2727293474	
86	2727254961	
87	2727191604	See above
88	2727130406	Not suitable. Road too narrow.
89	2726965053	
90	2726954833	
91	2726546819	No
92	2726481864	
93	2726439613	
94	2726353724	
95	2726201688	The crossing of the Leatherhead By-pass at road level is unsafe. There should be a bridge to carry cycle traffic across the by-pass
96	2726118514	No
97	2726049528	
98	2725872090	
99	2725801353	
100	2725772199	
101	2725767979	There does not seem to be any description as to how cyclists will get across the roundabout
102	2725760755	
103	2725723327	
104	2725705510	The Knoll roundabout is very dangerous for cyclists. The scheme does not particularly help as traffic going into the Leatherhead by-pass will go into any crossing (whether Toucan or not) at far too high a speed. A toucan crossing at this point will cause horrendous traffic jams on the bypass road. It is bad enough already at rush hour.
105	2725670024	
106	2725661188	A fantastic idea.
107	2725576778	Would be concerned re uncontrolled crossing.
108	2725559397	Keep the path segregated if built. The option without an uncontrolled crossing is suicidal. The option for a controlled crossing would add to the already horrific traffic problems at Knoll Roundabout. As someone who cycles through there everyday (along the proposed route path) I would be reluctant to cycle along the right-hand side of the road, especially given the number of roads to cross
109	2725095366	
110	2724876966	
111	2724752639	No comment
112	2724404884	
113	2724392227	
114	2724386668	Totally unacceptable to put a crossing at one of the busiest roundabouts in the area. Build an underpass for the safety of everyone concerned
115	2724374936	The proposals for the Knoll Roundabout will (if anything) increase congestion there. How do they fit with Surrey Future's plans for reducing congestion?
116	2724343196	
117	2724196508	
118	2723952502	
119	2723888132	
120	2723871600	
121	2723863052	
122	2723765839	As you know - the Leatherhead by-pass is an extremely busy road - there have been a number of accidents involving cyclists around the roundabout area. There must be a controlled crossing area for cyclists - the road is just too busy for an

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		uncontrolled crossing
123	2723272922	I live on this section. To make a new path you will remove the lawn part of the existing pavement, and my hedge, which protects my property from the main road. You already removed the lawn on the other side of the pavement in 2009, to make a cycle path, which failed. My property value will fall due to your urbanisation of Epsom Road, which only ever really sees an appreciable number of cyclists on a Sunday, a day that is extremely quiet for cars! Which begs the question, why the need for a dedicated cycle path?
124	2723051125	
125	2722844148	
126	2722735616	The road is too narrow for additional paths for cyclists
127	2722632840	
128	2722458228	
129	2722264853	
130	2722260407	I am concerned as to how the cycle path is going to work on a busy and dangerous roundabout. Cars do not keep to the correct lane or signal - sometimes they are three abreast which is not correct. I believe this roundabout should be controlled with traffic lights to make it much safer.
131	2722173433	See comments at 3. The Knoll Roundabout is very dangerous and unless a dedicated bridge is built to separate the cyclists (and pedestrians) from the cars, the scheme will not be much used, as parents will be concerned about the safety of their children. Given the high volume of traffic at the roundabout it is not likely that a Toucan crossing will be implemented.
132	2722158169	Remove the grass verges? Are you kidding me? Again these verges form part of the leafy green character of our town and removing them is degrading that character. Additionally, my property has a boundary on Epsom Road and despite having a grass verge between the footpath and our wall we still suffer with a significant amount of litter thrown into our garden, and damage to both the wall, fences and plants. Removing the verge and having the path right next to the boundary will only increase these issues. Making it a divided path without widening the path didn't work last time, why would it work this time? There is a huge road sign with two legs at the end of Melvinshaw that will be in the middle of both paths. My feelings remain about having any of the route as a shared path. The Knoll Roundabout is significantly congested at peak times and whenever there is any kind of minor (or major) incident on the M25. My immediate feeling is that adding a toucan crossing will only extend the periods that the congestion last for, so this is unlikely to help. I also strongly object again to the removal of the trees that would be required to put the path in. In addition to my earlier points about the removal of trees, these trees also provide some sound barrier from the M25 noise, which for the residents cannot afford to be lost.
133	2722136383	
134	2722108533	
135	2722070560	The toucan crossing at the Knoll roundabout would be preferable
136	2722067465	
137	2722037193	See below regarding raised tables.
138	2722002871	
139	2721984425	We think it is an excellent idea, for everyone. My husband would be able to cycle to work, as now it's just too busy and dangerous. Excellent plan.
140	2721947650	
141	2721906161	
142	2721378098	
143	2721345393	Please make the cycle path consistent. If you are going to make it shared use keep it like that throughout and do not change it for part of the section to segregated pedestrians and cyclists as that will just confuse (and not look very good)
144	2721069218	
145	2721055481	I think the bus stop should be retained and the shared facility reduced.
146	2720984494	No
147	2720708457	See 8.
148	2720678440	

149	2720539133	As above. How will they safely cross dangerous roundabout
150	2720525302	Knoll Roundabout. Any type of crossing that close to the roundabout will be dangerous for all road users approaching from the Leatherhead Town side and is likely to cause more delay on an already very busy roundabout.
151	2720410135	
152	2720312806	
153	2720246871	Controlled toucan crossing is essential at this point.
154	2768968825	Strongly support signalised pedestrian crossing at Knoll Roundabout.
155	2768042858	
156	2767706360	If bicycles are allowed this path the cars coming out of drives may not see the cyclist. This gives many opportunities for collisions or near misses.
157	2765300417	Would Prefer to see Linden Gardens and St John's Close used
158	2764703370	
159	2763269828	
160	2762936786	Already very congested, and if shared space be introduced then are you taking into account there are two sheltered housing developments in this area ?
161	2761214108	
162	2761044061	
163	2761034153	There is insufficient room on the pavement for cyclists, children's buggies, pedestrians and elderly people on motorised buggies. Cyclists should continue to use the main road.
164	2761029692	
165	2761022345	As a resident of Pegasus Court, I must express my concerns about the proposals regarding the stretch of Leatherhead Bypass heading north west from the Knoll roundabout linking the area to the M25. The proposed Toucan crossing is dangerously close to the roundabout exit with accelerating traffic on "top of the crossing" far too early. The Knoll roundabout is virtually gridlocked during rush hours and is further clogged by school traffic during term time. The traffic lights at Grange Road causes long tailbacks, at certain times as far as the M25 slip road roundabout. The introduction of a pedestrian controlled crossing can only add to problems already existing, particularly if it is not synchronised with other traffic lights. The alternative uncontrolled crossing is far more sensible - this junction has no history as an accident black spot. It would not add to existing traffic problems. In either crossing scheme, the felling of the three trees is most regrettable, particularly as they help provide an effective screen from road noise for nearby residents of Pegasus Court.
166	2760040513	
167	2759547758	
168	2759351521	
169	2759319404	
170	2755899227	No, see section 8
171	2754896868	If it is to be on the current pavement it will require a disproportionate investment as the pavement is totally unsuitable due to differing elevations and disruption due to protected mature tree roots. If it could be part of the road then the road needs repairing as it is treacherous due to potholes and cheap resurfacing where the ironworks have not been raised to road level.
172	2754713323	Yes, it's more shared path rubbish, build them properly or not at all.

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Section 3 – Knoll Roundabout to Ermyn Way (Plans 6 to 7)

5. Do you have any comments about this section of the proposed cycle path?

No	ID	Comment
1	2753048579	
2	2750849452	
3	2750390462	I find crossing the Knoll roundabout difficult at the best of times! However if there is to be no toucan crossing then these plans look adequate. I might prefer to use the overhead crossing further down the A243 northbound.
4	2749629075	
5	2749291332	
6	2749270972	Removal of the footbridge is a retrograde step and a toucan crossing will slow traffic flow during the critical start and end of the school day.
7	2747523846	Existing footpath is appalling. Very fast heavy traffic. No point adding on cycle lane. Schoolchildren to Downsend, St. Peter's and west Ashtead using pavement. Dangerous to add cycle path.
8	2746970443	As above
	2745543421	9. School entrance and exit: clarification of the right of way of pedestrians and cyclists over entering and exiting traffic is needed. 10. Grange Road: the tree to the northeast of the junction would tend to push cyclists and pedestrians towards the road as the path narrows to go around it as proposed. It would be better to make the roadway narrower. It's very wide here as two lanes merge back to one, yet the merging of these two lanes in practice is problematic as drivers in the left lane approaching from Leatherhead tend not to realise that the right hand lane is also an ahead lane; they often move from the left lane into the centre of the road, encroaching badly on traffic in the right lane which gets caught by the central island and a vehicle in the middle of the wide road. Making the right hand lane right turn only would simplify the traffic flow at this junction and allow the shared use path to stay at least 3 m wide around the tree, narrowing the roadway accordingly, but still leaving plenty of width for the road.
9	2744270965	Yes
10	2743919804	
11	2743530877	
12	2742526357	
13	2742055876	I am concerned that the practical aspects of cyclists crossing the carriage way should be properly thought through and assessed by a cyclist where it has already been implemented.
14	2741891569	Cyclists will not enjoy using the section from the Panda crossing as it will be uphill.
15	2741053162	
16	2741012330	Turn into / out of Downsend very busy, would cars give way to bikes?
17	2740355968	Uncontrolled crossing of Grange Road is clearly in the interests of maximising traffic flow (vehicles and cycles) but risks from eastbound vehicles turning left off A24 need to be fully considered. Cycles should have right of way over Downsend school entrances!
18	2739961451	
19	2739920452	No
20	2739915058	
21	2739903496	
22	2739897881	
23	2739893290	Grange Road is key to success of this project as key link to 3 schools! Efforts must be made to encourage cyclists to use Grange Road
24	2739889437	
25	2739002711	Living off Barnet Wood Lane, this is the nearest point that I can connect with the cycle path if I decide to cycle into Leatherhead this way I would have preferred you to have adapted the path along the Linden Pit as it has far great connectivity with most of the people living in Ashtead - let alone enabling school children to cycle to school). My suggestion is that if you have a surplus of funds you ought to create a cycle path from the crossroads down Grange Road to connect and go alongside both the schools, which would at least allow children to connect between the

		schools and the proposed cycle path.
26	2738523217	No comments
27	2738303829	
28	2737623558	
29	2737522747	
30	2737521273	
31	2737519003	
32	2737518515	
33	2737517087	Toucan crossing may need to be further from the junction
34	2737515454	
35	2737514362	
36	2737513339	No
37	2737512292	I support the proposal particularly the removal of the footbridge
38	2737509838	Removal of footbridge and use of controlled crossing will aggravate traffic congestion 8 - 9am
39	2737506852	Plan 6 - suggest a no right turn into school entrance (Downsend School)
40	2753048579	
41	2737042069	Improve the existing bridge over the slipway to M25. An uncontrolled crossing will be very dangerous and also hold up busy traffic
42	2736981200	
43	2736322000	Don't need to model traffic at Knoll Roundabout to see this will cause more congestion!
44	2736310699	See no. 8
45	2736301654	
46	2736294167	An uncontrolled crossing at the Knoll Roundabout is shown as an (less preferred) option. The whole scheme would be pointless if a controlled crossing is not installed.
47	2736277295	If there are lights it will cause the traffic to back up alarmingly. A central island would help pedestrians enormously.
48	2736264708	Applaud revival of footbridge and new toucan crossing at Ermyn Way
49	2736248283	Concerns about congestion on roundabout - have a hatched area on the roundabout? One very muddy part of the footpath - bad drainage - needs to be sorted out
50	2736230098	See question 8
51	2736224982	As1
52	2736214726	
53	2736208191	
54	2736175390	
55	2735947231	
56	2735651003	I think the scheme is expensive and unnecessary in this time of financial stringency. I see little evidence of high cycling volumes and such a need for these alterations.
57	2735618139	
58	2735434108	
59	2735367744	
60	2734771963	
61	2734571775	Replacing the footbridge with a Toucan crossing is a great idea; this bridge is hardly used now. Everyday I watch dozens of school kids crossing the road and waiting in the middle it is an accident waiting to happen. Does the tree have to be cut down? I would like to see the Scheme extended to include some of Grange road so that the St Andrews & Downsend kids can get to school safely.
62	2734374949	
63	2734247052	It would be sensible to extend the cycle path down Grange Road to the schools to enable school children to safely cycle to the new cycle path - at least you will be able to show some connectivity for people in Grange Rd and it might just be worthwhile for me to cycle up to the new path rather than cycling along Linden Pit path to / from Leatherhead.
64	2733718464	
65	2732069805	
66	2731905847	No

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67	2731844691	
68	2731821559	This I believe is the most dangerous part of the route for cyclists, pedestrians and car users. The removal of the footbridge and replacement of a pedestrian crossing (which I support) will place more pedestrians in danger from irresponsible car drivers. The junction at Ermyn Way has suffered a number of accidents mainly due to drivers overtaking and speeding in order to beat the lights. In order to make this junction safer I would propose that the outside lanes from both Epsom and Leatherhead be RIGHT TURN ONLY.
69	2730433883	Shared pathway for cyclists and pedestrians is a serious Health and Safety hazard. I was almost hit by a selfish cyclist who insisted on using the footpath outside the cycle shop and the guitar shop in Leatherhead on 21/07/13. He did not use a bell to warn me he was behind me! I consider It's a disgraceful waste of finances to build an unnecessary cycle path when funds could be invested in other projects the local public feel strongly about.
70	2730417515	
71	2730407113	
72	2730397709	
73	2730154140	
74	2730123754	Not necessary. Leave the bridge alone.
75	2729970552	
76	2729531461	No
77	2728920029	
78	2728454205	Excellent
79	2728232877	Given the above regarding the Knoll roundabout an expensive section of cycle path here is a waste of money
80	2727706364	
81	2727689790	Waste of time and money more people cycle along Barnett Wood Lane between Ashtead and Leatherhead
82	2727629587	
83	2727624595	Between Knoll roundabout and Ermyn Way the grass verge is a good idea, provided the width of the cycle path can be maintained.
84	2727416703	As above
85	2727293474	
86	2727254961	
87	2727191604	See above
88	2727130406	Too much congestion at busy times
89	2726965053	
90	2726954833	
91	2726546819	No
92	2726481864	
93	2726439613	
94	2726353724	
95	2726201688	
96	2726118514	Just some concern about people turning right from Ashtead section of A24 into Grange Road, if altering traffic signalling here, may be an opportunity for a turn R filter light at this point. Would be safer for road users and pedestrians and cyclists
97	2726049528	
98	2725872090	The footpath, in the dip, just before the car entrance to Downsends School. Floods regularly and is often impassable.
99	2725801353	
100	2725772199	
101	2725767979	Would have thought a more 'adventurous' option would be Ottway's lane?
102	2725760755	
103	2725723327	
104	2725705510	The crossing of Grange road is a problem and if no priority is given at anytime to cyclists (in the phasing of the lights) then it will be dangerous.
105	2725670024	
106	2725661188	A fantastic idea
107	2725576778	Good but is the removal of the tree necessary? Can another be planted in lieu?

		(Even elsewhere...)
108	2725559397	Keep the path segregated if built
109	2725095366	
110	2724876966	
111	2724752639	No comment
112	2724404884	
113	2724392227	How safe is this section going to be? As a pedestrian this is a very unsafe place for crossing the road at Knoll Roundabout.
114	2724386668	
115	2724374936	
116	2724343196	
117	2724196508	
118	2723952502	How will this be accomplished without causing undue delay to vehicular traffic? The Knoll Roundabout scheme drawing is flawed. How is pedestrian and vehicle detection to be provided?
119	2723888132	
120	2723871600	
121	2723863052	
122	2723765839	Looks fine
123	2723272922	
124	2723051125	
125	2722844148	
126	2722735616	Should be OK
127	2722632840	
128	2722458228	
129	2722264853	
130	2722260407	My main concern here is an uncontrolled crossing at Grange Road - this road has three schools and child safety may be impacted. This would be similar to Ermyrn Way as children also cross there to get to their respective schools.
131	2722173433	See comments at 3 and 4.
132	2722158169	Removal of the island at the top of Grange Road will only make a dangerous road harder to cross, especially during school run time. The addition of a Toucan crossing will only fuel the tail back of traffic there already is at peak times from the cross roads across the bridge to the Knoll roundabout. The footbridge is a far safer option for children who are always tempted to run across roads than wait for the green man, and this removes the need for the Toucan crossing adding more disruption to the traffic flow. Again I object to the removal of trees. The path being only 1.8m wide past the bus stop, is this really safe?? Not in my opinion
133	2722136383	The construction of any crossing which will temporarily and frequently halt traffic flow at this already overly congested route will be disastrous. Has any thought been given to innovative redesign of the pedestrian bridge, which crosses the A243 a few yards further down the road? Could this not be altered so that cyclists could use it to cross the A243? A simple up, over and down section could be possible (cost dependent of course) and this would be far safer for cyclists without impeding traffic flow.
134	2722108533	
135	2722070560	At the Ermyrn Way junction rather than a Toucan crossing would a pedestrian / cyclist phase be preferable since it would also protect anybody crossing Ermyrn Way or Grange Road.
136	2722067465	
137	2722037193	
138	2722002871	
139	2721984425	We think it is an excellent idea, for everyone. My husband would be able to cycle to work, as now its just too busy and dangerous. Excellent plan.
140	2721947650	
141	2721906161	
142	2721378098	
143	2721345393	It is essential to have the toucan crossing. If that is not provided then there is no point providing the rest of the route since the Knoll roundabout will continue to be a

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		big barrier - unless that barrier can be negotiated no-one is going to use the whole route. At the junction with Ermyn Way a controlled crossing of Grange Road is needed - again unless this is provided when it is busy there will be on safe point during the traffic signals stage when cyclists can cross the road safely. Further more the staggered crossing of the A24 should be provided as a straight across crossing but could be to the north of the junction.
144	2721069218	
145	2721055481	I do not believe with the volume of traffic at peak times that the Toucan crossing on the Knoll roundabout is practical.
146	2720984494	Do not feel removal of the footbridge is appropriate. The road during peak hours is exceptionally busy and when lots of children get off buses and need to cross this is the safest option. A toucan crossing would result on more pedestrians on an extremely busy and congested road and on my opinion would be too dangerous.
147	2720708457	See 8.
148	2720678440	Crossing Knoll Roundabout is obviously the scary bit for non-cyclists.
149	2720539133	How will they cross roundabout safely
150	2720525302	
151	2720410135	
152	2720312806	
153	2720246871	
154	2768968825	
155	2768042858	
156	2767706360	The pedestrian crossing at the Knoll roundabout will hold up traffic considerably. Also all cars will not be able to see the crossing until it may be too late. There are better alternative routes.
157	2765300417	Would prefer to See Linden pit path over the motorway and A243 Used
158	2764703370	
159	2763269828	
160	2762936786	Already a dangerous area, with parents from the private schools who take no notice of any road rules Together with parents from St Andrews. No room for a cycle path
161	2761214108	
162	2761044061	
163	2761034153	There is insufficient room on the pavement for cyclists, children's buggies, pedestrians and elderly people on motorised buggies. Cyclists should continue to use the main road.
164	2761029692	
165	2761022345	No
166	2760040513	
167	2759547758	
168	2759351521	I can see this being the most dangerous part of the route. Already this is congested by people turning into the private school and they try and zoom into the school entrance. People turning right into the school will not see cyclists approaching from leatherhead, and people coming from roundabout by car will not see the cyclist when they turn in. Also you mixing motorists many of whom are driving large cars or 4x 4 with cyclists on a congested entry into the school a recipe for a big accident.
169	2759319404	
170	2755899227	No, see section 8
171	2754896868	
172	2754713323	Yes, it's more shared path rubbish, build them properly or not at all.

Section 4 – Ermyn Way to the Ashtead Village Gateway (Plans 8 to 10)

6. Do you have any comments about this section of the proposed cycle path?

No	ID	Comment
1	2753048579	I do not see a need for spending public money on this; the road is already well lit, straight and has good visibility for cyclists to ride on the road. The grass verges are an important visual amenity and contribute to the "village" feel. I have ridden my bike along the road regularly at all times of day for many years and never had any problems. The shared use cycle lane along Barnett Wood Lane is often ignored by cyclists who prefer to ride on the road, as shared use cycle paths tend to be mainly used by pedestrians, who tend to get in the way of cyclists. Further bollards, tarmac and road markings will cheapen the overall look of the village, and for the amount of money spent on such a scheme, it will not pay for itself.
2	2750849452	
3	2750390462	These plans look safe and make much better use of the areas on each side of the A24. This part could have a shared pathway as there are not so many pedestrians.
4	2749629075	
5	2749291332	
6	2749270972	A second toucan crossing by Stag Leys seems excessive.
7	2747523846	
8	2746970443	As above
9	2745543421	11. Uplands – same as Garlands Road and Melvinshaw. 12. House numbers 15 to 21 Leatherhead Road and opposite number 76: the roadway here is wide enough that the width of the shared use path could easily be maintained at a minimum of 3 m. 13. Ashtead Gateway: the path should go both sides of the tree, adjusting the position and design of the gateway to accommodate it.
10	2744270965	Yes
11	2743919804	Provision of Warning signs at all raised table crossings
12	2743530877	Given the current gradient at Old Court, the 'raised table' at the junction with the A24 will have to be higher than normal and the approach will also have to be re-graded (i.e. Made steeper). During winter many cars have had difficulty exiting Old Court because of ice and compacted snow and this will make it more difficult. There is therefore a strong case to install a sand/salt bin at or near the junction
13	2742526357	
14	2742055876	I think it is a sound idea to separate cyclists from other vehicles. This is a good proposal.
15	2741891569	
16	2741053162	
17	2741012330	I think cycle path should be extended down Grange Road to link St Andrews and St Peters school to it - more people would be likely to use it
18	2740355968	No. It looks fine.
19	2739961451	
20	2739920452	No
21	2739915058	
22	2739903496	There are innumerable house exits across the pavement which will it make it very dangerous for cyclists
23	2739897881	
24	2739893290	Consideration / awareness of dangers of emerging traffic from driveways must be made
25	2739889437	
26	2739002711	
27	2738523217	No comments
28	2738303829	
29	2737623558	
30	2737522747	
31	2737521273	
32	2737519003	
33	2737518515	
34	2737517087	

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35	2737515454	
36	2737514362	
37	2737513339	No
38	2737512292	I support this proposal
39	2737509838	Seems a crazy place to reduce the width of the road, need 2 lane approach to lights
40	2737506852	
41	2737042069	Use Ottway's road which is quieter and takes cyclist to the bridge over the slip road to the M25
42	2736981200	
43	2736322000	The road is a racetrack and not pleasant to cycle alongside
44	2736310699	See No. 8
45	2736301654	
46	2736294167	
47	2736277295	See above
48	2736264708	Welcome toucan crossing at Stage Leys
49	2736248283	
50	2736230098	
51	2736224982	As 1
52	2736214726	
53	2736208191	
54	2736175390	
55	2735947231	
56	2735651003	I think the scheme is expensive and unnecessary in this time of financial stringency. I see little evidence of high cycling volumes and such a need for these alterations.
57	2735618139	
58	2735434108	
59	2735367744	
60	2734771963	
61	2734571775	I would like to see more grass verge retained. There seems to be a discrepancy on the match line between plans 9 & 10 the grass verge doesn't continue?
62	2734374949	
63	2734247052	
64	2733718464	
65	2732069805	
66	2731905847	No
67	2731844691	
68	2731821559	Have concerns about the width of path available given the number of mature trees
69	2730433883	Delays traffic flow during construction. Funds would be better spent on vital projects eg.car parks / improving the roads within Leatherhead
70	2730417515	
71	2730407113	
72	2730397709	
73	2730154140	Would be good if the path could divert down to Grange Road/Ottway's Lane to cover the four schools on this stretch of road
74	2730123754	Not necessary. Toucan crossing not necessary.
75	2729970552	
76	2729531461	You should make special provision for an entrance to West Ashtead school and movement in and out of here. Should the crossing at Stag Leys be nearer the West Ashtead school? If you don't do this you will have kids and parents running across at any point on the road. They will not walk further down from Ashtead away from the school to double back.
77	2728920029	
78	2728454205	Excellent
79	2728232877	Once again, a busy main road with numerous driveways and turnings which will be far from ideal for a cycle path, but in any case this whole route is wrong and will be little used
80	2727706364	
81	2727689790	Waste of time and money more people cycle along Barnett Wood Lane between

		Ashtead and Leatherhead
82	2727629587	
83	2727624595	Raised tables and the grass verge separating from traffic are important.
84	2727416703	As above
85	2727293474	
86	2727254961	
87	2727191604	See above
88	2727130406	Road far too congested and narrowing it will make it far worse
89	2726965053	
90	2726954833	
91	2726546819	Yes - see comments about scheme as a whole
92	2726481864	
93	2726439613	
94	2726353724	
95	2726201688	
96	2726118514	No
97	2726049528	
98	2725872090	
99	2725801353	
100	2725772199	
101	2725767979	As above
102	2725760755	
103	2725723327	
104	2725705510	
105	2725670024	
106	2725661188	A fantastic idea
107	2725576778	Good but is the removal of the tree necessary? Can another be planted in lieu? (Even elsewhere...)
108	2725559397	You gotta keep em separated
109	2725095366	
110	2724876966	
111	2724752639	No comment
112	2724404884	
113	2724392227	Again how safe is this going to be?
114	2724386668	
115	2724374936	
116	2724343196	
117	2724196508	
118	2723952502	
119	2723888132	
120	2723871600	
121	2723863052	
122	2723765839	Looks fine
123	2723272922	
124	2723051125	
125	2722844148	
126	2722735616	Should be OK
127	2722632840	
128	2722458228	
129	2722264853	
130	2722260407	Stag Leys crossing has been long overdue and will be welcomed.
131	2722173433	See general comments at 3.
132	2722158169	Toucan crossing at Stag Leys, a further disruption to the traffic flow
133	2722136383	
134	2722108533	
135	2722070560	No
136	2722067465	
137	2722037193	

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138	2722002871	
139	2721984425	We think it is an excellent idea, for everyone. My husband would be able to cycle to work, as now its just too busy and dangerous. Excellent plan.
140	2721947650	
141	2721906161	
142	2721378098	
143	2721345393	Why not make the road narrower on this section. In Ashtead village at the start / end of the cycle route it is less than 6 metres anyway. A 6,5 metre wide road should be sufficient even taking into account that buses and hgvs use the A24 - this width of road would encourage the traffic to slow down - perhaps this section should be 30 mph and not 40 mph
144	2721069218	
145	2721055481	No
146	2720984494	Too many toucan crossings, which will slow traffic that is already very slow moving and backs up towards Epsom and onto the M25 during peak time.
147	2720708457	See 8.
148	2720678440	It'll be noisy
149	2720539133	No
150	2720525302	
151	2720410135	
152	2720312806	
153	2720246871	
154	2768968825	
155	2768042858	
156	2767706360	
157	2765300417	Would prefer to see Ottway's lane used
158	2764703370	
159	2763269828	
160	2762936786	A fast straight stretch of road, the cyclists who use this are very visible and there is enough room to get around them without inconveniencing anyone else.
161	2761214108	
162	2761044061	
163	2761034153	
164	2761029692	
165	2761022345	No
166	2760040513	
167	2759547758	
168	2759351521	
169	2759319404	
170	2755899227	No, see section 8
171	2754896868	
172	2754713323	Yes, it's more shared path rubbish, build them properly or not at all.

Section 5 – Ashtead Village Gateway to Ashtead (Plans 11 to 14)

7. Do you have any comments about this section of the proposed cycle path?

No	ID	Comments
1	2753048579	See above.
2	2750849452	
3	2750390462	This section of the cycle path is very good and gives cyclists a much better chance of getting over Ottway's Lane.
4	2749629075	
5	2749291332	
6	2749270972	The cycle path ends as you approach The Street - the narrowest section and where cyclists need most protection from motorists.
7	2747523846	
8	2746970443	As above
9	2745543421	<p>14. Old Court – same as Garlands Road and Melvinshaw. 15. Tree three houses northeast of Old Court where proposed to narrow path to 2.4 m. The roadway is wide enough here to maintain the width of the shared use path around the tree. 16. Warren Court – same as Garlands Road and Melvinshaw. 17. Northeast bound traffic around Parker's Hill is frequently well in excess of the 30 mph speed limit which the vehicles have entered some way back. Crossing at this uncontrolled crossing is already difficult because of the excessive speeds, and especially so with young children from whom this is a route to West Ashtead School along a nearby footpath. The combination of the narrowing of the pathway, the pedestrians and cyclists who may be waiting to cross to Parker's Hill, or who are crossing and arriving at the path and needing to get onto it to avoid cars, together with the need for cyclists and pedestrians on the path to go around the tree, and the high traffic speeds make this narrowing of the path to 2.5 m at this point to preserve the tree less tolerable than in other places with a similar width. On the other hand, a squeeze to help slow the traffic and shorten the distance pedestrians and cyclists need to cross would be beneficial to everyone (including motorists who can avoid the police ticketing them at the nearby bus stop where there is often a speed trap). Thus widening the path and making this a squeeze for the road would help everyone. If the uncontrolled crossing beside Warren Court and the island in between these crossings were also used as squeezes, that would assist too. 18. Ottway's Lane: The traffic island here provides a crucial refuge for pedestrians and cyclists crossing Ottway's Lane. While many people do use the narrower but islandless place where the curbs are dropped as a crossing further down Ottway's Lane and close to Timberhill, many others choose to use the island instead, where they have a better view of the traffic on the A24. Keeping an island is therefore important, although it may need to move southeastwards 19. Greville Park Road -- same as Garlands Road and Melvinshaw. 20. Greville Park Road and Northfields: the raised table would be better extended to Northfields, which should have signs banning bicycles removed and replaced with ones permitting bicycles but requiring cyclists to give way to pedestrians. In practice even the police cycle along Northfields, Cyclists cause no problems to pedestrians provided they give way on such paths. Cycling should be encouraged not banned. 21. End of shared path: how utterly typical, it just stops. No provision for cyclists to merge safely onto the road, just a sudden stop. This needs to join up to the Street. I know it's narrow, but some provision is needed</p>
10	2744270965	Yes
11	2743919804	Cyclists still have to negotiate The Street /Woodfield Lane Junction
12	2743530877	Given the current gradient at Old Court, the proposed 'raised table' at the junction with the A24 will have to be higher than normal and the approach will also have to be re-graded (i.e. Made steeper). During winter many cars have had difficulty exiting Old Court because of ice and compacted snow and this will make it yet more difficult. There is therefore a strong case to install a sand/salt bin at or near the junction

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13	2742526357	
14	2742055876	I think it is much safer, for both drivers and cyclists, to separate cyclists from other wheeled traffic. This is a good proposal.
15	2741891569	
16	2741053162	Ottway's Lane junction: Busy junction, traffic turning right off the A24 has to move fast to cut across heavy traffic along the A24. No time to praise for raised tables. Ditto if turning out - have to accelerate into busy traffic, often cars queue up to get out of Ottway's Lane. Why on earth take away the island? This is vital for the safety of pedestrians and cyclists. What is the point of a toucan crossing near Greville Park Road when there is already a similar crossing by the Shell Garage?
17	2741012330	No
18	2740355968	Ottway's Lane. Pulling stop line back as shown will reduce visibility for vehicles turning right onto A24; unacceptably so if a bus is at the bus stop. This visibility must not be reduced. Text and plan do not seem to agree between Greville Park Road and Woodfield Lane. Plan shows cycle lane ending before Shell garage presumably putting cyclists back on the A24. This sort of ending by throwing cyclists back into traffic they cannot see without looking 170 degrees behind them is all too common and totally unacceptable. The path must end so that cyclists have good sightlines, either by exiting at Greville Park Road or Woodfield. Text says the cycle path rejoins the A24 east of Woodfield but no indication of how Woodfield is crossed or protected from left turning vehicles.
19	2739961451	
20	2739920452	No
21	2739915058	
22	2739903496	
23	2739897881	Ottway's Lane - traffic turning right from Ashtead Village direction could possibly have to stop for cyclists to cross in the path of oncoming traffic from Leatherhead
24	2739893290	Must link to Glenville Park Road and Parkers Lane to connect other village areas
25	2739889437	
26	2739002711	
27	2738523217	No comments
28	2738303829	
29	2737623558	
30	2737522747	
31	2737521273	The least successful section, especially in the area of the Ashtead gateway sign. Now that Ashtead starts at the M25 could it be moved to a better place or just restricted to one side.
32	2737519003	
33	2737518515	
34	2737517087	I endorse the toucan crossing
35	2737515454	
36	2737514362	
37	2737513339	No
38	2737512292	I support this proposal. I think there should also be a 'friendlier' crossing at the junction with the Warren - space to have a push chair or bike on the central reservation and even lights
39	2737509838	
40	2737506852	
41	2737042069	Use Ottway's road which is quieter and takes cyclist to the bridge over the slip road to the M25
42	2736981200	
43	2736322000	What about narrow section by the petrol station?
44	2736310699	See No. 8
45	2736301654	
46	2736294167	
47	2736277295	See above
48	2736264708	Welcome retention of grass verges
49	2736248283	
50	2736230098	

51	2736224982	As 1
52	2736214726	
53	2736208191	
54	2736175390	
55	2735947231	
56	2735651003	I think the scheme is expensive and unnecessary in this time of financial stringency. I see little evidence of high cycling volumes and such a need for these alterations.
57	2735618139	
58	2735434108	
59	2735367744	
60	2734771963	
61	2734571775	
62	2734374949	
63	2734247052	
64	2733718464	
65	2732069805	
66	2731905847	No
67	2731844691	
68	2731821559	Ditto above
69	2730433883	The cycle path is unnecessary and very unpopular. A complete waste of time and finances.
70	2730417515	
71	2730407113	
72	2730397709	
73	2730154140	Would be great if pathway could continue down through Ottway's Lane as traffic is very fast on this road and there are a few areas with no pavements and limited visibility on the way to the schools
74	2730123754	Not necessary.
75	2729970552	
76	2729531461	Yes. You have now got a lot of traffic lights on the road. Others are near Milners carpet store just 100 yards down the road. You have stopped short of the dangerous crossing / junctions at the Brewers pub. Woodfield land and Rectory lane are nightmares for cars and cyclists. Seems a shame a child could die here if you have installed a new cycle path and they can't get to it. This is where it should start and the traffic lights need installing. Also you can solve the visibility issue at the junction for all with Woodfield lane and the A24. This would help any future shopping and car park development at Ashtead. To not do this would be a waste of taxpayer's money and to drivers they would start going down Craddocks avenue to avoid the 4 sets of traffic lights you will have from the Street in Ashtead to the M25 bridge on the A24.
77	2728920029	
78	2728454205	Excellent
79	2728232877	Ditto above
80	2727706364	Do the plans affect the proposed changes to the junction for the Tesco development, particularly the narrowing of the A24 carriageway at the junction with Woodfield Lane, which has been proposed as part of the Tesco planning application? If so, how has this been taken into account?
81	2727689790	Waste of time and money more people cycle along Barnett Wood Lane between Ashtead and Leatherhead
82	2727629587	
83	2727624595	Raised tables and the grass verge separating from traffic are important.
84	2727416703	As above
85	2727293474	
86	2727254961	At the junction between Old Court and Leatherhead Road, it is not clear who has priority cyclists or cars when cars are exiting from Old Court. Line of sight at present is poor because of the down slope and the proposed raised table should help, but if cars are required to stop BEFORE the cycle lane (i.e. Further back than at present), sight lines will become worse and even dangerous
87	2727191604	See above

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88	2727130406	Will make a bad situation worse
89	2726965053	
90	2726954833	
91	2726546819	Yes - see comments about scheme as a whole
92	2726481864	
93	2726439613	
94	2726353724	
95	2726201688	
96	2726118514	No
97	2726049528	
98	2725872090	
99	2725801353	
100	2725772199	
101	2725767979	As above
102	2725760755	
103	2725723327	
104	2725705510	Where are cyclists meant to appear from/disperse at this end of scheme? It seems to leave them in a busy limbo just before the narrow part of the road entering the village.
105	2725670024	
106	2725661188	A fantastic idea
107	2725576778	Looks good
108	2725559397	Go with separated option at all points where this is an option
109	2725095366	
110	2724876966	
111	2724752639	No comment
112	2724404884	
113	2724392227	
114	2724386668	
115	2724374936	
116	2724343196	
117	2724196508	
118	2723952502	
119	2723888132	
120	2723871600	
121	2723863052	
122	2723765839	Looks fine
123	2723272922	
124	2723051125	
125	2722844148	
126	2722735616	Should be OK
127	2722632840	
128	2722458228	
129	2722264853	
130	2722260407	Why are the traffic islands on Ottway's Lane being proposed to removal? If they are kept, there is half a chance of getting across the road safely, rather than having to wait for both ways to become clear.
131	2722173433	See general comments at 3.
132	2722158169	Removal of the island at Ottway's Lane makes this a very difficult road to cross, not realistic when you bear in mind how many retirement/old people housing is near-by and they would use this regularly to access Ashtead village on foot.
133	2722136383	
134	2722108533	
135	2722070560	Although there are clear lane markings at the Parkers Close / Ottway's Lane junctions onto the A24 there is a tendency by drivers to (a) cut the corners and (b) get into the opposing lane early. Removing the bollards could reinforce this tendency.
136	2722067465	

137	2722037193	
138	2722002871	
139	2721984425	We think it is an excellent idea, for everyone. My husband would be able to cycle to work, as now its just too busy and dangerous. Excellent plan.
140	2721947650	
141	2721906161	
142	2721378098	
143	2721345393	
144	2721069218	
145	2721055481	I do not think a Toucan crossing at Greville Park Road is necessary
146	2720984494	Cycle path runs out just as the shops and pavements start to widen out for pedestrians. Will see cyclists taking this as an ok to cycle on the pavements here as the road is busy with parked cars And deliveries. A recipe for disaster.
147	2720708457	See 8.
148	2720678440	
149	2720539133	No
150	2720525302	
151	2720410135	
152	2720312806	
153	2720246871	To be completely effective the cycle path needs to be taken further into Ashtead village.
154	2768968825	
155	2768042858	
156	2767706360	
157	2765300417	Would prefer to see Ottway's Lane and the The Street used
158	2764703370	
159	2763269828	
160	2762936786	NO ROOM, road is already tight. Definitely NOT.
161	2761214108	
162	2761044061	
163	2761034153	There is insufficient room on the pavement for cyclists, children's buggies, pedestrians and elderly people on motorised buggies. Cyclists should continue to use the main road.
164	2761029692	
165	2761022345	No
166	2760040513	
167	2759547758	
168	2759351521	How are cyclists supposed to merge in with the 30 mph traffic line into a very narrow entrance and bend coming into Ashtead
169	2759319404	
170	2755899227	No, see section 8
171	2754896868	
172	2754713323	Yes, it's more shared path rubbish, build them properly or not at all.
173	2768968825	

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8. Would you like to make any comments on the scheme as a whole?

No	ID	Comment
1	2753048579	I would rather see pressure on cyclists to use lights on bikes at night and in the dark. It does seem like a waste of rather a lot of money, I believe the Barnett Wood Lane to Therfield cycle route cost in the region of £165000. I'd be interested to see any research that shows that this would a) decrease any cycle related accidents (are there any along this route?) And b) encourage the population of Ashted to ride bicycles more often?
2	2750849452	The cycle lanes around Surrey have cost a lot of money and further funds are being apportioned to this scheme. As a simple survey perhaps a Sunday spent on the A24 between Dorking and Burford Bridge roundabout will indicate that whilst it is in the interest of cyclists to use these special lanes they appear to ignore them entirely. I counted 5 from 48 cyclists using the designated lanes in a period of 30 minutes whilst the remainder dived with fast moving traffic on the dual carriageway. Therefore the expense of £600,000 of Surrey resident's funds will not be well spent. A question to the cycling fraternity had the response that the cycle lane was not fit for purpose. This surface is better than the main road. Please consider enforcing the use of cycle lanes before any other schemes are considered. I like cycling but many cyclists appear to ignore safety of other road users, including walkers.
3	2750390462	I think the scheme as a whole is well planned and much needed to encourage safe cycling. Removal of some trees is necessary as it will 'open up' the pathway and make it lighter and safer. I am sure a lot more people will be able to cycle to Leatherhead from Ashted because it will provide a safer more level path. I am retired and would enjoy keeping up my cycling which the scheme would enable me to do. I live in Albert road Ashted.
4	2749629075	I have no objection to the concept of the scheme and will probably use it as a cyclist. But I am currently a pedestrian and am very aware that cyclists already use pavements and generally pay very little regard to pedestrians. I have great concern that either accidents will happen or children who currently walk to school may end up back in cars.
5	2749291332	
6	2749270972	It would be preferable to add a cycle lane to the east side of Barnett Wood Lane, which passes the school and keeps cyclists away from heavy traffic by passing beneath the M25 and the A243. This could be extended up Woodfield Lane to bring cyclists safely and conveniently to The Street where additional cycle parking should be added. At the southern end the cycle path could be taken across the A245 using a Toucan crossing and from there extended into the centre of Leatherhead. This would encourage more people to cycle than the proposed route.
7	2747523846	Find quieter roads to add cycle paths. A24 too busy and fast, and Epsom road is route to many schools for pedestrians. Adding cyclists to path is dangerous.
8	2746970443	As above. After looking at it in detail I do not support this scheme mainly because I do not feel it will meet its stated objectives. I also suspect that the cost has been underestimated and that the ongoing annual maintenance to the cycle path and control of the trees and vegetation has not been considered. I do not feel this is a good use of my Central Government taxes nor of my Council Tax.
9	2745543421	Comments on Leatherhead Ashted cycle path proposals Generally, cycle paths between Ashted and Leatherhead are much to be welcomed. The questions is the details, which in the past have been grotesquely wrong, demonstrating a total lack of understanding of the needs of safety and utility for cyclists. At present the cycle path in Ashted along Craddocks Avenue is obstructed by trees, which completely obstruct the path and endanger cyclists, and wiggles in the path and road at the chicanes, which force cyclists and motor vehicles into dangerously converging paths. The fiasco of the earlier "cycle path" along Epsom Road in Leatherhead had obstructions in it which made the path impassable by bicycle ... The question therefore is can we have a path which is safe and useful for cyclists, which is pleasant and efficacious to use, and which doesn't force them to give way if they use it at points where they would otherwise have had priority on the road. If these conditions are not met, then another fiasco will result, which instead of encouraging people out of cars and onto bicycles will continue to send the signal that says "we

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		make token gestures to cyclists, but actually we ourselves never use a bike and we don't care about cyclists, only about whether we can pretend that we do." Without a path that is safe and convenient, we will end up with cyclists not using the path, and no reduction in motor traffic. I welcome the shared use path, but as it stands I would choose to use Ottway's Lane and Linden Pit Path or to cycle along the road on the A24 for much of the route so as not to have to stop and give way at side roads where priority hasn't been clearly enforced over motor traffic.
10	2744270965	Yes - it would safer for road users if the cyclists were directed along the back of St Johns School and through to the bridges over the M25/A24 then present footpath next to St Andrews School, then if necessary along Ottway's Lane to the Street.
11	2743919804	I comment as both a cyclist and motorist , if the cycle path goes ahead is there any compulsion for cyclists to actually use it and get off the road
12	2743530877	Based on London's experience, one can anticipate a threefold increase in cycle traffic if the cycleway goes ahead. With pedestrians and cyclists sharing the same pathway, there is therefore a real danger to pedestrians from cyclists approaching silently from behind. Could not the pathways be segregated by at least painting a line or colour coding of the tarmac? Note, many elderly people walk from Warren Court to the village centre and this will scare them.
13	2742526357	It cannot be right to spend public money to benefit one group to the detriment of a larger group - i.e. Pedestrians (especially children and elderly people). How many people who have cut down on car use will feel forced to go back to driving, because it has become unsafe to walk? Has anyone consulted the cyclists? Last time a cycle track was put in along Epsom Road the cyclists objected and it was removed. As I understand it, they would prefer a route along Linden Pit Path and Ottway's Lane, using the bridge over the By-Pass instead of the Knoll Roundabout. Why not live and let live, as we have done successfully all these years?
14	2742055876	I hope the council will remember that cyclists will only feel safe to use the proposed cycle route if it is well maintained and smooth. Rough or potholed surface is likely to be shunned as too dangerous. I think this is an excellent proposal in principle and, as a driver who uses this route regularly, welcome its implementation.
15	2741891569	I basically believe that proper roadside cycle paths are a good idea, but detest the danger created by mixing cyclists with pedestrians on one pavement with a bit of tatty paint for guidance. Cyclists are wheeled vehicles speeding along at up to 25mph, and not pedestrians walking along gently at 3mph.
16	2741053162	I think that it is unsafe for all concerned especially pedestrians and cyclists. The planned need to monitor traffic at busy times and see for themselves what chaos this would cause.
17	2741012330	I think it will be a benefit to the area and hopefully a first step to encouraging people out of cars and onto bikes
18	2740355968	The two most difficult sections are crossing the Leatherhead bypass and the Greville Park Road to Woodfield sections. These have least certainty in the plan. Without satisfactory (cycle safe) solutions people will not be encouraged to use the scheme and regular cyclists (I am one) will continue to use Ottway's Lane/Linden Pit. Note that my answer to additional cycling (below) is no because I already cycle regularly. I am answering this as an individual as I have no brief for the organisation I belong to (CTC SW London) but our members already use the Linden Pit route regularly and I am sure they will wish to see the same issues addressed
19	2739961451	I would like a cycle lane into the High Street from Epsom Road. This would have to have time restrictions (e.g. On Sundays when car parking is allowed.) I agree that the Linden Pit Path scheme would have been preferable had it been technically or financially feasible.
20	2739920452	Safe provision for cyclists away from main road traffic will be a great improvement for this route
21	2739915058	A very good idea and very welcome
22	2739903496	The scheme is so unattractive to cyclists that it will rarely be used. It is therefore a waste of public money and a great shame to remove some wonderful old trees
23	2739897881	Not sure about question of segregation - cyclists are sometimes aggressive when walkers in their way. If cyclists used their bell to warn walkers of their presence it would be helpful. On Thames Towpath they have a 'two tings on the Towpath'

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		catchphrase
24	2739893290	We still believe it's the wrong route and therefore maybe under utilised Ottway's Lane / Linden Pitt path obvious choice
25	2739889437	Fine-ish
26	2739002711	It has little connectivity with most of the people in Ashstead who are likely to cycle to Leatherhead - and I will continue to cycle along Linden Pit Path and/or the new cycle path if you create a link along Grange Road
27	2738523217	Good idea - risks around cyclist traffic crossing roads and entrances need clear sign posting. If possible need to invest in over-pass or by-pass to knoll round about as cyclist traffic will find it difficult to cross during peak road traffic hours.
28	2738303829	Excellent idea
29	2737623558	This is an excellent proposal that will encourage more use of cycling - and hopefully reduce short car journeys. It would be good if Epsom council extended the scheme into Epsom (and beyond!)>
30	2737522747	The segregated path may be useful for children and less confident cyclists, but because it has numerous obstacles, detours and crossings, it will offer nothing to more experienced cyclists, who will still preferentially use the main carriageway instead, where they maintain priority over minor roads. I am generally in favour of segregated cycle facilities, but I do wonder if they're appropriate for this route.
31	2737521273	It is pleasing that the need for a path had been recognised and you have made the best of a difficult job. It is to be hoped the other schemes on your list e.g. The Linden Pit Path route will follow soon.
32	2737519003	Excellent- anything that separates cars and cycles sounds good to me
33	2737518515	I still think a path shared between pedestrians / buggies and cyclists would or could be dangerous
34	2737517087	I would like to see a centre line down the shared use cycle path, with directional arrows and/or central flash left signals
35	2737515454	It's an improvement. However the scheme runs out in Ashtead village. The road is narrow and cars do not give you enough room. Also cars coming out of Woodfield Lane pose a danger as visibility to their right is poor. We should change the traffic laws, like France the car driver is responsible for accident.
36	2737514362	The surface must be machine laid or rolled in two directions. All the cycle routes done recently in this area, e.g. Barnett Wood Lane are so badly laid that cyclists use the road in preference.
37	2737513339	I think this scheme is an excellent idea and should be done all over Surrey where it does not exist. I would like to see a cycle path between Bookham and Leatherhead as desperately needed.
38	2737512292	I think this proposal is a positive step forward. It is of course limited, but a very good start to 'joined up' cycle ways and initially very good for local cycling.
39	2737509838	Will not take cyclists off the A24 Need firm controls when entering Ashtead village. Good to provide for cyclists. Need segregated areas where lots of pedestrians use the pathway. Will be detrimental t peak hour's traffic with extra lights. Will any grants be given to householders to make visibility exiting their driveways better? Does NOT in anyway address the critical situation for Therfield pupils cycling along Barnett Wood Lane. Need far more education on roadside use and safety for cyclists, could mean pathways more dangerous for mobility scooter users.
40	2737506852	
41	2737042069	The speed of the racing cyclist will be too dangerous to combine with pedestrians, as the racing bikes are doing up to 40 mph currently along the A24
42	2736981200	I would object to any scheme, which means digging up more of the grass verge and laying down more asphalt. By all means however delineate a section of the existing tarmac road as a cyclist only lane and road mark it accordingly. Cyclists, particularly youngsters, need to learn road sense, and will not get this completely segregated or mixed up with pedestrians. I say this as a one-time cyclist and as both a pedestrian and a car driver who frequently uses both means to go from Leatherhead to Ashtead.
43	2736322000	Don't think this is a good scheme. The Ottway's Lane / Linden Pit Path option should have been considered more seriously.
44	2736310699	I object strongly to having any pedestrian and cycle shared sections. It will be very

		dangerous having this mixture. If they do exit cycle lanes should be compulsory and then on bits not using the lanes
45	2736301654	I agree that the scheme would be a significant improvement on the existing footpath to and from Leatherhead to Ashtead, but is this an improvement for the whole community? Could the money be used to improve other essential public services in the area? I walk locally, run and own a mountain bike (live off Ermyn Way) so do have personal experience of using this road for exercise However, even if the scheme is successful, I feel that the risk of trying to cross Knoll Roundabout outweighs the benefits of having a wide path between Ashtead Village and Leatherhead town centre!
46	2736294167	I am not convinced this is the best use of money to improve cycling facilities in the area. Or that it is the best route compared with the Linden Pit path where a ramp of cycle gully on the Leatherhead end would be relatively low cost and very useful. Barnet Wood Lane also is an obvious route than needs extending through to Lower Ashtead / Pond roundabout. As an experienced cyclist I will continue to use the road carriageway, not going at the slow speed of a shared path requires
47	2736277295	A vast amount of money to 1. Make present cycling on the pavement legal 2. I doubt it will make any difference to people who currently cycle on the road in the normal way - so no difference to accident rate 3. Money would be much better spent on upgrading the linden pit path / Ottway's Lane, which has been promoted by local cyclists for 10 - 15 years.
48	2736264708	I welcome the scheme. I wonder if the cycle path will be use by skateboarders and if this additional use will be acknowledged and accepted explicitly. Will elderly folk living on Epsom Rd using motorised wheelchairs or invalid vehicles use the pedestrian path, the cycle path or the road? Will signage clarify the correct use?
49	2736248283	Very positive but shame it doesn't go all the way to Ashtead Centre
50	2736230098	Section 5 - would suggest the inclusion of a 'joining' section to enable cyclists coming on to new route from The Warren and Parkers Hill - similar to proposal for access from Stag Leys.
51	2736224982	I disapprove of creating cycling lanes, which have to be shared by pedestrians. In an ideal world, cyclists are experienced and responsible. In my experience most are not! We should not have any road narrowing schemes as this would lead to more road congestions. Cars are not going to go away. Cycling is too dangerous for children in Ashtead and Leatherhead even if such a scheme was to go ahead.
52	2736214726	I have cycled down to leatherhead today using the existing safe and very convenient route, AKA Linden Pi path. Improvement this, publicise this for all ages to use rather than spend £000s on an unnecessary scheme. SCC cannot afford to waste money. Your scheme must add delays to the already congested traffic along the A24.
53	2736208191	Good notice and long overdue
54	2736175390	I would advocate the use of the footpath that runs between St Peters and St Andrews Schools as the safest way to cycle from Ashtead to Leatherhead.
55	2735947231	Adults refuse to use the Barnett Wood cycle path. It is only used by schoolchildren. I would like the police to monitor it and insist that adults use it all the time otherwise it is a waste of money.
56	2735651003	I think the scheme is expensive and unnecessary in this time of financial stringency. I see little evidence of high cycling volumes and such a need for these alterations. In fact. My wife is blind and there seems to be little consideration given to the needs of pedestrians. I recognise that Surrey CC has gone 'Bicycle Mad' because of the Olympics legacy but as a young man no-one proposed alterations for cyclists in my hometown, Wembley. I cycled regular long distances and into the centre of London. This proposal might fulfil your Olympic legacy dream but fails to meet and real local need, in my view. Stop it now!
57	2735618139	I don't believe this will be used much; the dedicated road cyclist will still use the road with only one road crossing, the Knoll roundabout, as vs. 9 on the cycle lane. The casual cyclist will still use Linden Pit Path as quieter. Removal of traffic islands, via Ottway's, will make it more dangerous for pedestrians. Finally there is no indication of who has preference on the road tables?
58	2735434108	
59	2735367744	The first point I would like to make is the picture on the flyer I received. This shows

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		two youngsters cycling - but WITHOUT cycle helmets. This must be one of the biggest faux pas's I have seen on a consultation. I think the scheme since it will reduce the width of the A24 in a very busy road will increase the danger to pedestrian's cyclists and traffic. This is particularly so in the busy High Street of Ashtead village. I do not agree with the proposals
60	2734771963	It needs to be practical to use. The Dorking Leatherhead path is sub optimal: sections are flooded, curb joins are too high, there is a requirement for cyclists to yield their right of way to joining car traffic from side roads (why!?).
61	2734571775	I think the scheme is a great idea; I would like to see more grass verge retained even if it is at the expense of the road width. I would also like to emphasise that a level route should be maintained as much as possible, going up and down as you crossroads and people's driveways encourage people on to the road. I think the crossings at Stag Leys and Ermyn way are urgently needed.
62	2734374949	What options are there for cyclists travelling from Ashtead to Leatherhead? The proposed path seems rather narrow for cyclists travelling in both directions, especially given the schoolchildren using sections of the path.
63	2734247052	
64	2733718464	Completely conflicted by crossing side roads - safer to stay on main roads and have priority over emerging side road traffic. Knoll roundabout crossing may help. Legalising cycling on Linden Pit Path and providing a ramp rather than steps would work well. Bridge is far better than crossing. Existing side roads work OK. Cycle lanes only attractive if continuous - i.e. At the side of a widened main road, side roads are a no no. Look at European design - hard to do a proper job as not designed into infrastructure
65	2732069805	Potentially dangerous alternative proposals as no mention of dealing with two way bicycle traffic meeting head on amongst pedestrians in relatively narrow sections.
66	2731905847	Very good idea, thoroughly support it, particularly a safe way to cross the Knoll Roundabout for cyclists,
67	2731844691	A very beneficial scheme which will make it an option for me and my children to cycle from Ermyn Way to Ashtead - using the A24 would be much too dangerous for them
68	2731821559	In principle I support it. However it has potential safety implications for pedestrians. The scheme will need to remove a lot of street furniture. It is essential that the traffic arrangements i.e. Right turn only are implemented at the Ermyn Way /Grange Road junction otherwise I see more fatalities
69	2730433883	I totally oppose the project. The cyclists have been indulged with the provision of extensive cycle ways already. SCC please provide for the needs of the local public by listening to what we have to say.
70	2730417515	Good idea and long overdue
71	2730407113	Helen - testing - second test
72	2730397709	Helen - testing
73	2730154140	Fantastic scheme, could it be extended to West Farm avenue and through to Barnett Wood lane?
74	2730123754	This scheme is not a priority. Lots of people cycle already. You have far more important highway issues to resolve.
75	2729970552	Is there not a back street option going down Ottway's & Linden that would be quieter and virtually as direct?
76	2729531461	I recommend the idea but it MUST be extended to Woodfield land and address this dangerous location for all traffic. No parent would let their kids across the A24 to use a cycle path to get to school if this is not fixed.
77	2728920029	We are a retired couple who do not have a car but get about by bike and public transport. We are greatly in favour of this and any other development of cycle path as long as - and this is vital- the issue of what happens at side road junctions is confronted realistically. If anyone is interested one would be willing to explain further. Paddy and Marion Bannard, 75 Stag Leys. Marionbannard@yahoo.co.uk
78	2728454205	Excellent
79	2728232877	The proposed scheme is expensive and will not provide a useful route between Leatherhead and Ashtead. A far better route is available using the existing pathway between Ottway's lane and Linden Pit path. This route keeps cyclists and motorists

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		apart, would be cheaper to instate and would be used more. It would have the additional advantage of increasing footfall along the passageway beside St Andres school and therefore increasing safety for students
80	2727706364	It's a great idea. I wholeheartedly approve.
81	2727689790	Waste of time and money more people cycle along Barnett Wood Lane between Ashtead and Leatherhead
82	2727629587	I am pleased something is being done - I was knocked off my bike in June 2011, breaking my second vertebra. So I no longer cycle - but if I did the changes would encourage me - I mostly cycled into Ashtead and Leatherhead, using the A24.
83	2727624595	Please keep the width of the path as wide as possible to avoid creating confrontation between pedestrians and cyclists. Ensure that the route is continuous and convenient. No "Cyclists dismount" signs please! It is important that where the cycle path crosses entrances that the level of the cycle path is maintained. Traffic emerging from these entrances should give way to traffic on the cycle path. Details such as flush kerbs are essential to enable people on bikes to use the route without being unnecessarily hindered. It is equally important to ensure that there are no sharp turns forcing you to slow down unnecessarily.
84	2727416703	The plan to narrow existing roads and to have shared pedestrian/cycle paths is dangerous and will add to existing traffic congestion. I do not think the area between Ashtead and Leatherhead is safe enough for any child or inexperienced rider. The volume of motorised vehicles will never decrease. It is unrealistic to think that cycling lanes will (a) change peoples' attitudes to the car, (b) be a safe option for either pedestrians or bikers, (c) enhance riders' health (d) cut down carbon emissions significantly. This scheme is simply pandering to government philosophy. It is misguided.
85	2727293474	I'm happy with the whole proposal. However, I think that there is a bigger requirement to link the Ashtead to Leatherhead along the Barnetwood Lane route in order to safeguard the high volume of children travelling along it to and from Therfield School everyday.
86	2727254961	Interesting, but with a 'shared' 2-way system, how to keep pedestrians safe from cyclists approaching from behind and who has priority?
87	2727191604	See above
88	2727130406	Utter madness! Considering the heavy traffic and number of lorries. Scenario is accidents waiting to happen
89	2726965053	It would be an excellent idea, especially considering the proximity to the Olympic route.
90	2726954833	The crossing at the main road roundabout is crucial.
91	2726546819	I cycle regularly, as does my son. I rode the route today myself and have looked at the plans. The proposed changes will result in significant reductions to the grass verge along the routes. Ashtead Community Vision identified grass verges as second equal in the character of Ashtead (see slide 21 of their presentation). This is a significant disadvantage to the plans and will result in further unwelcome urbanisation of the village. This scheme will not result in our family cycling more often. My 14-year-old son cycles to Therfield via Barnett Wood Lane and to friends in Leatherhead via Ottway's Lane and Linden Pit Road. There is no reason why he would use this cycle path and in general the cycle path is of little use for children on their route to school. Most adults would cycle on the road. The proposes scheme is expensive, detrimental to the character of Ashtead. Improving the Ottway's Lane route would be preferable.
92	2726481864	I think this is a very good proposal and should make cycling safer on this routes, which is very busy.
93	2726439613	I find cycling along the road between Ashtead and Leatherhead quite frightening. Anything to improve the situation would be very welcome and would encourage me to use my bike rather than drive to Leatherhead.
94	2726353724	Why does it stop where it does? It needs to go on to Epsom. As a cyclist, I think that cyclists need to cycle on the road, but that a separate lane (and possibly wider lanes) should be provided. Knowing how busy those footpaths are at the moment, I don't think it's a good idea for a shared use footpath/cycle path. A separate lane should be provided on the road.
95	2726201688	

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96	2726118514	I think it is an excellent idea and would hope that something similar might be done at the other end of Ashtead to encourage safe cycling from lower Ashtead to Therfield school
97	2726049528	I think the whole thing is pointless. There is a lovely back route already along Ottway's, the alleyway over the motorway and the back roads of leatherhead. Nothing would convince me to change my route to alongside the incredibly busy A24. There seems to be a lack of thought regarding crossing the A24 in Ashtead and also crossing the main roundabout just after Downsends school coming into leatherhead. It sometimes takes me ten minutes to get out of Old Court onto the main road because of the density and speed of traffic. And crossing any of the roads around the roundabout is a death trap, which is why people use the back routes. Is there a pedestrian crossing planned to cross the A24, ideally near Old Court to allow schoolchildren access to West Ashtead school, and people to the allotment, or traffic lights around the roundabout? Without this, there really is no point at all.
98	2725872090	Good idea.
99	2725801353	I often cycle to Ashtead from Epsom with my young children. We always prefer the quieter routes, through Epsom Common or down Craddocks Avenue rather than down the busy and fast main road. Even with a separate cycle path, the speed of vehicles and the fumes from such a busy road would deter us from using this route and venturing into Leatherhead. We would probably consider the route past Ashtead pond and under the M25 as a quieter, cleaner route. This, in my opinion, is where the link should focus.
100	2725772199	I live in Ashtead and sometimes cycle to Leatherhead and use the Linden Pit Path route as recommended by the white/blue signage in Leatherhead (and ignoring the bizarrely placed 'no cycling' signage at the Ashtead end). I would probably prefer to continue to use this route for most journeys. I would prefer to see consideration given to the use of the network of separate (i.e. Not beside a road) footpaths in Ashtead made legal for cyclists - for example - the path that runs from the southern end of Greville Park Road in a westerly direction via Northfields crossing Paddocks Way, Skinners Way and on to Agates Lane, also the cattle creep under the railway which runs from Stephens' Avenue to Overdale. It is particularly noticeable when cycling from Ashtead to Epsom that in Ashtead cycling on footpaths is mostly banned and in Epsom is actively encouraged. Another route worthy of improvement runs from the eastern end of the motorway footbridge of Linden Pit path northwards alongside the M25 and joins Barnetwood Lane - this would then link up with the cycle route used Therfield students which unfortunately terminates at Caen Wood road. Hopefully the current scheme can be seen as the start of a number of improvements for the area's cyclists and it would serve SCC well to present it as such. The current scheme terminates in Ashtead in a position where most cyclists would probably not want to be.
101	2725767979	Seems the 'simplest' scheme has been selected rather than that which could encourage more cycling
102	2725760755	The scheme should encourage schoolchildren to cycle safely to school and therefore should take Therfield into consideration. At the moment it is too dangerous for them to cycle along Barnett wood lane and that cycle path is inadequate and dangerous. I don't think the proposed route will encourage many more cyclists. I live in Ashtead and would love to cycle to my office in leatherhead but would be unlikely to use the proposed route - disappointing
103	2725723327	
104	2725705510	It strikes me that going along the A24 is the most difficult route choice - Ottway's Lane and Linden Path etc would be quieter and less hazardous to most cyclists.
105	2725670024	Good idea. More appealing for children than middle-aged cyclists who are more likely to stick to the road than share paths with pedestrians.
106	2725661188	A fantastic idea
107	2725576778	Great in general - thanks! Would like to know trees planted in lieu of those removed?
108	2725559397	The scheme, while laudable, appears to be restricted by the terrible measures that we have in the UK for retrofitting cycle paths onto existing infrastructure. 'Raised tables' in particular, are awful. Some drivers have no respect for them and the result

		is that cyclists (and pedestrians) treat junctions with them with extreme caution. For a recreational cyclist using part of a route, this may not be a hindrance, However, for someone hoping to go a longer distance with relative speed, raised tables inevitably involves slowing down and expending excess energy to get back up to speed. The result is that cyclists will remain on the road. This is where drivers expect to see them. They do not expect cyclists to appear on the 'pavement / shared cycle route'. The solution is proper cycle lanes where they can be fitted, better education for drivers and cyclists and to move the 'give-way' point away of raised tables to before the cycle path crosses. It must be clearly marked. There must be a sign for 'give-way to cyclists'. Only then will you get serious and recreational cyclists using existing routes to their full potential. Another problem point is crossing Knoll Roundabout. The council is damned if it installs a crossing and damned if it does not install a crossing. See a typical Friday evening of frustrated drivers waiting to cross onto the M25 or get to Dorking from London. They will be massively annoyed by another obstacle. However, the last thing that a frustrated driver is expecting to see on the exit of a roundabout is a cyclist taking his or her chances at a uncontrolled crossing. Not a decision I envy. Please bear in mind the previous attempt at this. I remember a 'cycle path' that was painted along the road from St. Johns to Knoll Roundabout. It was so ill conceived that it wobbled around trees, lampposts, close to the road. It was removed ('un-painted') after a week. This should not be allowed to happen with the new route.
109	2725095366	
110	2724876966	The cycle existing path on Barnett Wood Lane is ignored by a minority of selfish cyclists who are too macho to use the path and insist on using the road delaying the motorised traffic. This also happens on the A24 to Dorking. Unless these people use the paths the schemes will be a waste of money and time.
111	2724752639	Please see comment in section 1
112	2724404884	Totally support the scheme but it should go further into Ashtead village centre, right along The Street ideally. It's in the village itself that traffic is most problematic to bikes and/or bikes cycle on the pavements to avoid the cars.
113	2724392227	If this scheme is really made cycling friendly then it would be a great asset to the area. A major point. That I have is the lights at Ermyn Way (already reported to Police in the past) Regarding the amount of drivers that go through red lights at this junction which is bad enough for other drivers turning right or left out of Grange Road or Ermyn Way what chance does a cyclist have ?
114	2724386668	I cycle from Ashtead to leatherhead and never use this route. Is there demand for a cycle lane along this road?
115	2724374936	I object to this proposed waste of public money. How many cyclists would use the path, and what would be the capital cost per head? Shared use cycle/pedestrian paths are dangerous and unpleasant for pedestrians. If there is to be a cycle path, it would be much better for it to follow Ottway's Lane and Linden Pit Path, to take advantage of the footbridge for crossing the A243.
116	2724343196	Fantastic idea. I have nearly been knocked off a couple o times along those roads
117	2724196508	I am opposed to this proposed waste of public money. How many cyclists would use it, and what will be the capital cost per head? Shared use cycle/pedestrian paths are dangerous. How will the proposals for the Knoll roundabout
118	2723952502	I'm speechless! How much money is WSP charging for producing these "design drawings"? Who is the designer and who will be responsible for the traffic signal element of the scheme design (TR2500 controller configuration and detailed design)? Are WSP capable of providing the traffic signal design and controller configurations? If not, then why are WSP being paid to provide these flawed plans? SCC is not acting as an "intelligent client"! Has anyone checked these drawings? The road markings are incorrect! For example, no hatched road markings are shown! These drawings contribute nothing to the proposed scheme. Please tell me what the grey colour on the drawings (re: proposed islands, etc) represents? This is not included on the drawing Key!
119	2723888132	I cycle regularly and use the cycle lanes on the A24 with my children and appreciate the additional safety this provides. However I do note that many cyclists, particularly those who seem to be more enthusiastic do not seem to use the provided cycle lanes. On this basis I am concerned that the provision of cycle lanes

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		is therefore not a valuable use of resources.
120	2723871600	I am very pleased to see this scheme being planned. However, since I am a road cyclist operating at 20 - 40 km/h on the stretch suggested, a shared path would slow me down considerably. The same would be the case with all the crossings, even if levelled. I would therefore most likely still be in the road. My wife would use the path as she would feel much safer (she is a newly converted cyclist). The scheme would not have an effect on my frequency of cycling, but it would have an effect for guests that would find it safer to get from Ashted to the cycling area in the Mole Valley, Box Hill and Surrey Hills. I am really pleased to see it!
121	2723863052	
122	2723765839	Great idea - long overdue. But the crossing at Knoll roundabout needs to be thought through carefully - the road is too busy and dangerous to allow an uncontrolled crossing
123	2723272922	I do not support the plans to build a cycle path because 1. It will cause massive disruption to the traffic whilst it is being built, I see trees will have to be removed and existing pavements widened around Knoll roundabout especially, a site that sees heavy traffic at peak times. 2. I live on this road. Having the pavement completely paved over will urbanise the road, and affect property prices adversely and discourage people from moving to the area. One of the reasons I bought the property was that although Epsom Road is a main road, the pavement looked beautiful running between two stretches of grass and you hardly noticed it was there. 3. Cyclists are only really seen on Epsom Road on Sundays, when car traffic is very light. Why do you need a dedicated cycle path? 4. Who will meet the cost of having to remove pavement side private hedges and privately owned trees that will overhang your proposed pathways to ensure safety for pedestrians and cyclists? 5. What observational studies have been done to ascertain the requirement for a proposed cycle path? Where are the results? Are they publicly available? Where? And if not, why not? 6. Why do you think having dedicated cycle paths will encourage cycling? What evidence is there? Is it safer for pedestrians and cyclists to share the same path? Why? In London, a city with much more traffic than Mole Valley, cycle paths are on the road, including the A24 in SW London. Why not here? 8. If you reduced the speed limit to 20mph on Epsom road from Leatherhead town centre to Knoll roundabout, and introduced speed cameras along it, and put double yellow lines along the whole length of it and introduced a blue cycle path just like on A24 in SW London, you would make the entire road safe for cyclists at a fraction of the cost and disruption that you are proposing. Please email me with your answers and any relevant evidence to aaliakhan@hotmail.com. I will be in touch with my local councillor as well.
124	2723051125	I regularly commute to work by bike, cycling daily from Leatherhead to Cobham. I used to live in Epsom and routinely cycled between Epsom and Leatherhead. When cycling from Epsom to Leatherhead I would cycle along Craddocks avenue. I would still do this even with the new scheme as it does not extend far enough, and I expect is unlikely to be extended further due to narrow pavements on the A24 between Epsom and Ashted. I am concerned about the loss of the crossing over the A24 near grange road. This is currently used by St Andrews pupils alighting at the Bus stop. I am concerned that this cycle path will not be widely used. Many commuters may still cycle on the road as this path will be considerably slower, particularly as you need to cross drives / joining roads. Could you instead create a segregated path on the carriageway with raised curb to stop traffic crossing? I hope the new scheme is better planned than the cycle path on Barnet wood lane (which is incredibly unsafe and an absolute waste of money). Shared use pavements such as these often are more dangerous than cycling on the road due to cars pulling out of obscured drives. Could the money instead be spent upgrading the crossing over the A243 / M25 at the end of St Johns close, to make this safe for cycling. This would provide a safe route between Ashted and Leatherhead without the need for further cycle paths.
125	2722844148	I think the scheme would be very welcome and allow more people to start cycling, however cyclists must use the cycle paths and not ride on the road .how this is going to be in forced would be a problem
126	2722735616	I don't think the scheme will get rid of the irritating number of 'serious' cyclists who

		clog up the area, especially at the weekend.
127	2722632840	No specific comments for different sections, but wholeheartedly behind the scheme generally - will encourage my kids and me to cycle more.
128	2722458228	Upgrading the existing path/route from Grange road in Ashtead through the Linden Pit Path and behind St John's school would keep cyclists away from busy main roads.
129	2722264853	Dangerous for pedestrians where the cycle path is shared.
130	2722260407	I'm not completely sure I understand the High Street, Leatherhead proposal. I do not agree with the Leret way/Epsom Road proposal. I am concerned about crossing the Knoll Roundabout as it stands now, and am not convinced that without traffic lights, the system will just be ignored as are the 'Keep Clear' boxes at present - perhaps they should be yellow boxes? I am concerned about crossing Woodfield Lane. As for question 9 - It would be increase or decrease my cycling and think that the areas of grave concern are Knoll Roundabout. Crossing Grange Road, Stag Leys and Woodfield Lane.
131	2722173433	I am, subject to my comments at 3 and above, generally in favour of the scheme, but cannot see that it will be a success unless the cycle traffic can avoid having to mix with the buys traffic at the Knoll roundabout. I would much prefer a dedicated cycle path with physical separation from other road users. Parents are much more likely to encourage their children to cycle to school if that were the case.
132	2722158169	Overall, I DO NOT believe that this scheme is in the best interests of residents of the area, for the following reasons: I am appalled by the removal of some many trees which add to the green leafy character of the area, this is what makes it what it is. I do not believe that a shared path is safe for the families, older residents of the area or cyclists, especially when there are a number of areas where the path becomes as narrow as 1.8m. A shared path on Epsom road didn't work two years ago and by removing grass verges and therefore damaging the green, leafy character of the area, this is not sufficient space to attempt it again. Further toward Ashtead and around the Grange Road junction there is proposal for removal of a number of traffic islands. I fear that this will make these roads very difficult to cross for the older community and also for those will buggies and children. The addition of a number of Toucan crossings and the removal of the footbridge will significantly impact the traffic flow along the route and extend the period for which the peak traffic flow lasts. This is bad enough already and adds enough time to a peak journey, this cannot be made worse.
133	2722136383	I'm struggling to understand the need for this. I presume that analysis of the usage of this route currently by cyclists has been done? I have driven along this route countless times and only very rarely see cyclists on any part of it. Are that many journeys (be they walking, driving, cycling or any other mode of transport) made with the intention of travelling from Leatherhead to Ashtead and vice versa? A scheme such as this must surely be considered taking in to account the potential relevant impacts that the MVDC sell off of the Leatherhead allotments site will have. Also, it is far safer to travel by bike between Leatherhead and Ashtead via Barnett Wood Lane where traffic speed is currently restricted anyway. I commend you for the ambition and for obtaining funding from Central Government but I sense this scheme requires much more thought.
134	2722108533	I think it is a good idea
135	2722070560	A very good plan. I would use my bike more to get into Leatherhead if the road was better partitioned for cyclists.
136	2722067465	
137	2722037193	1) Reducing road width - this is a safety issue. Many cyclists will continue to use the road rather than new path and narrower road will make it more difficult for cars to overtake. 2) Raised tables - the bane of my life as a motorcyclist and car driver. It is almost impossible to stop safely on these as a motorcyclist and they damage suspensions. They are also incredibly uncomfortable to drive over. Some of us work too far away to cycle in and I do not think it is right that we should have to suffer these raised tables every day for the doubtful benefit of cyclists. Given that few cyclists with road bikes will actually use the cycle path (just look at the a243 south of Mickleham roundabout in this recent hot weather); I fail to see the point of these at all. Only those on mountain bikes will use the path and I'm sure they can deal

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		with drop kerbs. I have cycled a pedal bike for many years and on roads such as those proposed to take the path; I have always been happy to cycle on the road and have never used the pavement. 3) Do we have any idea how many cyclists this will actually serve? There is no point to the money spent and extra congestion caused if very few cyclists will actually use it.
138	2722002871	I am a cyclist. I currently use the Ashtead to Leatherhead Plough Roundabout cycle route. Shared paths with pedestrian do not work easily at busy times - e.g. School start/end times. You need to always segregate cyclist from pedestrian. Surely the Ottway's Lane/Linden Pit Path route would be far more cost effective and safe - avoiding all busy junctions.
139	2721984425	This will make the village a better place to cycle to and link the two towns making business for both better
140	2721947650	
141	2721906161	A great idea to protect cyclists and encourage more people to cycle.
142	2721378098	Making the current pavements a shared route for cyclists and pedestrians will not, in my opinion, work and would probably be a waste of time and money. In my experience, cyclists will not use the prescribed cycle ways already in existence e.g. The cycle path built from Gimcrack Hill to the Givons Grove roundabout. The speed that some of these cyclists ride would be dangerous if done in close proximity to pedestrians which will include mothers with prams, toddlers, people walking dogs and elderly people on invalid buggies. There just would not be room for cyclists to pass safely and very few of them are willing to slow down around pedestrians. How would these areas been policed and made safe? Just don't bother and use the money for mending the roads.
143	2721345393	I am not certain that a cycle path on this short section from Leatherhead to Ashtead is going to appeal to many people - it would have a lot more appeal if it was extended to Epsom. Please try and make the whole route as consistent in design approach as possible without too much finicky traffic engineering of kerbs and islands
144	2721069218	Great idea!
145	2721055481	I hope that Toucan crossings can accommodate tandems as we use this method of transport from Orchard Drive to Leatherhead.
146	2720984494	I think for the number of cyclists that you see using this route particularly during peak hours and off peak hours; it is a waste of money. I use The route daily and in one week could count on one hand the number if cyclist I see using the road and pavement to get to work. There a handful of children, that brave the traffic on Ottway's lane in the mornings to cycle to school at St Andrews but this scheme does not seem to have taken this into account appearing to cater for the recreational/occasional cyclist. I see an awful lot if disruption for a very small minority.
147	2720708457	Given the cutbacks in public spending at the national and local levels, the money required for this scheme would be much better spent on something more useful to more people, e.g., improving care/facilities for the elderly, improving the school system, improving care/facilities for the disabled etc.
148	2720678440	I already cycle most days. This would not increase my cycling. I expect I would continue to use Ottway's, not least because it would be quieter than cycling beside the A24.
149	2720539133	Good idea, but needs more thought about safety of cyclists & pedestrians
150	2720525302	
151	2720410135	A very positive step forward. Ashtead to Leatherhead is a short distance, which lends itself to cycling, but the current road layout makes it a potentially dangerous proposition.
152	2720312806	Another example of the Council wasting taxpayer's money. This won't be used by cyclists and will create havoc if the work goes ahead
153	2720246871	Excellent, please get started as soon as possible. All toucan crossings should be large enough to allow a tandem bike to pass through chicanes etc.
154	2768968825	I am OPPOSED to this scheme generally for the following three reasons: 1) Pavement cycling is inappropriate for urban areas. It is not fair on more vulnerable pedestrian's particularly older people and disabled people, who may not have the option of driving, and deserve a safe space where they need not worry about

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		colliding with bicycles. I am aware of research showing that such paths are supposedly "safe" based on accident statistics, but what such research does not show is how many vulnerable people have avoided using a pavement because of the risks they perceive. For an older person, even a minor injury could be life limiting. Shared-use paths normalise the idea that it is ok for cyclists to cycle on the pavement more generally. A scheme like this would not be considered in the Netherlands unless pedestrian counts were very low. 2) No priority for cycling at every single side road. This will make cycling on these pavements a stop-start affair – a tiring and frustrating experience, with danger crossing every side road since the cyclist must look for and give way to traffic coming from absolutely any direction. Why should pedestrians and cyclists in urban areas always come last? The raised tables that are present at some junctions create ambiguity over who's right of way it is, which is not necessarily good either. Expecting pedestrians and cyclists, especially young or old, to "negotiate" their way across such ambiguous spaces with people driving fast, heavy and dangerous vehicles is not fair - vulnerable road users deserve more protection and priority than this. It is also possible that the ambiguity may encourage some less experienced cyclists to cross such junctions without looking properly – presenting a risk to themselves and others. 3) Increased conflict for people cycling on the road. People desire convenient and direct routes to their destinations, and owing to the problems above, it is likely many existing cyclists will continue to cycle on the road. These people will suffer adverse consequences as a result of the narrowing of the road. They will experience more hostility from drivers, who will find it harder to overtake them, and may therefore lose patience and overtake recklessly. They may also be abused for not using the signed shared-use paths that run parallel to the road. I have suffered such abuse myself on several occasions, and it can be a very frightening experience. Such incidents will increase for cyclists using the road under this scheme. I do however SUPPORT the introduction of new signalised pedestrian crossings on this route, particularly on the Leatherhead Bypass arm of the Knoll Roundabout, with the proviso that these crossings are NOT STAGGERED. It should be possible for cyclists and pedestrians to cross-junctions in one go, even where the road is wide. These junctions can be crossed by motorised traffic in one go, and more vulnerable road users should be afforded the same courtesy and respect for the progress of their journeys.
155	2768042858	
156	2767706360	I agree with the cycle club that we are better off with no cycle path than the one proposed.
157	2765300417	Totally wrong route due to very heavy traffic on A24
158	2764703370	This proposal is a nightmare to the elderly and disabled. As a former cyclist, riding five miles to school and back, rules of the road give safety to cyclists. Pedestrians should have safe pavements
159	2763269828	Bytes is moving offices from West Ewell to Leatherhead in December 2013 Bytes employs around 250 staff and at least 25 of these staff will cycling to work mostly from Epsom & Ewell area. This scheme would not only benefit those already cycling but will encourage more to cycle.
160	2762936786	Why are SCC, in these stringent times when some many essential services are being cut, wasting money on a cycle path ? When cyclists pay road tax, have insurance then and only then should a separate cycle path be made. Really only the very hardy souls cycle in the inclement months
161	2761214108	
162	2761044061	
163	2761034153	I object to this scheme. There is insufficient room on the pavements to accommodate safely cyclists and pedestrians of all ages. A shared scheme from Leatherhead town centre to Knoll roundabout was tried several years ago and aborted at enormous expense. Please do not repeat this folly.
164	2761029692	As a keen cyclist I welcome the introduction of any new and viable safe routes. I think in balance the "Linden Pat Path" suggestion probably has more merit and am a little disappointed it was not chosen. Also, I think early consideration should be given to the possibility of acquiring a track of the railway embankment adjacent to the Westside of Waterway Road. If achieved, this could provide a safe width 2 way

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		path, which would provide a continuous link from Fetcham to Therfield School, Leatherhead. I would be interested in your response to this suggestion.
165	2761022345	"Mixed" parking traffic wise - risk to elderly
166	2760040513	
167	2759547758	Why was this scheme selected over any other location in the area? Are there more cyclists using this route than, say, Bookham to Fetcham? Will reducing the width of the carriageway impact on-road parking?
168	2759351521	This is a much needed scheme but oh so poorly thought out. It would be a much better idea to create a cycle route away from the A24 using Linden Pitt road putting a decent cycle bridge rather than the current bridge across A24 /M25 past St Peters School and onto Ottway's Lane. Giving priority to cyclists and either making these roads in particular residents only or reducing speed limits to 15 mph. This route could then be linked both to Ashtead village and also Craddocks avenue where by clever use of footpaths you could provide a cycling route with priority which would link back to the A24 north of Craddocks lane. You will need to build a segregated path along Craddocks lane as current situation is very dangerous. Now that would be an imaginative use of the road network
169	2759319404	I am very much in favour of the scheme and would like to see the route extend to Epsom. With the successes of the Olympics road race and Ride London Surrey is the cycling capital of the UK. Let's do all we can to make Surrey's roads cycle friendly for children and families, especially around schools.
170	2755899227	This piecemeal approach does not benefit anyone. Next time you modify the roads in this area the "infrastructure of the day" will no doubt be different and the result will be a confusing patchwork of different approaches, no improvement on (or very similar to that which) we have now. If you insist on a shared use approach, you need to make all footways in the Borough shared use en bloc without modification, except signage. That way there is consistency across the network, and you won't end up with road users not knowing what set of rules apply - especially the kids who I think will be the main users. The main interventions needed in this case are a) raised tables at junctions and b) signs saying give way to cyclist and pedestrians. However, while it is all very well having raised tables at road junctions, but I doubt that you will be installing them in front of the drives of the many properties that exit onto the road. And many of those properties have poor lines of sight. So even that fails to be much use. In fact if you take a few moments to look at the A2043 between the A3 and New Malden town centre, you'll appreciate that the west side with the cycle lane (http://goo.gl/maps/NC9gp) - though the lane could be mandatory - is a far better design than the mess on the footway on the west side (imagine it without the paint as a shared use) http://goo.gl/maps/C9u0A . The key point is that different modes get clearly demarcated zones, and without that you perpetuate the conflict, which is rife at present. I'd recommend your highway designers all have a trip to Copenhagen, Bremen or any Dutch town before doing any more plans.
171	2754896868	A brilliant concept that requires some rethinking, the gentleman that runs the bicycle cafe in Ashtead would be the ideal man to consult.
172	2754713323	Yes, it's more shared path rubbish, build them properly or not at all.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 11th SEPTEMBER 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: HIGHWAY SCHEMES UPDATE

DIVISION: ALL



<u>SUMMARY OF ISSUE:</u>
At the 5 th December 2012 Local Committee, Members agreed a programme of revenue and capital highway works in Mole Valley. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress.
<u>RECOMMENDATIONS:</u>
The Local Committee (Mole Valley) is asked to note the contents of the report.
<u>REASONS FOR RECOMMENDATIONS:</u>
To update the Local Committee on the progress of the highway works programme in Mole Valley.

<u>1. INTRODUCTION AND BACKGROUND:</u>

- 1.1 In December 2012, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and ITS Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works.
- 1.2 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that works could be progressed without the need to bring further reports to the Local Committee for decision.
- 1.3 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

2. ANALYSIS:

2.1 **Annex 1** sets out progress on the approved programme of highway works in Mole Valley. It also provides an update on schemes being progressed using developer contributions.

3. OPTIONS:

3.1 Not applicable.

4. CONSULTATIONS:

4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Budgets are closely monitored throughout the financial year and monthly updates are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have put in place arrangements whereby monies can be vired between different schemes and budget headings.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

7.1 Funding has been allocated from the revenue maintenance budget to fund the Highways Localism Initiative.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below. <i>(delete as appropriate)</i>
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/ Set out below. <i>(delete as appropriate)</i>

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of revenue and capital highway works in Mole Valley is set out in Annex 1. Local Committee is asked to note the contents of this report.

10. WHAT HAPPENS NEXT:

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

- Report to Mole Valley Local Committee, 5th December 2012, Highways Forward Programme 2013/14 – 2014/15 (Item 9)
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CAPITAL ITS IMPROVEMENT SCHEMES		
Project: A24 Horsham Road, Holmwood		
Detail: Measures to address right turn/vehicle overhang on A24 central reservation	Division: Dorking Rural	Allocation: £1,333
Progress: Trial lane closure carried out October 2012 half-term week. Camera survey of trial carried out. Awaiting technical report.		
Project: Cobham Road, Fetcham		
Detail: Zebra crossing	Division: Leatherhead and Fetcham East Bookham and Fetcham West	Allocation: £40,000
Progress: Construction substantially complete. Developer funding available to meet shortfall in funding.		
Project: Rectory Lane, Bookham		
Detail: Footway extension	Division: Bookham and Fetcham West	Allocation: £2,000
Progress: Two options been developed by Design Team. Ecological assessment carried out Spring 2013. Funding allocated for further design in 2013/14 and implementation 2014/15, subject to resolution of any land issues.		
Project: High Street/East Street, Bookham		
Detail: Measures to address speed, congestion and HGVs	Division: Bookham and Fetcham West	Allocation: £30,000
Progress: Options being developed in consultation with divisional Member and Bookham Residents' Association. Consultation programmed for October/November 2013. Report to be presented to Local Committee in December 2013. Developer funding available to help fund implementation.		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: A24 Deepdene Avenue, Dorking (Phase 2)		
Detail: Safety measures	Division: Dorking South & the Holmwoods	Allocation: £30,000
<p>Progress: Phase 2 comprises extension of street lighting to pedestrian refuge south of entrance to Kuoni and illumination of islands at the new right turn lane into Kuoni and the pedestrian refuge. Work completed. Stage 3 Road Safety Audit to be undertaken on both phases 1 and 2 works. Identified need to resurface at new right turn lane at Kuoni which would need to be carried out as Phase 3 of the works, subject to the allocation of funding.</p>		
Project: A24 Horsham Road (Spook Hill to Beare Green), Dorking		
Detail: Shared cycle/pedestrian path	Division: Dorking South & the Holmwoods Dorking Rural	Allocation: £20,000
<p>Progress: Phase 1 works (side road crossings - dropped kerbs, tactile paving) completed. Phase 2 to comprise works in Old Horsham Road, including patching.</p>		
Project: Fetcham Infants/Oakwood Junior and Newdigate Infants Schools		
Detail: Advisory 20mph speed limits	Division: Leatherhead and Fetcham East Bookham and Fetcham West Dorking Rural	Allocation: £15,000
<p>Progress: Order placed for equipment. Proposed to use solar-powered wig-wags as this is a trial scheme. 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 .</p>		

CAPITAL ITS IMPROVEMENT SCHEMES			
Project: Hollow Lane, Wotton			
Detail:	Measures to reduce speeds in vicinity of cottages	Division: Dorking Hills	Allocation: £5,000
Progress: Technical report setting out options received from design team. Site meeting held with divisional Member and Wotton Estates. Design team to investigate alternative measures to improve pedestrian safety in this section of Hollow Lane.			
Project: Approaches to Therfield School			
Detail:	Safer Routes to School/Cycle improvements	Division: Leatherhead and Fetcham East	Allocation: £5,000
Progress: Design only 2013/14. Site meeting to be held with divisional Member and representative from the Mole Valley Cycle Forum to agree scope of project. Design brief to be issued to design team.			
Project: Garlands Road, Leatherhead			
Detail:	Measures to reduce speeds/improve pedestrian facilities	Division: Leatherhead and Fetcham East	Allocation: £5,000
Progress: Design only 2013/14. Site meeting to be held with divisional Member to agree scope of project. Design brief to be issued to design team.			
Project: Russ Hill Road, Charlwood			
Detail:	Provision of footway	Division: Dorking Rural	Allocation: £5,000
Progress: Design only 2013/14. Location and extent of new length of footway to be clarified with divisional Member. Design brief to be issued to design team.			

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Decluttering			
Detail:	Great Bookham	Division:	Bookham and Fetcham West
Allocation: £5,000			
Progress: Decluttering initiative to be undertaken in Great Bookham, as agreed by Chairman/divisional Member and Vice-Chairman. Works identified in consultation with Mole Valley District Council. Order placed to upgrade illuminated bollards at junction High Street/ Guildford Road. Other works to be priced.			
Project: Stage 3 Road Safety Audits			
Detail:	To be carried out as appropriate	Division:	
Allocation: £3,000			
Progress:			
Project: Small Safety Schemes			
Detail:	To fund minor safety schemes, as and when identified	Division:	All
Allocation: £4,000			
Progress:			
Project: Signs and Road Markings			
Detail:	To fund new signs and road markings, as and when identified	Division:	All
Allocation: £4,000			
Progress:			
Project: Parking			
Detail:	Contribution towards implementation of parking measures	Division:	All
Allocation: £10,000			
Progress: With parking team.			

CAPITAL ITS MAINTENANCE SCHEMES (PROVISIONAL)			
Project	Division	Treatment	Update
Oxshott Road, Leatherhead (cul-de-sac section) - from A244 to T junction	Leatherhead and Fetcham East	Inlay and base repair	Site survey completed and works priced. Awaiting programme date.
Westhumble Street, Westhumble - Cleaveland Court to station	Dorking Hills	Inlay	Site survey completed and works priced. Awaiting programme date.
Sheephouse Lane, Wotton - length to be confirmed	Dorking Hills	Overlay and base repair	Site survey completed and works priced. Awaiting programme date.
Barn Meadow Lane, Bookham - loop section between nos. 43 and 59	Bookham and Fetcham West	Micro asphalt	Site survey completed and works priced. Programme date early September.
Water Lane, Bookham - Lower Road to Dunglass Farm	Bookham and Fetcham West	Micro asphalt	Changes to specification. To be re priced. Revised cost awaited.
Orchard Road, Dorking - complete length including turning head	Dorking South & the Holmwoods	Overlay and base repair	Site surveys completed and works priced. Programme date early September.
The Chase, Ashtead - Green Lane to Oakhill Road	Ashtead	Micro asphalt	Site surveys completed and works priced. Programme date early September.
Kingscroft Road, Leatherhead - turning circle by no. 44 to southern end	Leatherhead and Fetcham East	Micro asphalt	Site surveys completed and works priced. Programme date early September.

CAPITAL ITS MAINTENANCE SCHEMES (PROVISIONAL)

Project	Division	Treatment	Update
Badingham Drive, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	Move to 2014 programme due to funding
Dell Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	Move to 2014 programme due to funding
Churchill Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	Move to 2014 programme due to funding
Drayton Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	Move to 2014 programme due to funding
Fetcham Park Drive, Fetcham - The Mount to Badingham Drive	Leatherhead and Fetcham East	Micro asphalt	Move to 2014 programme due to funding
Cedar Drive - Badingham Drive to rumble strips/block paving	Leatherhead and Fetcham East	Micro asphalt	Move to 2014 programme due to funding

DEVELOPER FUNDED SCHEMES

Project: Woodfield Lane, Ashtead	
Detail: Road widening	Division: Ashtead
<p>Progress: Consultation carried out on three options (one-way boulevard, waiting restrictions and parking lay-by). Results of consultation the subject of a separate report on this agenda.</p>	

DEVELOPER FUNDED SCHEMES		
Project: A24 Leatherhead Road, Ashtead		
Detail: Pedestrian crossing near Stag Leys	Division: Ashtead	
Progress: Crossing design changed to Toucan crossing to allow use by cyclists. Crossing to be included as part of the Leatherhead to Ashtead cycle route scheme.		
Project: Leatherhead Town Centre		
Detail: Town centre improvements	Division: Leatherhead and Fetcham East	
Progress: Town Centre Forum agreed to not proceed with proposals for the High Street at the present time. New design brief to be issued to investigate developing open space in Church Street outside the Thorndike Theatre.		
Project: West Street, Dorking		
Detail: Footway improvements	Division: Dorking South & the Holmwoods	
Progress: Surveys completed. Feasibility design to include new surfacing, opportunities for localised widening, upgrading street furniture and provision of dropped kerbs/tactile paving. Mole Valley Conservation Officer's views have been sought prior to consultation with Members. Consultation with local businesses programmed for October/November 2013. Report to be presented to Local Committee in December 2013.		
Project: A246 Guildford Road, Bookham		
Detail: Provision of street lighting	Division: Leatherhead and Fetcham East Bookham and Fetcham West	
Progress: Awaiting design and estimate from Skanska to install lamp columns between Norbury Way and the roundabout with Young Street.		

DEVELOPER FUNDED SCHEMES

Project: Dene Street, Dorking		
Detail: One-way working	Division: Dorking South & the Holmwoods	
Progress: Feasibility design for making the northern end of Dene Street between Heath Hill and the High Street one-way.		
Project: Pebble Hill Road, Betchworth		
Detail: Safety scheme	Division: Dorking Rural	
Progress: Improvements to signs and road markings. Design substantially complete. Proposals to be agreed with divisional Member before works ordered.		
Project: Waterway Road, Leatherhead		
Detail: Pedestrian safety scheme	Division: Leatherhead and Fetcham East	
Progress: Feasibility design for provision of pedestrian facility near junction with Mill Lane.		
Project: A245 Randall Road/Cleeve Road, Leatherhead		
Detail: Pedestrian and cycle measures	Division: Leatherhead and Fetcham East	
Progress: Provision of a pedestrian phase at the existing traffic signals. Cycle facilities to improve link between Leatherhead and River Lane. Site meeting to be held with Mole Valley Cycle Forum to discuss options.		
Project: Ruckmans Lane area, Ockley		
Detail: HGV access issues	Division: Dorking Rural	
Progress: Study of use of unsuitable roads by HGVs in the Ruckmans Lane area. Measures to address identifies issues (advisory signing or weight/width restriction). Site meeting to be held with divisional Member and residents.		

DEVELOPER FUNDED SCHEMES

Project: Kiln Lane, Brockham

Detail: Pedestrian safety scheme

Division: Dorking Rural

Progress:

Feasibility design of footpath and lighting improvements.

Project: Trinity School, Leatherhead

Detail: Safer Routes to School

Division: Leatherhead and Fetcham East

Progress:

Meeting held with school to discuss issues and possible solutions. Proposals to be considered in conjunction with ITS scheme for Garlands Road.

Project: The Street, Ashtead

Detail: Footway improvements

Division: Ashtead

Progress:

Feasibility design of measures to improve the alignment of the footway.

MEMBER ALLOCATION FUNDED SCHEMES

Project: Ottways Lane, Ashtead

Detail: Measures to reduce vehicle speeds
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Division: Ashtead

Progress:

Proposed series of small kerb build outs creating chichane effect whilst maintaining two-way traffic flow. Site meeting held with Police. Report to be presented to Local Committee in December 2013.

Note: Information correct at time of writing (29/08/13)

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)**

DATE: 11th SEPTEMBER 2013
LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER
SUBJECT: WOODFIELD LANE, ASHTEAD
 – RESULTS OF PUBLIC CONSULTATION
DIVISION: ASHTEAD

**SUMMARY OF ISSUE:**

Parking alongside the common in Woodfield Lane prevents two-way traffic flow, which causes congestion and is a safety concern due to the potential for drivers coming over the level crossing from the north to get trapped on the crossing. Three options have been developed to address the parking issue, which were the subject of public consultation in October 2012.

This report presents the results of the public consultation and seeks approval to progress the preferred option, the provision of a parking lay-by alongside the common. There are common land issues which would need to be resolved to allow this option to proceed. Approval is sought to commence discussions with the appropriate authorities to resolve the common land issues.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to agree 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 Chariman, 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.

REASONS FOR RECOMMENDATIONS:

To progress to detailed design the preferred scheme to manage the parking in Woodfield Lane, as identified through public consultation.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 Parking in Woodfield Lane between Craddocks Avenue and Ashtead station has been of local concern for some time. This section of Woodfield Lane is approximately 5.8m wide and carries two-way traffic. It is bounded by common land to the west and a central island, also common land, to the east. East of the central island is a two-way service road providing access to residential properties, the doctors surgery and St Stephen's Avenue. A loading bay for the shops in Craddocks Parade is located at the southern end of the service road. A particular feature of the road is the avenue of mature Chestnut trees on the two areas of common land.
- 1.2 There are currently 'No Waiting At Any Time' double yellow line restrictions in Woodfield Lane. However, on the western side of Woodfield Lane, there is a 97m length of single yellow line where parking is prohibited Monday to Friday, 8am to 10am and 5.30pm to 7pm. This provides off peak parking for shoppers, users of the common and off peak rail passengers. Parking on this section of Woodfield Lane prevents two-way traffic flow, causes congestion and is a safety concern due to the potential for drivers coming over the level crossing from the north to get trapped on the crossing. It should be noted that there are yellow box markings on the level crossing so drivers should not proceed if their exit is not clear.
- 1.3 The right turn movement from the service road into Woodfield Lane near the level crossing has also been identified as causing safety issues. Vehicles turning right can block southbound traffic in Woodfield Lane when northbound traffic is queuing, resulting in the potential for vehicles to block the level crossing.
- 1.4 Southern Trains have recently expanded the car park at Ashtead Station, providing 53 additional parking spaces, and improved cycle parking facilities, doubling capacity to 120 spaces.
- 1.5 Three options were developed for consultation with local residents, as summarised below and shown on the plans attached as **Annex 1**.

Option 1 - One-way Boulevard

Traffic travelling towards the station would use the road alongside the common with traffic travelling towards the shop using the service road. Parking would be retained alongside the common but changed to allow 1 hour parking with no return within 4 hours between 8am and 7pm, Mon to Sat. Changes to the one-way system in Craddocks Parade and the junction of Woodfield Lane and Craddocks Avenue would be required. Approximately two trees would need to be removed.

Option 2 – Extend Waiting Restrictions

Remove parking alongside the common by extending the existing 'No waiting at any time' restrictions. Introduce a 'No right turn' restriction from the service road onto Woodfield Lane by the level crossing.

Option 3 – Parking Lay-by

Provide parking alongside the common in a new lay-by, allowing 1 hour parking with no return within 4 hours, with a new footway provided alongside

the lay-by. Introduce a 'No right turn' restriction from the service road onto Woodfield Lane by the level crossing.

Both options 1 and 3 would impact on common land and would need to be resolved before either of these options could proceed

- 1.6 A consultation letter and plans were delivered to all residents and businesses in the Ashted division in October 2012. A public exhibition was held at the Ashted Peace Memorial Hall on Friday 19th October between 4pm and 9pm. Responses were invited via a questionnaire, which could be returned either at the exhibition, by e-mail, post or handed in at Ashted Public Library. A copy of the consultation material is attached as **Annex 1**.

2. ANALYSIS:

- 2.1 Approximately 5,500 letters were delivered to all the residents and businesses in the Ashted division. 988 responses were received, giving a response rate of 18%. It should be noted that where responses were received from more than one member of a family living at the same address supporting the same option, these were treated as one response, with all comments noted. This brings parity with residents who returned one questionnaire per household. Where views differed within a household, the responses were recorded separately.
- 2.2 The public exhibition was well attended by local residents. It allowed officers the opportunity to explain the proposals to residents and to discuss their concerns.
- 2.3 The consultation area has been divided into four zones for the purpose of analysis of the responses, to reflect the impact of the proposals on residents. The zones are shown on the map attached as **Annex 2**.
- 2.4 Table 1 below summarises the support for the three options. It should be noted that where respondents supported more than one option but gave a preference, that preference was recorded as their response. There were 63 respondents who supported more than one option but gave preference, and these have been recorded separately.
- 2.5 A breakdown of the results by road is given in **Annex 3**.

			Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
All Roads	Total	988	144	320	438	23	28	26	5	4
	% Response		14.6%	32.4%	44.3%	2.3%	2.8%	2.6%	0.5%	0.4%
Zone 1	Total	69	13	22	30	1	1	2	0	0
	% Response		18.8%	31.9%	43.5%	1.4%	1.4%	2.9%	0.0%	0.0%
Zone 2	Total	267	35	98	115	3	7	5	2	2
	% Response		13.1%	36.7%	43.1%	1.1%	2.6%	1.9%	0.7%	0.7%
Zone 3	Total	461	70	147	202	11	14	12	3	2
	% Response		15.2%	31.9%	43.8%	2.4%	3.0%	2.6%	0.7%	0.4%
Zone 4	Total	164	19	44	84	5	5	7	0	0
	% Response		11.6%	26.8%	51.2%	3.0%	3.0%	4.3%	0.0%	0.0%
No Address Given	Total	27	7	9	7	3	1	0	0	0
	% Response		25.9%	33.3%	25.9%	11.1%	3.7%	0.0%	0.0%	0.0%

Table 1: Consultation Results Summary

2.6 Option 3 (Parking Lay-by) received the largest level of support both overall and by the residents most directly affected.

2.7 Comments were also invited from respondents. A number of common issues emerged, which are summarised below, together with Officer's response below in italics.

- Damage to tree roots

Officers will work closely with the relevant arboriculture officers to ensure that damage to tree roots is minimised.

- Displacement of parking

Option 2 would result in the displacement of parking. This would need to be carefully managed in consultation with the County's parking team.

- Increase in traffic speeds

Currently parking on Woodfield Lane obstructs two-way traffic flow which can reduce traffic speeds. All three options provide for two-way traffic movement and could potentially increase traffic speeds. The impact on

traffic speeds of whichever option is progressed will need to be considered as part of the detailed design and speeds monitored.

- 'No right turn' should be implemented regardless of the outcome of the consultation

Comment noted.

- Implement Option 2 as an interim measure whilst resolving the common land issues associated with Option 3

The extension of the waiting restrictions would require the statutory procedures to be followed. Therefore, it would take up to a year before the revised restrictions could be in place. The issue of displaced parking and possible increased traffic speeds would need to be managed. This could require additional measures to be implemented which would involve further consultation, delay implementation and increase costs.

- Consider providing a parking lay-by within the central island near Craddocks Parade, either instead of or in addition to the proposed lay-by alongside the common

This could be considered as part of the detailed design if Members so wish. It would have the advantage of clarifying which lay-by could be provided with the least impact on common land and tree roots. A lay-by in the central island would also provide parking closer to the shops, which would benefit the businesses.

- The proposed 1 hour, no return within 4 hours, 8am to 7pm Mon - Sat parking restriction should be amended to allow longer for shoppers, particularly to the hairdressers, and for recreational use of the common. The most commonly suggested alternatives were:

- 2 hours, no return within either 2 or 4 hours
- keep as existing (parking prohibited Mon to Fri, 8am to 10am and 5.30pm to 7pm)
- parking unrestricted during off-peak hours
- restrictions only in force Mon – Fri
- restrictions only to 5.30pm so can park to use train in the evening

Officers agree that the parking restriction times should be reviewed, particularly to provide a longer parking time for users of the shops and the common. This will be carried out in consultation with the County's parking team.

- Waiting restrictions would require enforcement

The current restrictions in the Woodfield Lane area are enforced by Mole Valley. Any changes would be incorporated into the enforcement team's parking patrol schedule.

- Vehicles manoeuvring into spaces in the lay-by proposed in option 3 will delay through traffic and cause accidents

The situation would be no worse than at present but should improve matters as there will be more space for vehicles to pass cars manoeuvring into the proposed lay-by.

- Waiting restrictions needed in Barnett Wood Lane to remove parking by the pond

Waiting restrictions at this location to prevent all day commuter parking whilst allowing for users of the church were agreed by Local Committee in June 2013 and will be the subject of statutory consultation in the Autumn.

- No provision has been made to assist pedestrian movement between the proposed parking alongside the common (options 1 and 3) and the shops

This could be looked at as part of the detailed design.

- No provision has been made for cyclists

This could be looked at as part of the detailed design.

- Consider use of 'grasscrete' type material in the proposed lay-by to minimise visual impact

The materials to be used should the lay-by proposal be progressed would be considered as part of the detailed design process. The materials proposed would be sympathetic to the local environment and in keeping with the existing highway.

- The junction of Woodfield Lane/Craddocks Avenue/Barnett Wood Lane requires improvement to assist traffic flow

Improvements to this junction would fall outside the scope of the proposals being considered under this consultation. Options 2 and 3 would have a minimal impact on the junction.

- Cost of parking/pricing structure in the Ashted Station car park

The station car park is run by Southern Rail and so outside the scope of this scheme.

- Length of time the level crossing barriers are down is excessive

This is a Network Rail issue and has been discussed with them at the Road-Rail Partnership Group.

- Amend junction north of the level crossing (Woodfield Lane/Woodfield Road/ Overdale)

This junction was outside the scope of this scheme.

2.8 The views of the Police have been sought and are summarised below.

Option 1: This is the least favoured option and potentially creates some enforcement issues. The Police are also concerned about large vehicle movements under the proposal and consider the proposed reversal of the one-way system in Craddocks Avenue could cause problems. There is also the greatest potential of the three options for increased vehicle speeds, which would be detrimental to road safety.

Option 2: The Police would not normally comment on parking proposals as they are not enforced by them. However, in this case they have two concerns; the detrimental effect on vehicle speeds and the displacement of parked vehicles to the surrounding area.

Option 3: This is the preferred option. It addresses the identified problems without creating changes to the existing road layouts. The only concern is regarding the potential for increased vehicle speeds. The Police therefore request that this point is considered should this proposal be the one to be implemented.

3. OPTIONS:

3.1 The options open to Local Committee are set out below. Officer comments are given for each option, based on the results of the public consultation.

3.2 Proceed with Option 1 (One-way Boulevard)

Comment: this option received the lowest level of support from respondents to the consultation (14.6%). It is also not supported by the Police.

3.3 Proceed with Option 2 (Extend Waiting Restrictions)

Comment: this option was supported by 32.4% of respondents to the consultation as it was considered to be the cheapest solution, cost effective and quick to implement. However, there would be issues with displaced parking and the potential for increased traffic speeds.

3.4 Proceed with Option 3 (Parking Lay-by).

Comment: this option received the highest level of support from respondents to the public consultation (44.3%) and was also the preferred option of the Police. There are common land issues that will need to be resolved if this option were to proceed and concerns regarding the impact on trees. As with option 2, there is the potential for traffic speeds to increase. These issues would need to be addressed as part of the detailed design.

3.5 Proceed with Option 2 as an interim measure whilst resolving the common land issues associated with Option 3.

Comment: the extension of the waiting restrictions would require the statutory procedures to be followed. Therefore, it could take up to a year before the revised restrictions would be in place. The issue of displaced parking and possible increased traffic speeds would need to be managed. This could require additional measures to be implemented which would involve further consultation, delay implementation and increase costs.

3.6 Do nothing

Comment: doing nothing would not resolve the safety issues identified in Woodfield Lane.

4. CONSULTATIONS:

4.1 Three options for Woodfield Lane have been the subject of public consultation, as reported in section 3 of this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Initial estimates have been made of the cost of implementing the three options which were the subject of public consultation, as below. It should be noted that no allowance has been made for the diversion of any statutory undertakers plant which may be required.

Option 1 (One-way Boulevard):	£48,000
Option 2 (Extend Waiting Restrictions):	£3,500
Option 3 (Parking Lay-by):	£105,000

5.2 Funding has been identified from developments in the Ashted area which should be sufficient to cover the cost of scheme development and construction of whichever option is taken forward.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its responsibilities in this area. It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 Full consultation has been carried out with the local community to seek their views on the options being considered for Woodfield Lane.

7.2 Communities are represented by County Councillors and Local Committee members who are involved in the decision making process for the progression of highway improvement schemes.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
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

8.1 Crime and Disorder implications

A well managed highway network can reduce fear of crime and allow the Police greater opportunity to carry out effective enforcement of traffic restrictions.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The results of the extensive consultation with the residents and businesses of Ashtead, seeking their views on three possible options to address safety issues in Woodfield Lane, show that the provision of a parking lay-by is the preferred option. This view is supported by the Police. Therefore it is recommended that the parking lay-by option (option 3) is taken forward for detailed design. There are common land issues associated with option 3 which it will be necessary to resolve with the appropriate authorities before the scheme can be progressed. The report recommends that Officers commence discussions to resolve the common land issues. Detailed design will pay particular regard to minimising any impact on existing mature trees and will also consider the comments made by respondents to the consultation. It is recommended that detailed design be progressed in consultation with the Local Committee Chairman, Vice-Chairman and divisional Member and that a report is presented to a future meeting of the Local Committee to seek approval.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, Officers, in consultation with the Chairman, Vice-Chairman and divisional Member, will progress the detailed design of the parking lay-by in Woodfield Lane. This will include resolution of the common land issues, ensuring that the impact on existing mature trees is minimised and taking into consideration the comments made as part of the public consultation. Local Committee will be updated on progress through the quarterly schemes update report and a further report will be presented to the Local Committee at a future meeting to seek approval of the detailed design.

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

As detailed in the report

Annexes:

Annex 1: Consultation Material

Annex 2: Plan of consultation zones

Annex 3: Consultation results by road

Sources/background papers:

Responses to public consultation

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Email: highways@surreycc.gov.uk
Contact: Mrs A Guy

Ashtead Residents and Businesses

Surrey County Council
Highways.
Rowan House
Merrow Depot
Merrow Lane
Guildford
GU4 7BQ

Our ref: D2613/9582/01/AG

12 October 2012

Dear Resident or Business Owner

Woodfield Lane, Ashtead - Public Consultation

Parking in Woodfield Lane between Craddocks Avenue and Ashtead station has been of local concern for some time. Funding has been set aside from contributions received from developments in the Ashtead area to develop options to deal with these concerns. This letter contains information about the three options that are being taken forward for public consultation and also invites you to a public exhibition.

Option 1: One-Way Boulevard

This option creates a one-way system around the central island, retaining parking spaces whilst leaving sufficient road width for traffic.

- traffic travelling toward the station would use the road alongside the common
- traffic travelling toward the shops would use the service road by the houses
- the central island would need to be cut back at the station end to enable traffic to flow more easily around the one-way working. This would result in the removal of approximately two trees.
- substantial work would also be required at the junction of Woodfield Lane and Craddocks Avenue to facilitate the one-way system
- the one-way system currently in place in Craddocks Avenue would need to be reversed
- the hours of the existing Monday to Friday waiting restrictions alongside the common would be changed to allow 1 hours parking with no return within 4 hours

Option 2: Extend Waiting Restrictions

This option removes parking alongside the common to provide sufficient road width for two-way traffic.

- the existing Monday to Friday waiting restriction alongside the common would be removed

ITEM 10

- the existing 'No waiting at any time' restrictions would be extended so that parking would be prohibited along the complete length of Woodfield Lane alongside the common

Option 3: Parking Lay-By

This option provides a parking lay-by alongside the common.

- parking would be accommodated within a new lay-by
- parking in the lay-by would be restricted to 1 hour with no return within 4 hours, Monday to Friday
- a new footway would be constructed alongside the lay-by
- street lights and street furniture (bench, litter bin) would be relocated
- no trees would be removed as a result of this option

All three options would also introduce a 'No right turn' at the junction of the service road with Woodfield Lane near the level crossing. This is to prevent turning vehicles blocking traffic coming across the level crossing.

It should be noted that options 1 and 3 would impact on Common Land and these issues would need to be resolved before either of these schemes could proceed.

I would stress that we are only carrying out consultation at this stage. It is important that the views of those who live and work in the area form part of the process of developing a scheme that is supported by the local community.

Drawings showing the three options are enclosed with this letter, together with a short questionnaire seeking your views.

A public exhibition has also been arranged at which you can view large scale plans of the options and talk to Surrey Highways staff, who will be happy to answer any questions you may have on the proposals.

The public exhibition will take place on **Friday 19th October** between **4pm and 9pm** at **Ashted Peace Memorial Hall, Woodfield Lane, Ashted.**

I would be grateful if you could spare the time to complete and return the short questionnaire by **Friday 2nd November 2012**. You can return it either at the public exhibition, by e-mail to the above address, by post or it can be handed in at Ashted public library.

Yours faithfully

John Lawlor
South East Area Team Manager

**WOODFIELD LANE, ASHTEAD
PROPOSED OPTIONS**

NAME:

ADDRESS:

.....

1. Do you support Option 1 (proposed One-Way Boulevard)?

Yes No (Please tick one box only)

2. Do you support Option 2 (proposed extension to the waiting restrictions)?

Yes No (Please tick one box only)

3. Do you support Option 3 (proposed parking lay-by)?

Yes No (Please tick one box only)

Your comments/suggestions

(please use the space below for any comments or suggestions you may wish to make)

Please return your completed questionnaire by Friday 2nd November 2012
Please note, responses will not be individually acknowledged but all comments will be considered as part of the consultation

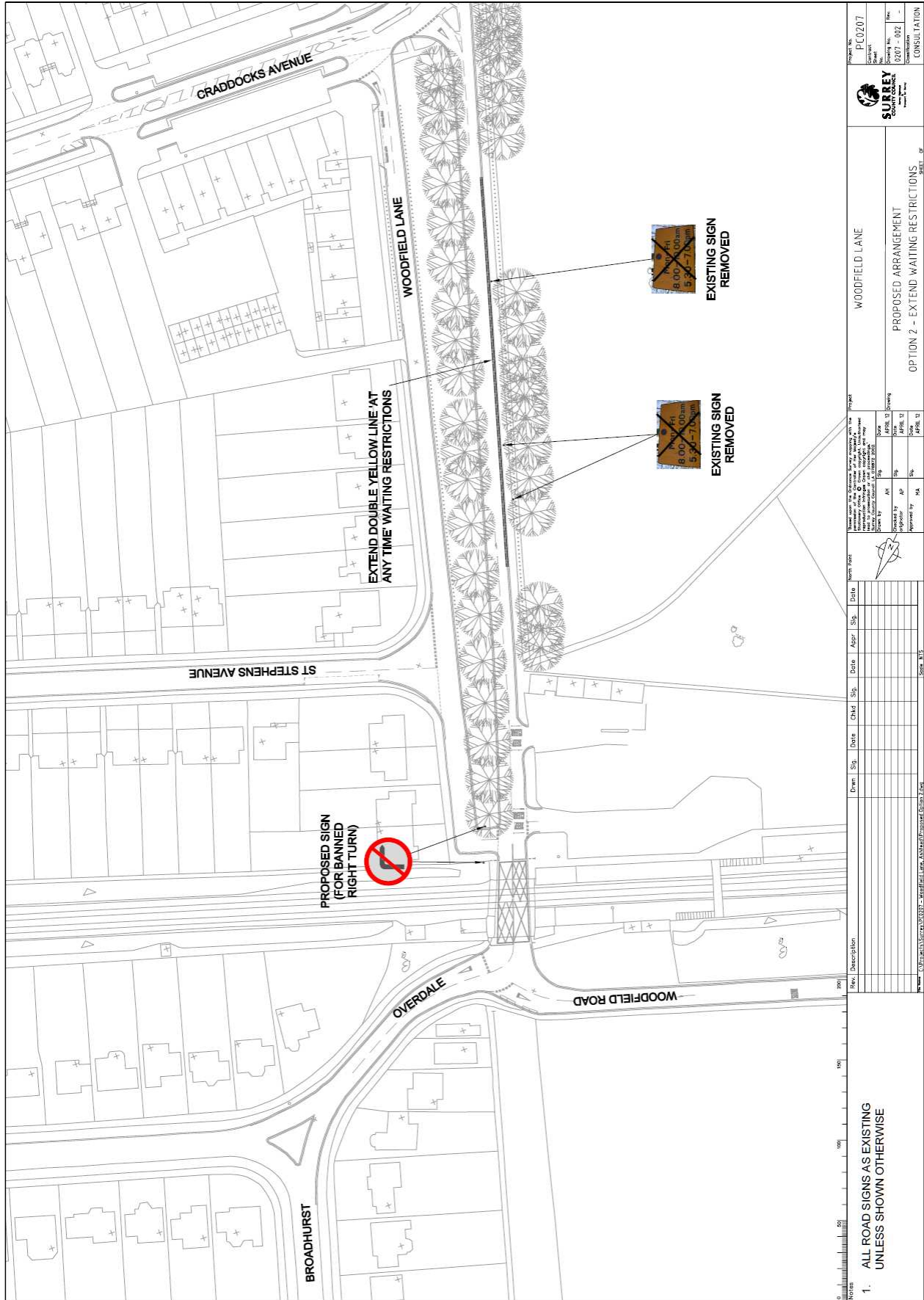
ITEM 10
OPTION 1 - ONE-WAY BOULEVARD

1. ALL ROAD SIGNS AS EXISTING UNLESS SHOWN OTHERWISE

Date	Drawn	Sign	Date	Check	Sign	Date	Approved	Sign	Date

Name	Signature	Date	Approved by	Signature	Date

OPTION 2 – EXTEND WAITING RESTRICTIONS



Project No: P10207
 Survey No: 0207 - 002
 Date: 02/07 - 002
 Consultation

SURREY
 COUNTY COUNCIL

Rev	Description	Date	Sp	Chd	Sp	Date	Apr	Sp	Date	Sp	Notes

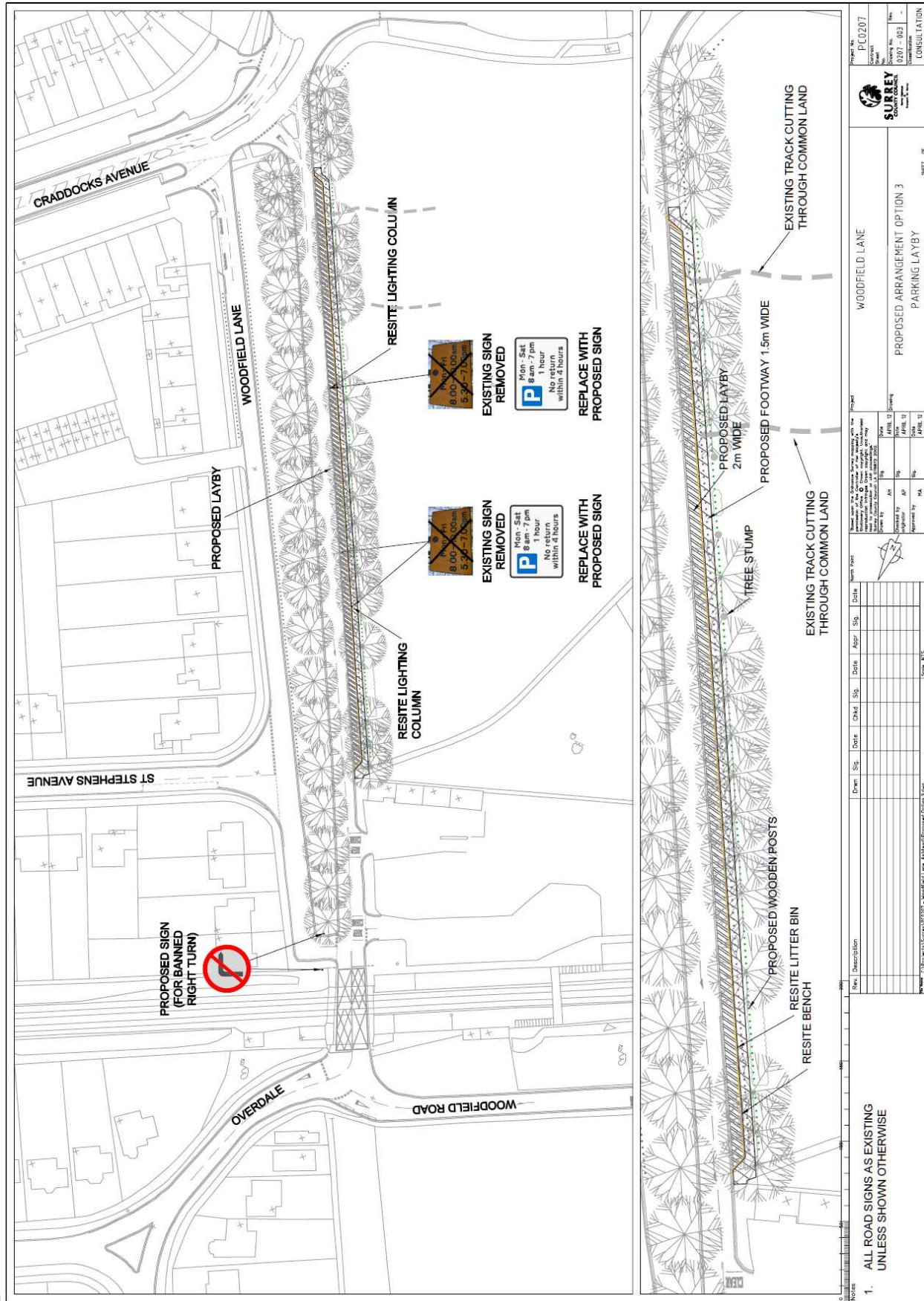
North Point

Scale: 1:5

1. ALL ROAD SIGNS AS EXISTING UNLESS SHOWN OTHERWISE

Rev: 01/04/2014, 02/07/2014, 03/07/2014, 04/07/2014, 05/07/2014, 06/07/2014, 07/07/2014, 08/07/2014, 09/07/2014, 10/07/2014, 11/07/2014, 12/07/2014, 13/07/2014, 14/07/2014, 15/07/2014, 16/07/2014, 17/07/2014, 18/07/2014, 19/07/2014, 20/07/2014, 21/07/2014, 22/07/2014, 23/07/2014, 24/07/2014, 25/07/2014, 26/07/2014, 27/07/2014, 28/07/2014, 29/07/2014, 30/07/2014, 31/07/2014, 01/08/2014, 02/08/2014, 03/08/2014, 04/08/2014, 05/08/2014, 06/08/2014, 07/08/2014, 08/08/2014, 09/08/2014, 10/08/2014, 11/08/2014, 12/08/2014, 13/08/2014, 14/08/2014, 15/08/2014, 16/08/2014, 17/08/2014, 18/08/2014, 19/08/2014, 20/08/2014, 21/08/2014, 22/08/2014, 23/08/2014, 24/08/2014, 25/08/2014, 26/08/2014, 27/08/2014, 28/08/2014, 29/08/2014, 30/08/2014, 31/08/2014, 01/09/2014, 02/09/2014, 03/09/2014, 04/09/2014, 05/09/2014, 06/09/2014, 07/09/2014, 08/09/2014, 09/09/2014, 10/09/2014, 11/09/2014, 12/09/2014, 13/09/2014, 14/09/2014, 15/09/2014, 16/09/2014, 17/09/2014, 18/09/2014, 19/09/2014, 20/09/2014, 21/09/2014, 22/09/2014, 23/09/2014, 24/09/2014, 25/09/2014, 26/09/2014, 27/09/2014, 28/09/2014, 29/09/2014, 30/09/2014, 01/10/2014, 02/10/2014, 03/10/2014, 04/10/2014, 05/10/2014, 06/10/2014, 07/10/2014, 08/10/2014, 09/10/2014, 10/10/2014, 11/10/2014, 12/10/2014, 13/10/2014, 14/10/2014, 15/10/2014, 16/10/2014, 17/10/2014, 18/10/2014, 19/10/2014, 20/10/2014, 21/10/2014, 22/10/2014, 23/10/2014, 24/10/2014, 25/10/2014, 26/10/2014, 27/10/2014, 28/10/2014, 29/10/2014, 30/10/2014, 31/10/2014, 01/11/2014, 02/11/2014, 03/11/2014, 04/11/2014, 05/11/2014, 06/11/2014, 07/11/2014, 08/11/2014, 09/11/2014, 10/11/2014, 11/11/2014, 12/11/2014, 13/11/2014, 14/11/2014, 15/11/2014, 16/11/2014, 17/11/2014, 18/11/2014, 19/11/2014, 20/11/2014, 21/11/2014, 22/11/2014, 23/11/2014, 24/11/2014, 25/11/2014, 26/11/2014, 27/11/2014, 28/11/2014, 29/11/2014, 30/11/2014, 01/12/2014, 02/12/2014, 03/12/2014, 04/12/2014, 05/12/2014, 06/12/2014, 07/12/2014, 08/12/2014, 09/12/2014, 10/12/2014, 11/12/2014, 12/12/2014, 13/12/2014, 14/12/2014, 15/12/2014, 16/12/2014, 17/12/2014, 18/12/2014, 19/12/2014, 20/12/2014, 21/12/2014, 22/12/2014, 23/12/2014, 24/12/2014, 25/12/2014, 26/12/2014, 27/12/2014, 28/12/2014, 29/12/2014, 30/12/2014, 31/12/2014

ITEM 10 OPTION 3 – PARKING LAY-BY



Drawn	Sig.	Date	Chk'd	Sig.	Date	Appr.	Sig.	Date

Notes:
1. ALL ROAD SIGNS AS EXISTING UNLESS SHOWN OTHERWISE

Project: 1007 - 003 - 003 - CONSULTATION
SHEET 05

Scale: 1:500

Project No: PC0207
Drawing No: 0207 - 003 -
Revision: -
Consultation

Project Name: WOODFIELD LANE
Proposed Arrangement Option 3
Parking Layby

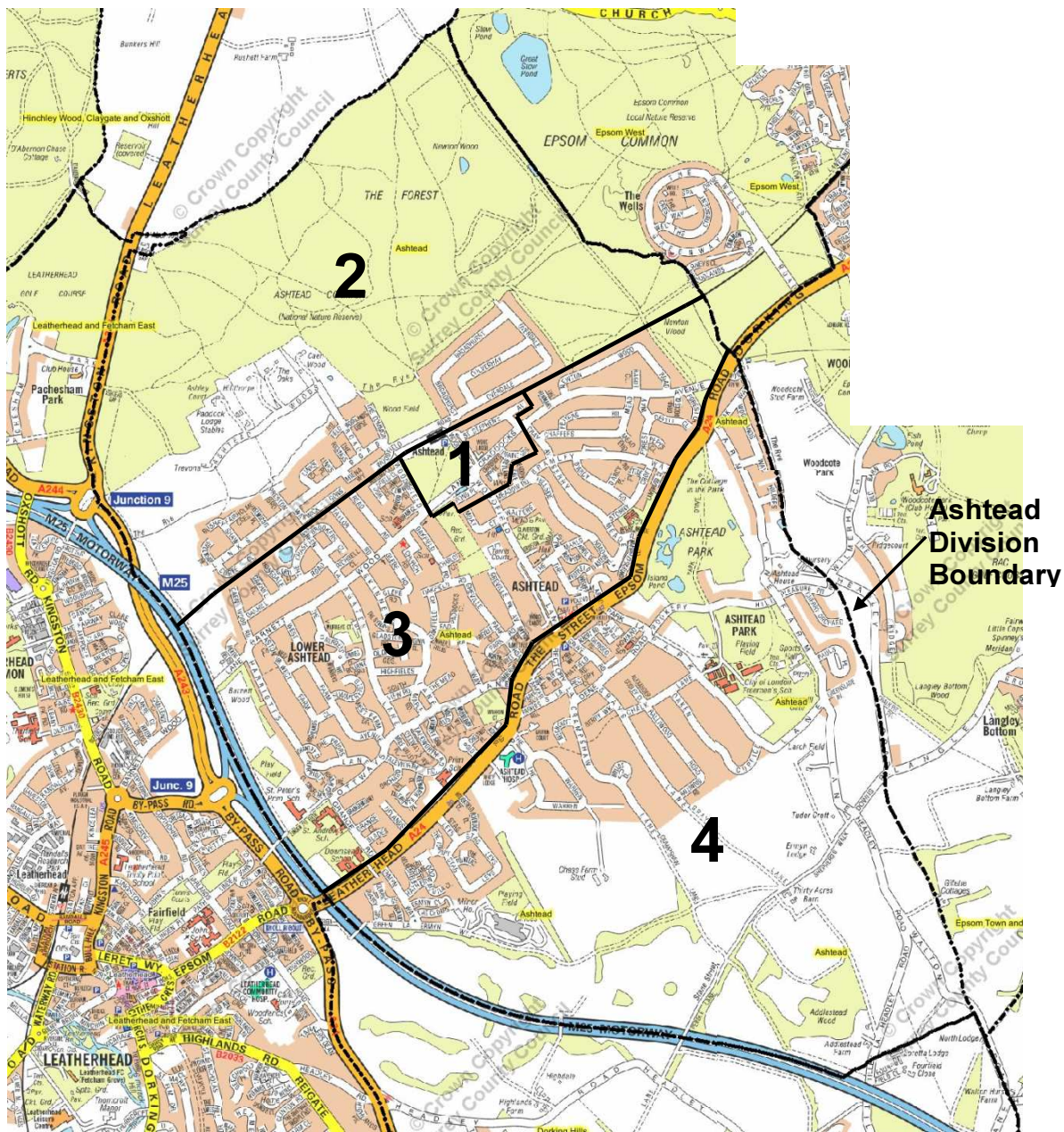
Approved by: [Signature]
Approved on: 12 April 2020

Checked by: [Signature]
Checked on: 12 April 2020

Drawn by: [Signature]
Drawn on: 12 April 2020

ANNEX 2

Woodfield Lane – Consultation Zones



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ANNEX 3

Woodfield Lane Consultation

Table 1: All roads

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Agates Lane	17	3		4	11	1	1			
Albert Road	1	4		1						
April Close	1	3			1					
Aquila Close	3	4		1	1			1		
Ashtead Woods Road	11	2	4	3	3		1			
Aston Close	2	4		1	1					
Bagot Close	1	4			1					
Balquhain Close	3	4		1	2					
Barnby Close	2	2		2						
Barnett Wood Lane	1	1	1							
Barnett Wood Lane	16	3	3	6	4			1	1	1
Beauclare Close	2	4		1	1					
Beechcroft	1	4		1						
Berry Meade	3	3	1	1	1					
Berry Walk	3	4	1		1		1			
Blacksmith Close	1	4			1					
Blades Close	4	3	1	1	2					
Bowyers Close	2	3		2						
Bramley Grove	1	3		1						
Bramley Way	9	3	2	2	4		1			
Broadhurst	43	2	6	17	17			1	1	1
Broadmead	5	3	1		4					
Brookfield Close	1	4			1					
Burnside	2	3			1		1			
Bushey Shaw	5	2	1		4					
Caen Wood Road	6	3	3	2	1					
Chaffers Mead	17	3	1	6	9	1				
Chalk Lane	6	4		2	2	1	1			
Charlotte Close	1	3			1					
Cherry Orchard	1	4		1						
Church Road	5	3			5					
Corfe Close	6	2		1	5					
Craddocks Avenue	13	1	2	1	10					
Craddocks Avenue	26	3	2	7	14	1		2		
Craddocks Close	2	3	1		1					
Craddocks Parade	6	1	2		3		1			
Crampshaw Lane	12	4	1	3	7	1				

ITEM 10

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Cray Avenue	4	3			4					
Crispin Close	1	3	1							
Culverhay	38	2	6	14	14			3		1
Darcy Place	2	3	1		1					
Darcy Road	3	3	1	2						
Dene Road	3	4		1	1		1			
Devitt Close	7	3			7					
Druids Close	1	4			1					
Elmwood Close	2	3		2						
Elmwood Court	3	3	1	1	1					
Epsom Road	3	4		1	1			1		
Ermyrn Way	2	4		1	1					
Fairholme Crescent	8	2	2	1	5					
Farm Lane	17	4	1	5	9		1	1		
Floral Court	1	3		1						
Forest Crescent	6	3		3	2		1			
Forest Way	6	3	1	3	2					
Gayton Close	3	3	1		1			1		
Gaywood Road	4	4		2	2					
Gladstone Road	4	3		1	2			1		
Glebe Road	8	3		5	3					
Grange Close	1	3			1					
Grange Road	1	3			1					
Grays Lane	2	4	1					1		
Green Lane	4	4			4					
Greenside Drive	3	2	1	2						
Greville Park Avenue	6	3	1	2	1	1		1		
Greville Park Road	6	3	2	2	2					
Grove Road	2	4	1	1						
Harriotts Lane	9	3	1	2	3	1	1	1		
Hatfield Road	2	4		2						
Hatherwood	2	4			1		1			
Highfields	1	3		1						
Highlands	1	3		1						
Hillside Road	21	3	4	6	8	1	1	1		
Kelmscott Place	1	2			1					
Langwood Close	1	3						1		
Leatherhead Road	11	4	3	2	5	1				
Links Close	7	2	1		5		1			
Links Road	40	2	2	13	21	3		1		
Lorraine Gardens	8	1		4	3	1				
Maple Road	3	3		1	1	1				

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Mead End	1	3			1					
Meadow Gate	2	3	1		1					
Meadow Road	3	3		1	2					
Miena Way	5	2	1	1	3					
Moat Court	11	3	2	6	2		1			
Mulberry Way	1	3	1							
Newton Wood Road	16	3	2	6	8					
Northfields	1	3	1							
Oak Way	2	4		1	1					
Oaken Coppice	3	4			3					
Oakfield Road	13	3	3	5	5					
Oakhill Close	3	3	1	1		1				
Oakhill Road	8	3		3	5					
Orchard Drive	2	3	1		1					
Ottways Avenue	1	3		1						
Ottways Lane	12	3	2	4	5	1				
Overdale	67	2	8	32	25		1		1	
Paddocks Close	2	3			2					
Paddocks Way	11	3	5	3	2			1		
Park Drive	1	4			1					
Park Lane	5	4	1	2	2					
Park Road	3	4	1	2						
Parkers Close	1	4			1					
Pauls Place	2	4	1		1					
Pepys Close	1	3			1					
Petters Road	12	3	2	4	4	1				1
Pleasure Pit Road	1	4			1					
Preston Grove	4	2		1	3					
Purcells Close	1	4	1							
Quarry Close	2	4		2						
Quarry Gardens	1	4		1						
Ralliwood Road	9	4	2	3	3	1				
Read Road	8	3	1	2	4		1			
Rectory Lane	5	4	1	1	3					
Richbell Close	1	3	1							
Roebuck Close	1	4	1							
Rookery Hill	1	4			1					
Rosedale	2	3	1		1					
Rutland Close	2	1		1	1					
Rye Field	6	2		3	1		2			
Shires Close	1	3			1					
Skidders Lane	6	3		1	5					
South View Road	2	3		1			1			

ITEM 10

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
St Stephens Avenue	22	1	7	9	4			2		
Stag Leys	14	4		3	10			1		
Stonny Croft	2	3			2					
Summerfield	3	3			3					
Sylvan Way	1	Red hill		1						
Taleworth Park	5	3	1	3	1					
Taleworth Road	10	3	3	3	3				1	
Taylor Road	5	3	2	1	2					
The Chase	5	3		1	4					
The Common	6	2		3	2		1			
The Hilders	3	4	1		2					
The Marld	6	3	1	3	1		1			
The Mead	2	3		1			1			
The Murreys	7	3	3	2	2					
The Pointers	1	4	1							
The Priors	1	3			1					
The Renmans	4	3		1	3					
The Ridings	5	2	1	3	1					
The Street	7	4	1	2	3			1		
The Warren	5	4			3	1		1		
Uplands	6	3		4	2					
Walters Mead	3	3		1	2					
Warwick Gardens	4	2			3		1			
West Farm Avenue	18	3	1	9	8					
West Farm Close	5	3	2		3					
West Farm Drive	3	3			2		1			
West View	1	3		1						
Westfield	6	3		1	3	1		1		
Woodfield Close	13	3	1	3	5		2	1	1	
Woodfield Lane	17	1	1	7	9					
Woodfield Lane	19	3	3	10	6					
Woodfield Road	5	2	2	1	2					
Woodlands Copse	1	2		1						
Woodlands Way	6	4			6					
No address given	26	5	7	8	7	3	1			
Total	988		144	320	438	23	28	26	5	4
% Response			14.6%	32.4%	44.3%	2.3%	2.8%	2.6%	0.5%	0.4%

Table 2: Zone 1

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Barnett Wood Lane	1	1	1							
Craddocks Avenue	13	1	2	1	10					
Craddocks Parade	6	1	2		3		1			
Lorraine Gardens	8	1		4	3	1				
Rutland Close	2	1		1	1					
St Stephens Avenue	22	1	7	9	4			2		
Woodfield Lane	17	1	1	7	9					
Total	69		13	22	30	1	1	2	0	0
% Response			18.8%	31.9%	43.5%	1.4%	1.4%	2.9%	0.0%	0.0%

Table 3: Zone 2

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Ashtead Woods Road	11	2	4	3	3		1			
Barnby Close	2	2		2						
Broadhurst	43	2	6	17	17			1	1	1
Bushey Shaw	5	2	1		4					
Corfe Close	6	2		1	5					
Culverhay	38	2	6	14	14			3		1
Fairholme Crescent	8	2	2	1	5					
Greenside Drive	3	2	1	2						
Kelmscott Place	1	2			1					
Links Close	7	2	1		5		1			
Links Road	40	2	2	13	21	3		1		
Miena Way	5	2	1	1	3					
Overdale	67	2	8	32	25		1		1	
Preston Grove	4	2		1	3					
Rye Field	6	2		3	1		2			
The Common	6	2		3	2		1			
The Ridings	5	2	1	3	1					
Warwick Gardens	4	2			3		1			
Woodfield Road	5	2	2	1	2					
Woodlands Copse	1	2		1						
Total	267		35	98	115	3	7	5	2	2
% Response			13.1%	36.7%	43.1%	1.1%	2.6%	1.9%	0.7%	0.7%

Table 4: Zone 3

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Agates Lane	17	3		4	11	1	1			
April Close	1	3			1					
Barnett Wood Lane	16	3	3	6	4			1	1	1
Berry Meade	3	3	1	1	1					
Blades Close	4	3	1	1	2					
Bowyers Close	2	3		2						
Bramley Grove	1	3		1						
Bramley Way	9	3	2	2	4		1			
Broadmead	5	3	1		4					
Burnside	2	3			1		1			
Caen Wood Road	6	3	3	2	1					
Chaffers Mead	17	3	1	6	9	1				
Charlotte Close	1	3			1					
Church Road	5	3			5					
Craddocks Avenue	26	3	2	7	14	1		2		
Craddocks Close	2	3	1		1					
Cray Avenue	4	3			4					
Crispin Close	1	3	1							
Darcy Place	2	3	1		1					
Darcy Road	3	3	1	2						
Devitt Close	7	3			7					
Elmwood Close	2	3		2						
Elmwood Court	3	3	1	1	1					
Floral Court	1	3		1						
Forest Crescent	6	3		3	2		1			
Forest Way	6	3	1	3	2					
Gayton Close	3	3	1		1			1		
Gladstone Road	4	3		1	2			1		
Glebe Road	8	3		5	3					
Grange Close	1	3			1					
Grange Road	1	3			1					
Greville Park Avenue	6	3	1	2	1	1		1		
Greville Park Road	6	3	2	2	2					
Harriotts Lane	9	3	1	2	3	1	1	1		
Highfields	1	3		1						
Highlands	1	3		1						
Hillside Road	21	3	4	6	8	1	1	1		
Langwood Close	1	3						1		
Maple Road	3	3		1	1	1				
Mead End	1	3			1					
Meadow Gate	2	3	1		1					

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Meadow Road	3	3		1	2					
Moat Court	11	3	2	6	2		1			
Mulberry Way	1	3	1							
Newton Wood Road	16	3	2	6	8					
Northfields	1	3	1							
Oakfield Road	13	3	3	5	5					
Oakhill Close	3	3	1	1		1				
Oakhill Road	8	3		3	5					
Orchard Drive	2	3	1		1					
Ottways Avenue	1	3		1						
Ottways Lane	12	3	2	4	5	1				
Paddocks Close	2	3			2					
Paddocks Way	11	3	5	3	2			1		
Pepys Close	1	3			1					
Petters Road	12	3	2	4	4	1				1
Read Road	8	3	1	2	4		1			
Richbell Close	1	3	1							
Rosedale	2	3	1		1					
Shires Close	1	3			1					
Skidders Lane	6	3		1	5					
South View Road	2	3		1			1			
Stonny Croft	2	3			2					
Summerfield	3	3			3					
Taleworth Park	5	3	1	3	1					
Taleworth Road	10	3	3	3	3				1	
Taylor Road	5	3	2	1	2					
The Chase	5	3		1	4					
The Marld	6	3	1	3	1		1			
The Mead	2	3		1			1			
The Murreys	7	3	3	2	2					
The Priors	1	3			1					
The Renmans	4	3		1	3					
Uplands	6	3		4	2					
Walters Mead	3	3		1	2					
West Farm Avenue	18	3	1	9	8					
West Farm Close	5	3	2		3					
West Farm Drive	3	3			2		1			
West View	1	3		1						
Westfield	6	3		1	3	1		1		
Woodfield Close	13	3	1	3	5		2	1	1	
Woodfield Lane	19	3	3	10	6					
Total	461		70	147	202	11	14	12	3	2
% Response			15.2%	31.9%	43.8%	2.4%	3.0%	2.6%	0.7%	0.4%

Table 5: Zone 4

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
Albert Road	1	4		1						
Aquila Close	3	4		1	1			1		
Aston Close	2	4		1	1					
Bagot Close	1	4			1					
Balquhain Close	3	4		1	2					
Beauclare Close	2	4		1	1					
Beechcroft	1	4		1						
Berry Walk	3	4	1		1		1			
Blacksmith Close	1	4			1					
Brookfield Close	1	4			1					
Chalk Lane	6	4		2	2	1	1			
Cherry Orchard	1	4		1						
Crampshaw Lane	12	4	1	3	7	1				
Dene Road	3	4		1	1		1			
Druids Close	1	4			1					
Epsom Road	3	4		1	1			1		
Ermyrn Way	2	4		1	1					
Farm Lane	17	4	1	5	9		1	1		
Gaywood Road	4	4		2	2					
Grays Lane	2	4	1					1		
Green Lane	4	4			4					
Grove Road	2	4	1	1						
Hatfield Road	2	4		2						
Hatherwood	2	4			1		1			
Leatherhead Road	11	4	3	2	5	1				
Oak Way	2	4		1	1					
Oaken Coppice	3	4			3					
Park Drive	1	4			1					
Park Lane	5	4	1	2	2					
Park Road	3	4	1	2						
Parkers Close	1	4			1					
Pauls Place	2	4	1		1					
Pleasure Pit Road	1	4			1					
Purcells Close	1	4	1							
Quarry Close	2	4		2						
Quarry Gardens	1	4		1						
Ralliwood Road	9	4	2	3	3	1				
Rectory Lane	5	4	1	1	3					
Roebuck Close	1	4	1							
Rookery Hill	1	4			1					
Stag Leys	14	4		3	10			1		

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
The Hilders	3	4	1		2					
The Pointers	1	4	1							
The Street	7	4	1	2	3			1		
The Warren	5	4			3	1		1		
Woodlands Way	6	4			6					
Total	164		19	44	84	5	5	7	0	0
% Response			11.6%	26.8%	51.2%	3.0%	3.0%	4.3%	0.0%	0.0%

Table 6: No address/outside Ashtead

Road	Total	Zone	Option 1	Option 2	Option 3	None	Options 1 & 3	Options 2 & 3	Options 1 & 2	Options 1, 2 & 3
No address given	26	5	7	8	7	3	1			
Sylvan Way	1	Redhill		1						
Total	27		7	9	7	3	1	0	0	0
% Response			25.9%	33.3%	25.9%	11.1%	3.7%	0.0%	0.0%	0.0%

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 11 SEPTEMBER 2013****LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER****SUBJECT: HIGH STREET / NORTH STREET / WEST STREET, DORKING
BANNED TURN TRAFFIC REGULATION ORDERS****DIVISION: DORKING HILLS
DORKING SOUTH & THE HOLMWOODS****SUMMARY OF ISSUE:**

Traffic signals were introduced at Pump Corner in 2004 as part of the Dorking Decongestion Study. As part of this scheme it was proposed to ban the left turn into High Street from North Street. Unfortunately there is no evidence that this order was ever made, although the signs were erected on site.

As part of the same scheme it was agreed that cyclists should be exempted from the existing Traffic Regulation Order banning the right turn from High Street into North Street. There is no evidence that this order was ever amended.

This report seeks approval to put the necessary Traffic Regulation Orders in place to enable the restricted movements at this junction to be enforced.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to agree:**

- (i) To prohibit the left turn out of North Street into High Street, Dorking.
- (ii) 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.

REASONS FOR RECOMMENDATIONS:

The reasons for these recommendations are as follows:

- To ensure that there is a traffic regulation order in place to enable the police to enforce the existing no left turn signs.
- To ensure that cyclists turning right from High Street into North Street are doing so lawfully, and not in contravention of an existing traffic regulation order.

1. INTRODUCTION AND BACKGROUND:

1.1 Traffic signals were introduced at Pump Corner in 2004 as part of the Dorking Decongestion Study, in order to provide improved pedestrian crossing facilities, particularly across West Street. Subsequent monitoring of the signals determined that they could operate more effectively and reduce peak hour traffic delays if vehicles were prevented from turning left out of North Street into High Street.

1.2 The traffic signal layout incorporated a facility for cyclists to turn right into High Street from North Street. This facility was enables cyclists travelling westbound through Dorking to use North Street, Church Street and West Street to join up with Westcott Road, and was supported by the Mole Valley Cycle Forum. There was an existing TRO at this junction banning all vehicles from making this right turn which needed to be amended as part of this scheme to provide an exemption for cyclists.

1.3 A location plan showing the restricted movements is given in Annex 1.

2. ANALYSIS:

2.1 There are existing 'no left turn' signs in place on North Street to ban the left turn from North Street into High Street. However there is no evidence that an order was ever made to enable the police to enforce this banned turn.

2.2 While investigating the 'no left turn' signs in North Street, it was discovered that the exemption for cyclists from the Traffic Regulation Order banning all vehicles turning right from High Street into North Street had not been implemented.

3. OPTIONS:

3.1 Approve the making of appropriate Traffic Regulation Orders to provide legal authorisation so that the existing site arrangements at the High Street / North Street / West Street junction can be enforced by the police.

4. CONSULTATIONS:

4.1 Surrey Police do not object to the proposal to introduce a 'no left turn' restriction for all vehicles from North Street into High Street, or to the proposal to exempt cyclists from the existing banned turn from High Street into North Street. However they have suggested some improvements to the existing signing which will be investigated.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of making and amending the necessary Traffic Regulation Orders will be in the region of £3,000. This can be met from the Integrated Transport Scheme allocation for small safety schemes.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime. The making of this order will allow the police the opportunity to enforce the existing on site arrangements.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report explains that the existing site arrangements at High Street / North Street / West Street are not supported by the appropriate Traffic Regulation Orders. Therefore it is recommended that:

(i) A traffic regulation order be made banning the left turn from North Street into High Street.

(ii) The existing traffic regulation order banning all vehicles making the right turn from High Street into North Street be amended to exempt cyclists.

10. WHAT HAPPENS NEXT:

10.1 The Traffic Regulation Order will be advertised and, subject to there being no objections, the order will be made.

Contact Officer:

Philippa Gates
Assistant Highway Engineer
0300 200 1003

Consulted:

Surrey Police

Annexes:

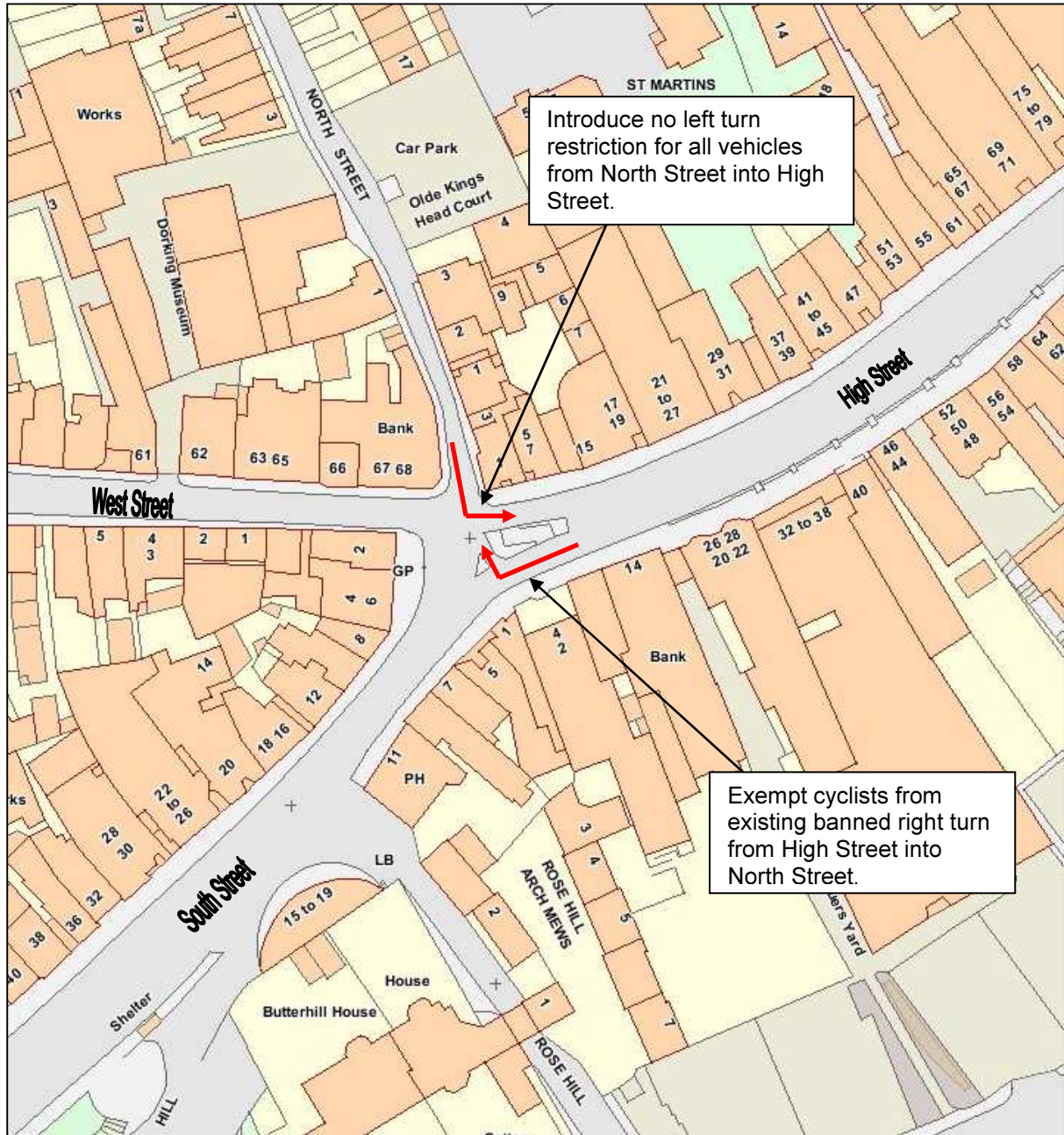
Annexe 1

Sources/background papers:

- None
-

Annex 1

High Street / North Street / West Street, Dorking
Banned turns



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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 11 SEPTEMBER 2013****LEAD OFFICER: SANDRA BROWN****SUBJECT: LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING - UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2013/14 the County Council has allocated £12,876 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since May 2013 to date.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to note:**

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 & Annex 2 of this report.

REASONS FOR RECOMMENDATIONS:

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds councillors are asked to have regard to Surrey County Council's Corporate Strategy 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
 - A safe place to live;
 - A high standard of education;
 - A beautiful environment;
 - A vibrant economy;
 - A healthy population.
- 1.3 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

2. ANALYSIS:

- 2.1 All the bids detailed in Annex 1 & Annex 2 have been considered by and received support from the local county councillor and been assessed by the Community Partnerships Team as meeting the County Council's required criteria.

3. OPTIONS:

- 3.1 The Committee is being asked to note the bids that have already been approved.

4. CONSULTATIONS:

- 4.1 In relation to new bids the local councillor will have discussed the bid with the applicant, and Community Partnerships Team will have consulted relevant Surrey County Council services and partner agencies as required.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are also scrutinised to ensure that they comply with the Council's Financial Framework and represent value for money.
- 5.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1 and Annex 2**. Please note these figures will not include any applications that were approved after the deadline for this report had past.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The allocation of the Members' Allocation and Local Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is flexible.

7. LOCALISM:

- 7.1 The budgets are allocated by the local members to support the needs within their communities.

8. 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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The spending proposals put forward for this meeting have been assessed against the County standards for appropriateness and value for money within the agreed Financial Framework.

10. WHAT HAPPENS NEXT:

- 10.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding and also evidence that the funding has been spent within 6 months.

Contact Officer:

Sue O'Gorman, Local Support Assistant, 01737 737694.

Consulted:

- Local Members have considered and vetted the applications
- Community Partnership Team have assessed the applications

Annexes:

Annex 1 – The breakdown of spend to date per County Councillor

Annex 2 – The breakdown of spend to date per County Councillor of the Local Committee Budget.

Sources/background papers:

- All bid forms are retained by the Community Partnerships Team

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Mole Valley Members Allocations Expenditure - Balance Remaining 2013-2014

				REVENUE	DATE PAID
Helen Clack	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF700199386	Newdigate Pavilion & Scout Hut Appeal	Replacement of Cricket Pavilion & Scouts Hut (Eco-Friendly buildings)	£1,000.00	05/07/2013
	EF800196178	Christ Church Brockham	Induction loop	£1,000.00	07/08/2013
BALANCE REMAINING				£10,876.00	

				REVENUE	DATE PAID
Stephen Cooksey	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
BALANCE REMAINING				£12,876.00	

				REVENUE	DATE PAID
Clare Curran	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
BALANCE REMAINING				£12,876.00	

				REVENUE	DATE PAID
Tim Hall	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF700202267	SATRO	Mega Structures Challenge	£500.00	07/08/2013
BALANCE REMAINING				£12,376.00	

Mole Valley Members Allocations Expenditure - Balance Remaining 2013-2014

				REVENUE	DATE PAID
Christopher Townsend	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF400173660	Ashtead Youth Centre	Summer Trip for young people in Ashtead	£1,500.00	16/08/13
BALANCE REMAINING				£11,376.00	

				REVENUE	DATE PAID
Hazel Watson	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF700198555	M&W Local History Group	Education & Preservation of living histories for future generations	£519.47	05/07/2013
BALANCE REMAINING				£12,356.53	

Mole Valley Members Allocations Expenditure - Balance Remaining 2013-2014

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
Helen Clack				£5,833.00	
BALANCE REMAINING				£5,833.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
Stephen Cooksey				£5,833.00	
BALANCE REMAINING				£5,833.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
Clare Curran	EF700202951	Leatherhead Theatre	Digital Cinema Projector	£5,833.00 £1,300.00	07/08/13
BALANCE REMAINING				£4,533.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
Tim Hall				£5,833.00	
BALANCE REMAINING				£5,833.00	

Mole Valley Members Allocations Expenditure - Balance Remaining 2013-2014

Christopher Townsend	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
				£5,833.00	
BALANCE REMAINING				£5,833.00	

Hazel Watson	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL	DATE PAID
				£5,833.00	
BALANCE REMAINING				£5,833.00	