

## DRAFT

Minutes of the meeting of the  
**Mole VALLEY LOCAL COMMITTEE**  
held at 2.00 pm on 4 December 2013  
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

### Surrey County Council Members:

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

### Borough / District Members:

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

\* In attendance

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### Open Forum

There were no questions asked in the open forum.

#### **30/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were given by Cllr Valerie Homewood, Cllr David Preedy substituted.

Apologies were given by Cllr Simon Ling, Cllr Kathryn Westwood substituted.

#### **31/13 MINUTES OF PREVIOUS MEETING [Item 2]**

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

#### **32/13 DECLARATIONS OF INTEREST [Item 3]**

There were no declarations of interest.

#### **(a) PUBLIC QUESTIONS [Item 4a]**

Mr Billard received a written response prior to the committee. He confirmed he was happy with the response from officers and asked if they could confirm that the clearing of the cycle paths was now in the contract.

Officers confirmed that cycle paths are now included in the regular sweeping of the A24 and it will be co-ordinated with the grass cuttings. This only includes paths which can physically be swept by the sweepers.

Mr Troughton was not in attendance, he had received a written response prior to the committee. Mr Billard as Chair of the Mole Valley Cycle Forum asked if there was any way access to the store could be improved as at present it is hazardous for both pedestrians and cyclists

Officers agreed to be speak with colleagues in transport development planning to see what pressure could be brought to bear. As the development was within the permitted scope the county council was not asked for their views.

The divisional member for Dorking South and the Holmwoods confirmed he would ensure that the safety and access to the site was improved.

Mr Adriano received a written response prior to the committee and has no supplementary.

Mr Ward received a written response prior to the committee and has no supplementary.

Councillor Potter received a written response prior to the committee. He asked for clarification as to why only the top part of Nutwood Avenue was having works undertaken on it and not the whole road? He also requested that now the work had been completed on Pebble Hill that the speed monitoring could be conducted again and in a different location along the road.

The divisional member for Dorking Rural commented that a lot of work had been undertaken to develop a scheme that residents were happy with in Pebble Hill. The Road Safety Officer for the police confirmed monitoring could be undertaken again, though it would now be in the next quarter and residents are welcome to suggest the location for the monitoring to take place. Highways officers confirmed that signing would be done before the end of financial year in conjunction with the resurfacing work for project horizon.

Mr Seward received a written response before the committee, he emphasised the need for action as this area has now been on the wet spot programme for 6 years.

The Chairman made the committee aware that the gully clearance programme was now available on the county website.

## **Annex A**

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

Cllr Haque received a written response prior to the committee. He request figures for the percentage of vehicles driving over 30mph in the lower part of Kennel Lane.

The Road Safety Officer for the police confirmed there were figures which could be provided and these will be sent to the councillor.

Mrs Waston received written response prior to the committee and had no supplementary questions.

Mr Cooksey received a written response prior to the committee and requested a more definitive timescale for the first 3 questions. Cllr Cooksey also raised concern that the lighting posts had been installed in early July and still not connected.

Officers confirmed they would liaise with Skanska and colleagues in the design team. Part of the delay was due to the UK Power Network, though the lights are now part of the central management system. An abnormal load is due to go along the A24 after the 7<sup>th</sup> December, after this all work will resume.

Cllr Cooksey raised a query regarding the inconsistency of street lighting on private roads as this has been done on some roads but not on others.

### **Annex B**

#### **33/13 PETITIONS [Item 5]**

Mr Moss presented his petition to the committee and highlighted the objections raised with regards to the obstruction of the sightline by the post when emerging from Milton Street onto the A25. The Resident's Association feels it is inappropriate for a private organisation to be given permission to erect a sign on the road opposite the turning and feel there would be a more appropriate location for the sign which would not obstruct sight lines.

The Chairman confirmed that sign had been put up by Surrey Highways and complied with all necessary guidelines. Officers informed the committee that in this particular instance it was felt necessary as the location was popular but hard to find. Officers felt the post did not obstruct sightlines.

The divisional member for Dorking Hills was pleased that the residents had the opportunity to put forward their case. The divisional member for Dorking Rural requested that County Councillors be informed if signs for private organisations were going to be put in place.

### **Annex C**

#### **34/13 RECOMMENDATIONS TRACKER [Item 6]**

The committee noted that the 20mph outside schools was now in place in Newdigate and Fetcham though not yet complete in Ashted and requested the tracker be updated to reflect this.

Councillors requested an update on the Leatherhead to Ashted cycle route; officers confirmed a meeting would be held on Friday 13<sup>th</sup> December to discuss consultation results with the Chairman, Vice-Chairman and divisional members.

### **35/13 SUPPORTING FAMILIES IN MOLE VALLEY [Item 7]**

The Local Committee (Mole Valley) AGREED to:

- i. Note the report

A presentation was given by officers. The two family support workers covering Mole Valley are Helen Curthers and Thomas Taylor.

Councillors raised questions regarding whether educational attendance was wider than one person, officers confirmed that the issue was around one person but that was not the sole reason for a family being referred and there were other criteria for families as well

Officers confirmed that to date 4 families in Mole Valley are being worked with, though this is very early days and so far indications for the programme as a whole are successful. Work will only be undertaken with a family if their consent is given. It was noted that partnership buy in was strong in the south east.

Officers will be undertaking further work in the New Year to raise the profile of the programme, with a particular focus around schools.

Councillors commented on the difference in referral rates between primary and secondary schools. The divisional member for Bookham and Fetcham West commented that the trend for absences is generally much higher at the secondary level.

The Chairman acknowledged that the Surrey Programme is seen as successful to date and a strong model for implementing the programme in a two tier system. She requested that officers update the committee on the progress of the programme in 9 months to a year's time.

### **Annex D**

### **36/13 MOLE VALLEY FORWARD PROGRAMME 2014 - 2016 [Item 8]**

The Local Committee (Mole Valley) AGREED:

#### **General**

- (i) To note that it has been assumed that the Local Committee's devolved highways budget for capital, revenue and Community Enhancement works for 2014/15 remains the same as for 2013/14, at £650,776;
- (ii) To authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman be able to amend the programme should the devolved budget vary from this amount;

#### Capital Improvement Schemes (ITS)

- (iii) That the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- (iv) To authorise the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member to progress any scheme from the Integrated Transport Schemes programme for the period 2014/15 to 2016/17, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes;
- (v) That where the Local Committee Chairman, Vice-Chairman, relevant local divisional Member and Area Team Manager agree that an Integrated Transport Scheme should not progress for any reason, a report be submitted to the next formal meeting of the Local Committee for resolution;

#### Capital Maintenance Schemes (LSR)

- (vi) That the capital maintenance schemes allocation for Mole Valley be divided equitably between County Councillors to carry out Local Structural Repair, and that the schemes to be progressed be agreed by the Area Team Manager in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members;
- (vii) To authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the capital improvement schemes (ITS) and capital maintenance (LSR) budgets for the period 2014/15 to 2016/17, if required;

#### Revenue Maintenance

- (viii) To authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £100,000 of the revenue maintenance budget for 2014/15 as detailed in Table 2 of this report;
- (ix) That if the £5,000 per County Councillor allocated for Highways Localism Initiative works is not distributed by the end of November 2014, the monies revert to the relevant Members Community Enhancement allocation;
- (x) That the remaining £152,110 of the revenue maintenance budget be used to fund a revenue maintenance gang in Mole Valley and to carry out other minor works identified by the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member;
- (xi) To authorise that the Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work

headings in Table 2, with the exception of the Localism Initiative funding, for the period 2014/15 to 2016/17;

#### Community Enhancement Fund

- (xii) That the Community Enhancement Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division; and
- (xiii) That Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to their Community Enhancement allocation and arrange for the work activities to be managed by the Area Maintenance Engineer on their behalf.

#### Reason for Decision

The Local Committee have had detailed discussions with officers to inform the recommendations and were happy that the proposals reflected these.

### **37/13 HIGH STREET/EAST STREET BOOKHAM [Item 9]**

Officers made the committee aware that some alterations to the maps were required following consultation.

The Chairman of the Bookham Resident's Association thanked officers for their work and acknowledged this was a contentious issue locally but felt the proposals would improve the two roads.

Public debate was closed.

The divisional member for Bookham and Fetcham West supported the proposals.

The Local Committee (Mole Valley) AGREED:

- (xiii) To note the outcome of the assessments undertaken;
- (xiv) That the detailed design of traffic improvement measures be progressed and a temporary trial implemented (High Street Option 2 of this report), to include consultation with local residents and businesses; and
- (xv) That a report be presented to a future meeting of the local committee to include results of the trial and consultation and to seek a decision on how to proceed.

#### Reason for Decision

The Committee acknowledged the importance of this scheme as a local issue. The divisional member expressed her support for the proposed scheme and that a trial would allow for alterations to the scheme to be made if required.

### **38/13 OTTOWAYS LANE, ASHTEAD [Item 10]**

The divisional member for Ashted confirmed his support of the scheme and welcomed some of the innovative designs officers had developed to address the issues of speeding in Ottoways Lane.

The Local Committee (Mole Valley) AGREED:

- (xvi) To note the outcome of the assessments undertaken; and
- (xvii) That the detailed design and implementation of traffic calming measures are progressed (Option 3 of this report, consisting of kerb build-outs), to include consultation with those residents directly affected.

#### Reason for Decision

The Committee felt it was important to address the issue of speeding along this road. The divisional member felt that officers had developed an innovative solution and was happy to support the proposals.

### **39/13 FORTYFOOT ROAD GYRATORY TRAFFIC REGULATION ORDER [Item 11]**

The Committee noted the decision of the cabinet member to adopt the length of Fortyfoot Road from Poplar Road to the gyratory and bring it up to standard.

The divisional member for Leatherhead and Fetcham East noted that this would normalise something residents were already following and improve safety for those using Woodlands School.

The Local Committee (Mole Valley) AGREED to:

- (xviii) Approve the introduction of one-way working in the gyratory section of Forty Foot Road, Leatherhead, as shown in Annex 1;
- (xix) Authorise the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which will be to make the gyratory section of Forty Foot Road a one-way street; and
- (xx) 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 Committee was pleased to note that the Cabinet Member for Transport, Highways and Environment had agreed to bring the road up to standard and adopt the road from Poplar Road to the Gyratory. This Traffic Regulation Order would normalise an existing practice so were happy for it to be agreed.

### **40/13 A24 HORSHAM ROAD, BEARE GREEN VEHICLE OVERHANG [Item 12]**

Councillors felt this proposed a solution to a long standing problem.

The divisional member for Dorking Rural was happy to support the proposed scheme.

The Local Committee (Mole Valley) AGREED to:

- (xxi) Approve the reduction of the A24 Horsham Road northbound carriageway width to one lane in advance of the opening in the central reservation at the southern arm of Old Horsham Road (Option 1), as shown in Annex 2;
- (xxii) Approve the closure of the gap in the central reservation of the A24 Horsham Road opposite Henfold Drive (Option 4), as shown in Annex 4;
- (xxiii) Authorise the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which will be to close the gap in the central reservation of the A24 Horsham Road opposite Henfold Drive; and
- (xxiv) 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 advertised Traffic Regulation Order.

Reason for Decision

The Local Committee were aware that this has been an outstanding issue for a long time and were happy that a resolution was being proposed.

**41/13 MEMBERS ALLOCATIONS [Item 13]**

The Local Committee (Mole Valley) AGREED to note the item.

Meeting ended at: 3.25 pm

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**Chairman**



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PUBLIC QUESTIONS

DIVISION: MOLE VALLEY



**Question from Ron Billard, Chairman Mole Valley Cycling Forum**

1. Please can the issue of who is responsible for regular sweeping of Cycle Paths be resolved at the next local committee? In particular A24 Southbound from Leatherhead down to Beare Green.

Safety is at issue here, does SCC have a statutory duty to ensure that users of cycle paths are safe?

What would be the additional cost to Mole Valley District Council of one additional trip of sweeping the paths a year? Would MVDC be able to ensure that sweeping be carried out after the autumn Leaf fall?

I am concerned that with the investment in cycling infrastructure being made by Surrey County Council that not enough thought is being put in to making sure there is adequate maintenance.

**Response from MVDC Street Scene Team:**

1. Some sections of the cycle route are swept, however some cannot be as either the surface is unsuitable or the pathway is not wide enough for the mechanical sweeping vehicle. SCC has been working on these sections with Payback to cutback the overgrown vegetation that is encroaching on to the footpath. This work should make some sections more accessible. Once they have been improved we are happy to include them in the current sweeping schedule.

The whole of the A24 is litter picked and leaf blown and the carriageway swept throughout the summer from May-October as part of the joint high speed grass cutting programme that Surrey organise. During the last cut in October this year, following a request from the Cycle Forum, Veolia also used a smaller mechanical sweeper to sweep the section of cycle path on the northbound A24 at Beare Green. This was one of the sections that Surrey were able to cut back earlier in the year. We are happy to continue this arrangement for the first and last cuts in May and October where the path is suitable for the sweeper.

Unfortunately Veolia can only work on the dual carriageway section of the A24 whilst lane closures are in place. A decision was made a few years ago to work in partnership with Surrey to reduce costs and disruption to road users to only carry out this work whilst the grass cutting lane closures were in place. Therefore the scheduled sweeps/litter picks are carried out between May and October.

We have an additional sweeping resource (a large mechanical sweeping vehicle) that is available to us throughout the winter. This year we have it Mid November to Mid March. The wide sections of the A24 cycle paths are usually swept a couple of times throughout this period. These sweeps do not have a scheduled date as the leafing seasonal work is very much reactive and directed by the local Area Monitoring Officers based on need. I understand the section of cycle path that runs from Givons Grove to Denbies was swept week commencing the 18th of November and a second winter sweep is due to take place in February.

In summary, Mole Valley District Council does sweep the cycle paths as described above. This is undertaken on our behalf by our contractors Veolia. The frequency and timing is dependent on resources and practical health and safety and accessibility issues.

#### **Question from Roger Troughton, Member of Mole Valley Cycling Forum**

1. Recently Tesco opened a small store in the old Punchbowl Inn adjacent to the Travelodge on the Reigate Road. Vehicular access to this (which can be quite busy) is across the pavement which is also a shared cycle path, and a Safe Route to School from Brockham to Dorking. Some vehicles appear cross this pavement without due regard to other users of the pavement. I raised this as a potential issue to the MVDC Planning Committee, as Surrey Highways had raised no issues of this nature.

Could Surrey Highways and/or the responsible authorities look at introducing appropriate signage and/or markings to alert drivers to the fact that pedestrians, cyclists etc. may be using the pavement and that they should have priority?

#### **Response from SCC Highways Team:**

1. The change from Frankie & Benny's restaurant to a Tesco Store was allowed under planning law as permitted development. Therefore SCC Transport Development Planning Group could not raise any objections or request money to carry out localised Highways improvements. At this time there is no available funding for the design and implementation of a road table at this location.

The Local Divisional Member has asked for signing improvements to the Deepdene Roundabout cycle path. It is proposed that officers will look at any

possible signing improvements that can be made at the Tesco entrance as part of these improvements. However, these works cannot be programmed until the new financial year.

**Question from Dino Adriano, Resident of Dorking Rural**

Very recently the road has been re-surfaced in this part of Coles Lane and much improved it now is. However I am concerned at the state of the drainage. When it rains significant pooling occurs in Coles Lane close to the junction with Station Approach. Whilst excessive pooling is unpleasant for drivers and walkers, over time it cannot be good for the road surface. Something should be done about it, I suggest. Two photos are below.



**Response from SCC HighwaysTeam:**

The County Council has carried out initial investigation into the surface water issues that have been highlighted in Coles Lane on the A24 side of the station entrance following the recent surfacing work. This investigation has concluded that:

- the surface water issue is not related to the Operation Horizon resurfacing works
- there does not appear to be a water leak and the section of road was completely dry on the day of the inspection
- the water flow is from the adjacent fields, and the surface water pictured was probably a result of run-off during the recent heavy rain when the ground was already saturated

- there is no positive highway drainage at this location (the gullies start on the bend towards the station entrance)

The leaf debris on the gullies near the station has been cleared and the culvert by the station entrance has been checked and is clear of debris.

There may be blocked ditches which are located off the highway which could be contributing to the problem of surface water on the carriageway. This will require further investigation, including ownership and maintenance liability of any ditches identified.

It is proposed that further investigation be carried out, particularly with respect to the run-off from the adjacent fields. Officers will inform the divisional Member of the findings of this further investigation.

### **Question from Mike Ward, Resident of Dorking South and the Holmwoods**

1. At the last Committee meeting, I asked a verbal question about plans for repairing Povey Cross Road and the parts of the A217 that have not been done in Hookwood. I was told that the information was not to hand and officers would let me know following the meeting. I have not received an answer despite a reminder by email. Please explain what the plans are for sorting out these roads which are among the worst in the area and yet do not feature in Project Horizon. When will the work needed be done?

### **Response from SCC Highways Team:**

The Planned Maintenance Team has confirmed that neither Povey Cross Road nor the parts of the A217 in Hookwood that have not yet been repaired are on the current Operation Horizon programme. Any defects identified on either of these roads that meet the intervention levels under the safety matrix will be repaired according to the timescales set out in the matrix. Works raised to repair all other defects identified as condition defects will be carried out as minor planned works.

The Planned Maintenance Team has recently submitted a bid to the Local Enterprise Partnership for extra funding for the A217 in its entirety (with the exception of the sections already on the Operation Horizon programme). Confirmation of the success of this bid will not be known for some time.

With the support of the divisional Member, the Area Team Manager will request that Povey Cross Road and the A217 in Hookwood are placed on a list for inclusion on a future planned maintenance programme.

**Question from Paul Potter, District Councillor for Brockham, Betchworth and Buckland**

1. Warrenne Road parking strip – at the last Committee meeting I received an answer confirming that a parking strip would be installed on the north side of Warrenne Road. I was told that this would be done in a month.

To my knowledge, so far no work has been done. Why has this been delayed and when will it be completed?

2. Nutwood Avenue – After asking all residents to move their cars for resurfacing, the contractor left leaving a section of the road unfinished. I have been told that there was no more budget. When will money be allocated to finish this job and when will the work be carried out?

3. Pebble Hill – The Committee decided not to proceed with a reduction in the speed limit following a petition from residents. This was based on advice from the Police who had measured the speed of traffic at this location. I now understand that the point at which measurements were taken was one where cars are forced to slow down. Since it would appear that the initial measurement understated the problem, will the measurement now be repeated at a more representative location so that the Committee can reconsider its decision?

Furthermore it was agreed that improved signing and other physical measures would be introduced. What exactly is proposed and when will it be done?

**Response from SCC Highways Team:**

1. The work to install grass grid reinforce a part of the verge in Warrene Road Brockham will still go ahead although the original intended start date was delayed for operational reasons. The works is due to be completed by the end of December and will not overlap with any nearby parking restriction proposals at the junction with wheelers Lane.

2. The work carried out formed a part of the County Councils Winter Damage road repairs programme and was one of a number of sites within Mole Valley for this additional funding opportunity.

The work was to deal with the worst areas of damage only within the road and not intended to be a total carriageway resurfacing scheme.

Limited budgets for winter damage repairs meant that sites for this treatment are carefully selected to ensure the worst areas can be treated.

The road does not form a part of the current Project Horizon resurfacing programme and there are no plans to resurface the remained of the road at this time. However colleagues will continue to look for funding opportunities in the future, in consultation with the divisional member, for this and other similar sites throughout the district.



3. A drawing has been produced showing proposed signs and road markings on Pebble Hill. This drawing has been agreed with the Police, local divisional Member and the Chairman and Vice-Chairman of the Local Committee.

Major maintenance works are programmed for Pebble Hill, which are currently scheduled to take place late this financial year. It is proposed that the lining works are carried out at the same time to make best use of resources. However it is intended to carry out the signing in advance of these works.

**Question from Peter Seward, Chairman of the Bookham Residents Association**

Surrey CC designated the Dorking Road as a top priority in its Wet Spot programme started several years ago now. Whilst improvements have been made can we please be updated on the following:-

1. We understand a major programme here is on hold awaiting further discussion with land owners.

2. A local resident has often provided what has been acknowledged by Highways as positive information on the key problems areas in the road. These details here are from his latest input.

"No cleaning out of gullies has been done in Dorking Road since my last surveyed on the 4th of August and the gullies that were cleaned out adjacent to the soakaways are now all completely blocked.

**Response from SCC Highways Team:**

1. This area of Dorking Road contributes a great deal of silty water which has a tendency to block the existing gullies. An environmentally sustainable design for a detention basin has been progressed which would address the issues of the silt and water runoff, and would be fed by drainage grips as opposed to gullies. This would reduce the reliance on maintenance of the gullies. However, an area of privately owned land is required for the drainage basin. Negotiations with the land owner have been ongoing for some time and officers are continuing pursue these negotiations.

2. At the request of the Mole Valley Maintenance Engineer, the Operations Team carried out drainage investigation works including jetting and CCTV surveys. This was followed by extensive repairs and soakaway cleaning in October 2012. This included works to repair defects, replace broken grids and dig out buried gullies.

The gullies are next programmed for cleaning this month.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: MEMBERS QUESTIONS

DIVISION: MOLE VALLEY



**Question from Raj Haque, District Member for Fetcham West**

1. There has been a lot of concern expressed by the residents of Kennel lane over speeding. Is it possible for the Committee to reconsider their decision to introduce some kind of appropriate speed reduction measure in Kennel lane?
2. For part of Kennel lane, near the Bungalow no 65a, the road narrows for 100 yards due to hedges, foliage and trees. This makes it impossible for two cars to drive pass, especially large vehicles such as buses. Is it possible for the Committee to agree to put up a warning sign to tell drivers that road narrows and to please slow down?
3. Like many roads in the District of Mole Valley condition of which are appalling May I ask the Authority when Oswald Close, in Fetcham will be resurfaced.

**Response from SCC Highways Team:**

1. Kennel Lane runs north from Lower Road to join Penrose Road. It is currently subject to a speed limit of 30mph and it has street lighting along its entire length. Surrey Police carried out speed monitoring on Kennel Lane during August 2013. They found that the average speed of traffic was 28.18mph. The provision of speed reducing measures could not be justified.

As the existing traffic speeds are below the existing 30mph speed limit, consideration could be given to reducing the speed limit on Kennel Lane to 20mph. However, Surrey's Speed Limit policy recommends that a 20mph speed limit will only be authorised if the average free flow traffic speed does not exceed 20mph. As the average speed of traffic on Kennel Lane was recorded by the police to be 28.18mph, a reduction of the speed limit in Kennel Lane would not comply with Surrey's Speed Limit Policy.

Therefore it is not proposed to take any further action at the current time.

2. Kennel Lane is a residential road that has grass verges and footways on both sides along the majority of its length. There is no footway on the eastern side of the road along a short section of Kennel Lane from the junction with The Glade to the southern boundary of no. 67. The verge on this section of Kennel Lane has trees and bushes growing on it. Approaching this section of Kennel Lane from the north, the carriageway width does reduce in width by approximately 1.2m as the verge on the western side of the road suddenly increases in width. This is on the right hand side of the road for vehicles travelling south. The width of the narrower section of road is still approximately 5m, which is a generous width for a residential road. Many bus routes run over some roads that are narrower than 5m.

The regulations state that road narrows warning signs should only be used where a reduction in width on a single carriageway road presents a hazard. The personal injury collision records indicate that there have been no personal injury collisions in this section of Kennel Lane over the last three years. It is not considered that the reduction in width on Kennel Lane presents a hazard.

Surrey County Council is currently carrying out a programme of decluttering in line with Department of Transport guidelines. This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs. Therefore requests for all new signs are very carefully considered.

For these reasons it is not proposed to install road narrows signs and accompanying slow down markings as requested.

3. Oswald Close is on the Operation Horizon programme to be carried out during years three to five (2015/18). It should be noted that Cabinet is due to make a decision by February 2014 whether or not to accelerate the Operation Horizon programme, to deliver the programme in three rather than five years.

#### **Question from Hazel Watson, Member for Dorking Hills**

1. Are there any plans to introduce electronic information displays for local bus services in Mole Valley and in particular in Dorking and Westcott so that bus passengers know how long they will have to wait for the next bus? If there are no plans to introduce electronic information displays in Mole Valley, can it be progressed and when is the earliest that it could be implemented?

2. Please can a cul-de-sac sign be installed at the junction of Hart Gardens with Hart Road to stop vehicles driving into Hart Gardens attempting to access the High Street as it is not possible for them to do so?

#### **Response from SCC Highways Team:**

1. In Mole Valley there are four real time passenger information electronic displays. These are along the service 479 (Epsom - Leatherhead - Bookham - Guildford) corridor; two at the North Street, Leatherhead bus stops, and in



Fetcham and Bookham. These were originally installed as part of the bus corridor development works SCC undertook when the Countryliner bus company operated the route, however following the liquidation of this company, we now have work in progress with the new operator (Buses Excetera) to add the realtime information onto these displays.

Looking specifically at Dorking and Westcott, the Arriva and Metrobus operated 22/32/93 routes are current services on the Surrey RTPI system, and therefore could be displayed at stops along the routes that were fitted with electronic signs. Service 465 (Dorking - Leatherhead - Kingston) is operated by London Buses, and work is currently in progress to add all TfL services that operate in Surrey onto our RTPI system (this requires a link between the separate TfL and Surrey RTPI systems, and has been funded from secured developer contributions). This will be available during 2014.

Each bus stop display costs in the region of £10K; this includes the sign, maintenance, electrical connection and installation. Funding sources for signs is now predominantly through developer related funding (S106, PIC etc), and/or other 3rd party contributions. Local Committees can also assist. Unfortunately there is no identified funding to provide RTPI displays in Dorking or Westcott in the immediate future.

Electronic signs at individual stops are only one means of providing real time bus information to passengers. Realtime bus information is also available on the SCC website (use the link at <http://www.surreycc.gov.uk/travel> and the 'map' or 'buses and trains' icon links to access the realtime bus information) These pages also include details of the SMS text realtime mobile phone service provided by Surrey County Council and Traveline. This is particularly convenient for getting the latest service information for your bus without needing to be standing at the bus stop, and will be the same information that would be displayed on any signs installed at the stops. Details of how to use these services are all on the website. These web and mobile phone channels present a very cost effective way to provide the realtime bus information to the public and are used alongside the signs on the street to provide a range of information sources for bus passengers.

Further to this, and linked to the SMS text/mobile phone service Travel and Transport Group is progressing a project to incorporate QR codes and NFC tag information within existing bus stop information and publicity, aimed at providing smartphone/internet users with additional access to real time bus information at the stops. This will be available during 2014.

2. Hart Gardens is a cul-de-sac that runs south from Hart Road. It is a narrow, residential road, with no off street parking and there are a number of businesses operating from a site at the southern end.

Surrey County Council is only able to install signs on the public highway that comply with the Traffic Signs Regulations and General Directions 2002. The appropriate sign in this circumstance would be a no through road sign as depicted below.



The footways at the junction of Hart Gardens and Hart Road are very narrow, and we would not wish to install a sign and associated post as this would further restrict the footway width.

Cul-de-sac signs can be incorporated into street name plates. Mole Valley District Council are the authority responsible for maintaining and installing street name plates. The District Council have already considered incorporating a cul-de-sac sign into the street name plate at Hart Gardens but unfortunately this has proved not to be possible at this location.

### **Question from Stephen Cooksey, Member for Dorking South and the Holmwoods**

1. In August I submitted a request that the yorkstone paving stones destroyed by various contractors in Dorking High Street and 'temporarily' replaced by tarmac but never subsequently reinstated should be replaced in the original material and was given an assurance that this would happen. However no action has yet been taken. Could I be informed when this work will be undertaken?
2. Some months ago I submitted a proposal to officers outlining a scheme designed by a local resident to place signs indicating when and where shared cycle/pedestrian lanes began and ended in the area around the Deepdene roundabout and was informed that this would be considered seriously and that I would be informed of the outcome. Could I be informed about what progress has been made in considering this proposal?
3. Could an explanation be given of the reasons for delay in the proposed works to resolve the flooding problem at the Deepdene roundabout together with an indication of when this work will be undertaken? It is important that residents should be made aware of the current situation.
4. Could an explanation be given regarding the delay of several months that has taken place in the completion of the road safety scheme on the A24 between Deepdene Drive and Kuoni together with an indication of when the scheme will be finally completed? It is important that residents should be made aware of why these delays have taken place and of the current situation.
5. In a recent response to residents of Dene Street Gardens in Dorking regarding the failure of street lights in the road, Skanska has indicated that because the lighting did not appear on the lighting inventory and is situated in

a private road they are not prepared institute the necessary repairs which leaves the residents without any functioning street lighting. Would officers please indicate whether there are any private roads in Mole Valley where lighting does appear on the lighting inventory and if so why a consistent policy has not been implemented across the District?

**Response from SCC HighwaysTeam:**

1. Following the Councillor's request in August, a scheme for the repair of the yorkstone paving has been prepared by our Operations Team and the order for the work has been placed with our contractor for completion this financial year. A start date for the work is yet to be agreed due to the lead in time for the specialist materials, but it is likely to be early in the new year (avoiding the Christmas /New Year trading period).

The Maintenance Engineer will provide the local divisional Member with an update as soon as a programme date is available.

2. The status of the designated cycle facility has been confirmed. The site has been visited by officers and possible signing improvements considered. The divisional member has indicated that he may wish to use some of his Member Allocation to fund the improvements. A cost estimate will be provided to the divisional member as soon as possible for his consideration.

3. The original scheme was programmed to be carried out during the October half term. Unfortunately, due to unforeseen circumstances, the contractor was unable to deliver this scheme. A revised scheme has been prepared, that would enable the contractor to deliver the scheme in the colder winter weather. There is also a Christmas embargo on works on this road which has affected the programme. The new scheme has been programmed to start on 20th January 2014 and to take 15 working days, subject to weather conditions. Advanced warning signs will be displayed on site, for information, 2 weeks before the start of the works.

4. The delay in completing the road safety scheme on the A24 Deepdene Avenue has been due in part to the lead in time required by UKPN, the electrical supplier, to carry out the electrical connections.

However, there are three lamp columns that have not yet been connected. The design team are liaising with Skanska to find out why the connections to these three columns are still outstanding and when the work can be expected to take place. Officers will advise the divisional Member when a date has been programmed.

There is an abnormal load due to travel southbound along the A24 on the 7th December 2013. This will require the keep left sign and pole on the traffic island south of Kuoni to be removed. Once the abnormal load has passed through, Skanska will carry out the connection of both this keep left sign and the illuminated bollards on the new traffic island by Kuoni. A programme date

for this work has not yet been finalised but the divisional Member will be advised when the date is known. The surfacing of the new islands will then be carried out.

The right turn lane into Kuoni and the public highway section of Kuoni's access have been resurfaced in the past week, work which was additional to the original scheme.

5. There are approximately 4000 lights in Surrey County Council's inventory which are located on private and unadopted roads including roads where some of the road has been adopted and some not.

In the case of Mole Valley these apportioned as follows:

- 208 lights located on part private roads - the vast majority (if not all) will be located in the adopted sections of these roads
- 184 lights located on private or unadopted roads. These are located on 75 roads.

It is not possible to be specific as to why these roads were originally entered into the Inventory. However, they had been in the Inventory prior to 2005 when procurement of the Streetlighting contract commenced.

As part of the contract award, Cabinet, Select Committee and Council elected to retain these lights within the contract and to continue to manage the street lighting for those roads rather than excluding them and passing responsibility to the residents of the roads. In the case of Dene Street Gardens, the lighting in the road had never been included in the Inventory (nor repaired or maintained by the Council) and so was not considered the responsibility of Surrey County Council.

*MVLC 4 December 2013*

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PETITIONS

DIVISION: MOLE VALLEY



### Faurefold, Milton Street, Westcott

**This petition of 29 signatures was submitted by Mr Moss**

The Milton Street Residents Association has presented a petition regarding the positioning of a direction sign to Faurefold, a Girl Guide camp. The sign has been installed on the southern verge of the A25 close to the junction with Milton Street.

#### **Response from SCC Highways Team:**

Surrey County Council was approached by the Girl Guiding Association with a request for a direction sign to Faurefold Girl Guide Camp in Westcott. Surrey County Council Highways are currently following a decluttering programme in line with Department for Transport Guidelines This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs. As a result requests for all new signs are very carefully considered.

Faurefold is accessed from Lince Lane, which is a narrow unmade track leading north from the A25 opposite Milton Street. It was considered appropriate to install a small direction sign to Faurefold Guide Camp as many parents of guides and brownies driving to the camp were not from the local area and were having difficulty finding the camp.. The supply and installation of the sign was funded by the Girl Guiding Association.

The sign was sited on the A25 verge adjacent to Milton Street, pointing north across the A25 to Lince Lane. It was positioned following careful consideration to be visible for both eastbound and westbound traffic travelling along the A25.

Following the installation of the sign Surrey County Council was contacted by residents of Milton Street who were unhappy that the sign had been installed, and were concerned that it obscured sightlines. A Highway Engineer visited the site and noted that the post, but not the sign plate, was in the sightline of drivers looking left when waiting to turn right out of Milton Street. The post is 76mm in diameter and it easily possible to see both sides of the post.

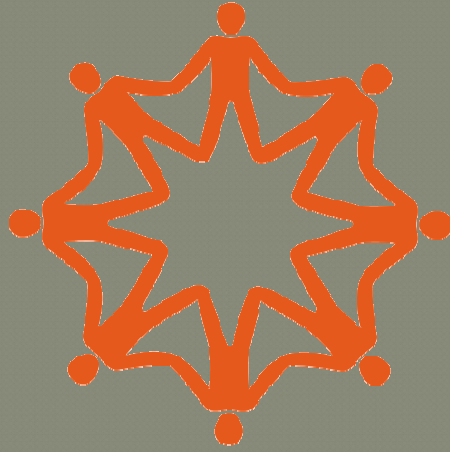
The photograph overleaf is taken from a vehicle waiting to turn out of Milton Street onto the A25.



There are no current plans to reposition this sign as requested by the Milton Street Residents Association.

*MVLC 4 December 2013*





South East Surrey  
**Family**  
support team



**MoleValley**  
District Council

**Reigate & Banstead**  
BOROUGH COUNCIL  
Banstead | Horley | Redhill | Reigate



**Tandridge**  
District Council



# Introduction

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- Part of a Surrey-wide programme, as outlined by the Government's 'Troubled Families' agenda.
- Support to families with multiple and complex needs to reduce dependence on, and interventions from, individual agencies.
- Success will be reliant on multi-agency partners working together in a coherent and comprehensive way.



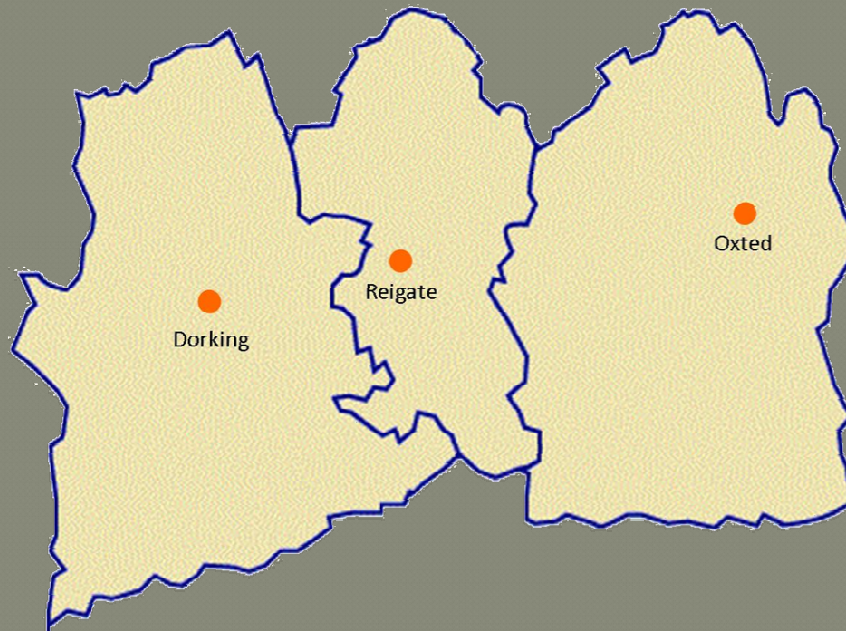
# The Surrey Programme

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- Strategic responsibility – SCC Family Services
- Operational responsibility – Districts and Boroughs
- Partner agencies preferred this approach
- Endorsed by DCLG



# South East Surrey Programme



- Dorking
  - 2 x Family Support Co-ordinators
- Reigate
  - Manager
  - Admin team
  - 4 x Family Support Co-ordinators
- Oxted
  - 2 x Family Support Co-ordinators



# What we offer families...

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- Holistic assessment
- Intensive Outreach
- Strength-based, solution focused approach
- Familycentric model of support
- Multi-agency process – a team around the family

# Referrals

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Families must:

- live inside one of our Boroughs or Districts, and
- meet at least two criteria from 3 of the categories:
  - Education
  - Work
  - Crime & Anti-social behaviour
  - Discretionary



# Multi Agency Panels

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# The next 12 weeks...

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- Home visit
  - Beginning of 6 week holistic assessment
- Team around the Family
  - Multi-agency meeting with the family
- Intervention
  - Ends with second TAF
- Action plan
- Ongoing TAF
  - Supported by FSP



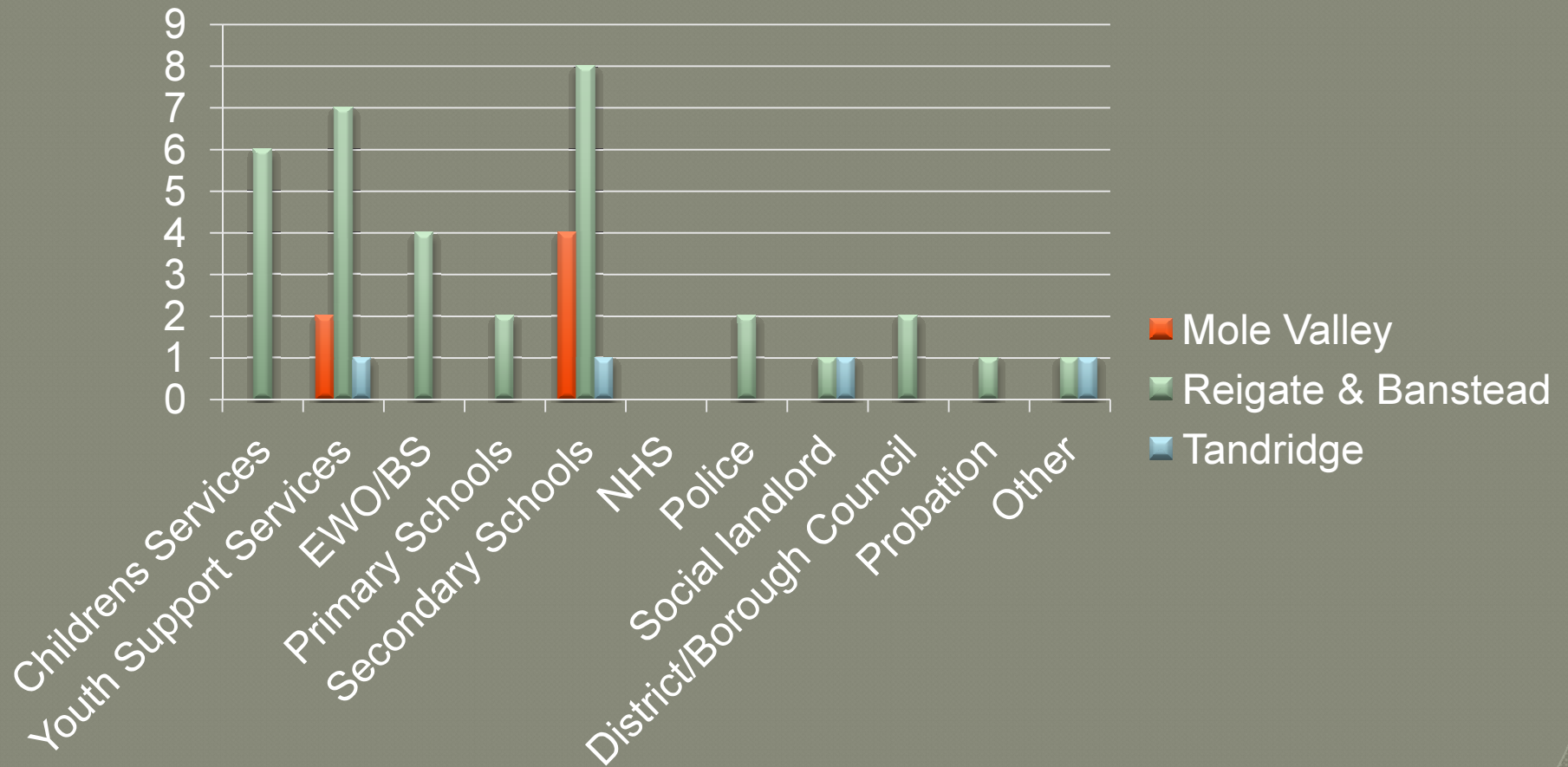
# The Lead Agency

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- Family should already be part of your case load / known to you
- Ensure you delegate a lead professional who will chair the TAF meetings post the FST intervention stage
- Co-ordinate the TAF meetings and other agencies to meet the objectives of the previous action plans
- Set new goals and targets / actions as required

# Referrals by agency

Page 32





# So... Does it work?

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“I feel I am going to get somewhere now,  
I’ve got the right people in with me to help  
me get my goals and help me get forward”

Service User, September 2013

# Patchwork

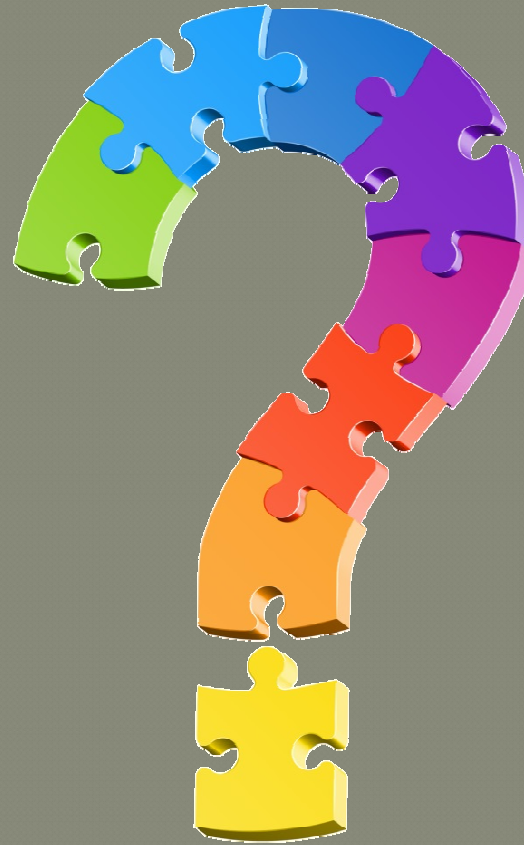
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- Supercharged contact directory
- Connects multi-agency partners around clients
- No 'case information' is contained
- Conforms to Data Protection Act – enables service providers to meet their 'duty to cooperate'
- All MAISP signatories can join and use it for free in Surrey



# Any questions

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