

Agenda

Mole Valley
Local Committee

Welcome to Mole Valley Local Committee

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



Discussion

Supporting Families in Mole Valley 2:30
Rachel O'Reilly w/ Duane Kirkland

Mole Valley Forward Programme 2:50
2014-2016
John Lawlor

Fortyfoot Road Gyratory TRO 3:30
John Lawlor

Venue

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

Date: Wednesday, 4
December 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 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 Charles Yarwood Charlwood
		
Cllr Valerie Homewood Beare Green	Cllr Simon Ling Ashtead Village	
 <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 is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

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 - 8)

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. Milton Street, Westcott Faurefold sign

6 RECOMMENDATIONS TRACKER

(Pages 9 - 12)

To update the Local Committee on the work made against previous recommendations.

- 7 SUPPORTING FAMILIES IN MOLE VALLEY** (Pages 13 - 18)
- To update the Local Committee on the work of the Supporting Families programme and their work in Mole Valley.
- 8 MOLE VALLEY FORWARD PROGRAMME 2014 - 2016** (Pages 19 - 28)
- To agree the Local Committee budgets for highways and virements between budgets.
- 9 HIGH STREET/EAST STREET BOOKHAM** (Pages 29 - 38)
- To agree the pilot traffic management system for the High Street and East Street in Bookham
- 10 OTTOWAYS LANE, ASHTEAD** (Pages 39 - 48)
- To agree the proposed traffic calming measures for Ottoways Lane, Ashtead
- 11 FORTYFOOT ROAD GYRATORY TRAFFIC REGULATION ORDER** (Pages 49 - 54)
- For the Local Committee to agree the Traffic Regulation Order to make the gyratory system on Fortyfoot Road, one way.
- 12 A24 HORSHAM ROAD, BEARE GREEN VEHICLE OVERHANG** (Pages 55 - 72)
- For the Local Committee to consider a scheme to protect large vehicles, waiting in the central reservation on the A24 Horsham Road, Beare Green.
- 13 MEMBERS ALLOCATIONS** (Pages 73 - 80)
- For the Local Committee to note the spend of members allocations to date.

DRAFT

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

Surrey County Council Members:

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

Borough / District Members:

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

* In attendance

Open Forum

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

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

Apologies were received from:

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

19/13 MINUTES OF PREVIOUS MEETING [Item 2]

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

20/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interests.

(a) PUBLIC QUESTIONS [Item 4a]

ITEM 2

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

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

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

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

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

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

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

Annex A

(b) MEMBER QUESTIONS [Item 4b]

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

Mr Hall thanked officers for Ryebrook Road now being completed.

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

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

Annex B

21/13 PETITIONS [Item 5]

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

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

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

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

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

Annex C

22/13 RECOMMENDATIONS TRACKER [Item 6]

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

The Local Committee noted the recommendation tracker.

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

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

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

ITEM 2

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

The public debate was then closed.

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

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

The Local Committee AGREED to NOTE the report.

Annex D

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

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

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

The public debate was closed.

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

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

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

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

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

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

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

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

The Local Committee (Mole Valley) AGREED that:

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

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

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

25/13 HIGHWAYS SCHEMES UPDATE [Item 9]

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

ITEM 2

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

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

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

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

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

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

Officers agreed to keep the divisional member updated on progress.

The Local Committee (Mole Valley) AGREED that:

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

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

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

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

The Local Committee (Mole Valley) AGREED:

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

- (iii) To authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to introduce a no left turn ban from North Street into High Street and to amend the existing traffic order to exempt cyclists from the right turn ban from High Street into North Street, and subject to no objections being upheld, the Order be made.
- (iv) To authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposals.

28/13 MEMBERS ALLOCATIONS [Item 12]

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

Meeting ended at: 3.45 pm

Chairman

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**MOLE VALLEY LOCAL COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER – DECEMBER 2013**

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
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
11/09/13	Item 5 Petitions	Mrs Lawrence raised concerns regarding speed on The Street in Fetcham, the Chairman requested the VAS sign be deployed there to monitor speed The Chairman also requested the road safety officer liaise with residents to assist with a community speedwatch.	John Lawlor/Tom Arthur	To deploy the VAS sign on the Street in Fetcham and report back information to the Chairman, Vice Chairman and divisional member. Road Safety Officer assist in setting up a community speedwatch if residents wish to pursue.	04/12/13

11/09/13	Item 7 Fortyfoot Road	The Chairman confirmed that the Local Committee could not take the decision to adopt the road as this was not in the committee remit.	Clare Curran	The Chairman agreed to update the Local Committee on the outcome of any decision taken by the Portfolio Holder.	4/12/13
11/09/13	Item 8 Leatherhead to Ashtead Cycle Route Consultation	The final detailed designs and traffic modelling for the scheme will proceed, taking into account the comments received in the consultation.	Duncan Knox/ David Sharpington	Following consultation any major amendments to the scheme to be bought back to the committee. Any minor amendments to be taken to the Chairman, Vice-Chairman and divisional members.	4/12/13
11/09/13	Item 10, Woodfield Lane, Ashtead	Officers to work up proposal 3 (parking lay-by) into a detailed proposal.	John Lawlor/Anita Guy	A detailed design to be bought back to the committee.	05/03/12
11/09/13	Item 11 TRO, North Street, Dorking	Officers to go out to advert with a traffic regulation order for a no left turn on North Street, Dorking	John Lawlor/Anita Guy	Any objections to be resolved through the Chairman, Vice-Chairman and divisional member.	05/03/12

SURREY COUNTY COUNCIL

LOCAL COMMITTEE MOLE VALLEY



DATE: 4th December 2013
LEAD OFFICER: Rachel O'Reilly, Corporate Head of Service, MVDC
SUBJECT: Mole Valley Family Support Programme
DIVISION: Mole Valley

SUMMARY OF ISSUE:

This report is for information for Local Committee Members.

The Family Support Programme in Mole Valley was launched, as part of Phase 2 of the Surrey Family Support Programme, in October 2013. The Committee is receiving an update on how the programme was established in Mole Valley and how it will operate.

Current caseload information will also be shared with the Committee at the meeting.

RECOMMENDATIONS:

The Local Committee Mole Valley is asked to note the report:

- (i) As this is an item for information, the Committee is asked to note the report

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the work of the Supporting Families Programme in Mole Valley.

1. INTRODUCTION AND BACKGROUND:

National Context

The national Troubled Families Programme seeks to target better co-ordinated interventions to those families with the most complex needs. The government estimates that £9 billion is spent each year on these families and that the national programme will reduce these costs and seek to ensure that the children of these families do not themselves have 'troubled families' of their own.

The government's target is to turn around the lives of 120,000 families by May 2015. The coordination of the national programme is through the Troubled Families Unit

ITEM 7

based in the DCLG with local management of the programme being given to upper tier authorities.

Surrey Programme

Surrey's Family Support Programme (FSP) is being led strategically by Sean Rafferty, Head of Family Services at Surrey County Council (SCC) and operationally by the District and Borough Councils. This model was developed in consultation with the partner agencies involved who recognised that the Districts and Boroughs were 'closer to their communities' and had the skills and experience of co-ordinating these multi-agency partnerships to deliver real change in their areas.

In June this year, senior civil servants from the DCLG visited Surrey to speak to the lead officers from SCC and the Districts and Boroughs about the development of the Surrey Programme. In their feedback they said that Surrey were the leading two-tier area on Troubled Families and asked that Surrey could be used as a model for other two tier areas.

A letter from the DCLG following the visit stated:

"We were struck by the depth of knowledge, obvious ability and determination of all of those we met, to make a significant difference for the lives of your most challenged and challenging families.

It was clear to us that the role the District Councils and Boroughs is both central and crucial to the continued success of your programme. Their leadership of the "Place Agenda" in Surrey was explicit and clear to see. It was evident that this relationship was no accident and has been arrived at through many years of relationship building and partnership work between the District Councils/Boroughs and the County Council. This strong foundation has clearly supported the progress that has been made with your families".

The programme in Surrey not only aims to turn around the lives of its target of 1050 families but also to develop a sustainable model of partnership, multi-agency working around vulnerable families that will continue beyond the life of the programme.

Families are eligible for the programme if they meet the following government criteria:

- Children not attending school or with significant absence or exclusions
- Anti-social behaviour in the family
- Unemployment

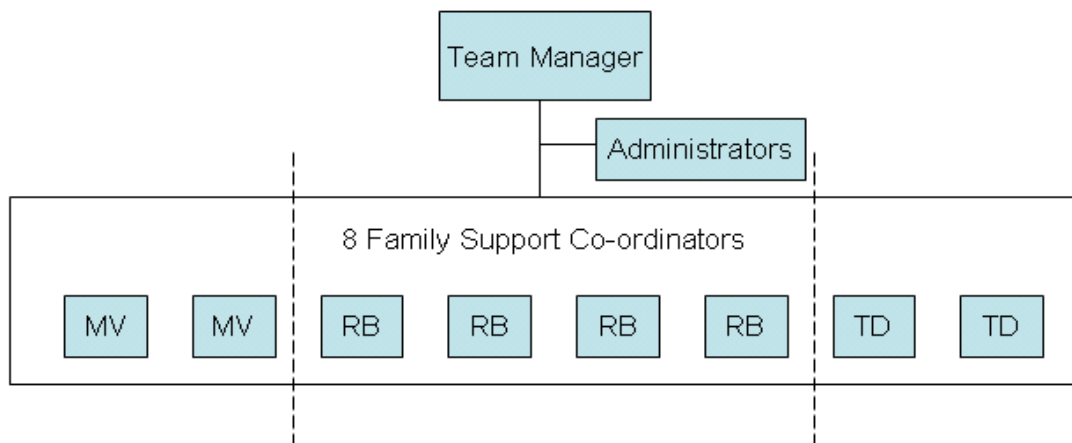
In Surrey there is an agreement that families can be accepted into the programme if they satisfy two of the above plus also exhibit other factors of concern including having current issues with substance misuse, domestic abuse in the household or mental health problems.

Families are referred into the programme by agencies, commonly who are currently working with the family and who consider that they would benefit from the intensive support and co-ordination of the programme.

Mole Valley Programme

www.surreycc.gov.uk/molevalley

Mole Valley is running the programme in partnership with Reigate & Banstead and Tandridge Councils as the South East Surrey Family Support Programme. Mole Valley DC were part of the 2nd phase of the rollout and as such our programme began in October. The team, employed by Reigate & Banstead under a Memorandum of Understanding, are spread across the three District/Borough areas and managed by the Family Support Programme Manager, Duane Kirkland, as illustrated below.



Based on an initial assessment of Department of Work and Pensions data, cross referenced with police and schools information, Mole Valley were given a target of achieving success with 80 families by 2015. Across the whole of the South East Surrey Partnership the target is 280 families.

Prior to the launch of the programme in Mole Valley, the lead officers, Rachel O'Reilly and Alison Wilks engaged with key partners and stakeholders to explain and support them in their understanding of the programme and their role in it. These agencies included schools, Youth services, Job Centre plus, Children's services, Police, Probation and health.

As stated, the Programme in Mole Valley began in October and to date there have been 2 multi-agency referral panel meetings at which we have received referrals for 6 families. So far those referrals have come from schools and youth services.

Intervention

Once a family has consented to be involved in the programme their Family Support Co-ordinator provides 12 weeks intensive outreach to them broken into 2 phases. The first 6 week period includes a whole family assessment and action plan looking at the family function and its existing interaction with agencies. Weeks 7 – 12 include intervention to help improve the family's ability to improve its circumstances.

This 12 weeks seeks to achieve some quick wins with the families which will improve their chances of making more significant changes in the longer term as well as establishing with them some skills and techniques to make some long term sustained changes. After the 12 weeks, the family will make a transition to the

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oversight of a lead agency who will continue to support that family in embedding those changes for up to a year.

Every 6 weeks a 'Team Around the Family' meeting is held where the family and all agencies involved come together to discuss progress towards that families goals. The aim is that after 12 months that family will not require the support of the programme and will be able to sustain itself.

Funding

The government funding for the programme is through a payment-by-results arrangement whereby local authorities are given £4,000 for each family turned around by the 2015. Some of this payment by results money was made available in advance to Surrey County Council to 'pump prime' the programme and that was allocated to the Districts and Boroughs to set up the teams. In Mole Valley, the funding was initially £135,000 to help set up the programme and for the whole of the partnership initial funding from SCC was £565,000.

Each week, all Districts and Boroughs provide updates on progress to the co-ordinating team at SCC who then provide results to the DCLG. Periodically DCLG release more of the payment-by-results funding to put back into the programme to continually improve it.

Patchwork

Mole Valley is working with SCC to further improve multi-agency co-ordination at the front line through the introduction of Patchwork, a simple, highly secure web application. Patchwork allows practitioners from any public service agency to register their involvement with vulnerable clients and access the contact details of others working with their client or their family. Patchwork is being implemented county-wide to support the Family Support Programme. The system was runner up at the Guardian Public Service Awards this year, in the Digital Excellence category, and is in use across Staffordshire by 64 agencies and in Brighton & Hove.

Mole Valley is leading a pilot project to extend the use of Patchwork outside of the Family Support Programme and across more areas of work with vulnerable people. Partner agencies are being engaged to work with the District Council to do this and Mole Valley's Adult Social Care locality team are signed up to the pilot also. The aim is to create a model that other Districts and Boroughs can replicate.

Patchwork has been carefully assessed and is compliant with the Data Protection Act. It works by using the absolute minimum necessary data to join practitioners up - sharing only basic contact information. Patchwork helps agencies fulfil their legal duties to cooperate with the minimum impact on client privacy and agencies who have signed the Surrey Multi-Agency Information Sharing Protocol, including schools, GPs and community and voluntary sector agencies, can join the system easily and at no cost. The aim is to achieve widespread adoption of Patchwork in Mole Valley to support all multi-agency working, saving staff valuable time spent tracking colleagues down and helping them share and collaborate more easily.

2. ANALYSIS:

2.1 This report is for information.

www.surreycc.gov.uk/molevalley

3. OPTIONS:

3.1 This report is for information.

4. CONSULTATIONS:

4.1 Prior to the implementation of the Supporting Families Programme consultation was undertaken with Surrey County Council cabinet and Mole Valley District Council Members.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 This report is for information only therefore has no financial implications.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Supporting Families Programme will work with families who meet the specified criteria. Those who do not meet this criteria will be signposted to support from relevant services.

6.2 Officers will ensure that those who meet the criteria are treated with respect and in accordance with all equality and diversity legislation and District and County Council policies.

7. LOCALISM:

7.1 The model adopted in Surrey allows for the Supporting Families programme to reflect local need. By the districts/boroughs implementing the work on the ground it maximises the use of local knowledge and will lead to solutions that are right for Mole Valley.

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
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	Set out below
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

The work of the Supporting Families Programme should lead to a decrease in occurrences of crime and disorder in Mole Valley. Anti-social behaviour and domestic abuse are part of the indicators it will look to address.

8.2 Safeguarding responsibilities for vulnerable children and adults implications

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The Supporting Families Programme will work with vulnerable adults and children. The work of the programme should improve the lives of those worked with. The SFP will comply with all guidance and legislation with regards to vulnerable adults and children.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Supporting Families Programme will allow for greater joint working between services. Through this joint working families will benefit from a more cohesive response and improved long term results.

9.2 It is recommended the Local Committee note the report.

10. WHAT HAPPENS NEXT:

10.1 The Local Committee will be updated on the work of the Family Support Programme in 2014 as the work progresses.

Contact Officer:

Rachel O'Reilly
Corporate Head of Service, Mole Valley District Council.
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01306 879358

Consulted:

N/A

Annexes:

N/A

Sources/background papers:

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013
 LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: HIGHWAYS FORWARD PROGRAMME 2014/15 – 2015/16

DIVISION: ALL

SUMMARY OF ISSUE:

This report seeks approval of a programme of highway works for Mole Valley funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

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

- (i) 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) 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) Agree that the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- (iv) 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) Agree that where the Local Committee Chairman, Vice-Chairman, relevant local divisional Member and Area Team Manager agree that an Integrated Transport Scheme should not progress for any reason, a report be submitted to the next formal meeting of the Local Committee for resolution;

Capital Maintenance Schemes (LSR)

- (vi) Agree 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) 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) 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) Agree 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) Agree 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) 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) Agree that the Community Enhancement Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division; and
- (xiii) Agree 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.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Mole Valley for 2014/15 – 2015/16, funded by the Local Committee’s devolved budget. To enable the work programme over the remaining period of the current administration (2014/15 to 2016/17) to be delivered in a flexible and timely manner.

1. INTRODUCTION AND BACKGROUND:

1.1 Mole Valley Local Committee has a devolved budget for highway works in the borough. This comprises both capital and revenue budgets and a fund for carrying out Community Enhancement works. At the time of writing this report, the County's budget for 2014/15 had not been set. This report assumes that the Local Committee will be receiving the same level of funding as in 2013/14.

1.2 Table 1 summarises the various funding streams together with the assumed budgets for 2014/15. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Funding Stream	Assumed Level of Funding 2014/15	Relevant sections of report	Relevant recommendations
Capital Improvement Schemes (ITS)	£184,333	Paras. 2.1 – 2.4 Annex 1	(iii) – (v)
Capital Maintenance Schemes (LSR)	£184,333	Paras. 2.5 – 2.7	(vi) – (vii)
Revenue Maintenance	£252,110	Paras. 2.8 – 2.11	(viii) – (xi)
Community Enhancement	£30,000	Paras. 2.12 – 2.13	(xii) – (xiii)
Total	£650,776	Para 5.1	(i) – (ii)

Table 1 – Summary of Local Committee Funding Levels 2014/15

1.3 In previous years the Local Committee has agreed a series of virements to enable the highways programme to be delivered without undue delay. It is proposed that these virements, as set out in section 2 of this report, are put in place for the remainder of the current administration ie. 2014/15 to 2016/17.

1.4 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes. Countywide revenue budgets are used to carry out both reactive and routine maintenance works.

1.5 Contributions collected from developers through s106 agreements or Planning Infrastructure Contributions (PIC) are used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.

1.6 This report sets out the proposed programme of highway works for Mole Valley funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

2. ANALYSIS:**Capital Improvement Schemes (ITS)**

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users. In general terms it seeks to meet the objectives set out in the Local Transport Plan by reducing congestion, improving accessibility, reducing the frequency and severity of road casualties, improving the environment, and maintaining the network so that it is safe for public use. It is assumed that the ITS budget will remain at £184,333 in 2014/15.
- 2.2 To improve the planning and delivery of ITS capital improvement schemes, a two year rolling programme has been developed. This will allow for scheme design to be carried out in year 1 with implementation in year 2. **Annex 1** sets out the suggested ITS forward programme for 2014/15 – 2015/16. It should be noted that funding has been allocated under the headings 'small safety schemes' and 'signs and road markings'. This will enable works to be carried out to address issues that arise during the year, subject to approval by the Chairman, Vice-Chairman and relevant divisional Member.
- 2.3 It is recommended that the £184,333 allocation for Integrated Transport Schemes is used as set out in Annex 1. It is proposed that the Area Team Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in Annex 1.
- 2.4 To ensure the timely delivery of schemes, it is proposed that authority is delegated to the Chairman, Vice-Chairman and Area Team Manager, together with the relevant divisional Member to progress the schemes listed in Annex 1, including consultation and statutory advertisement. When it is agreed that a scheme should not progress for any reason, it is proposed that a report be submitted to the next formal meeting of the Local Committee for resolution.

Capital Maintenance Schemes (LSR)

- 2.5 The capital maintenance budget is used to carry out local structural repair (LSR) in roads that would not score highly under the County's prioritisation process but the condition of which are of local concern. It is assumed that the capital maintenance budget will remain at £184,333 in 2014/15.
- 2.6 It is suggested that the capital maintenance budget is divided equitably between County Members, with schemes being selected from the Annex 2 by the Area Team Manager in consultation with the Chairman, Vice-Chairman and divisional Members.
- 2.7 To allow flexibility in the delivery of the overall capital programme, authority is sought to allow the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to vire money between the capital improvement schemes (ITS) and capital maintenance (LSR) budgets, if required.

Revenue Maintenance

2.8 The revenue maintenance budget is assumed to remain at £252,110 in 2014/15. As in previous years, it is suggested that £100,000 of this budget is used to fund revenue works under specific item headings, as shown in Table 2 below.

Item	Allocation	Comment
Drainage / ditching works	£28,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant local Member
Tree works and flailing	£20,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant local Member
Carriageway or footway patching works	£5,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant local Member
Parking	£15,000	Contribution towards 2014/15 parking review in Mole Valley
Signs and Road markings	£2,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant local Member
Localism Initiative	£30,000	£5,000 per County Member. If not allocated by end of November 2014, will revert to the relevant Members' Community Enhancement allocation.
Total	£100,000	

Table 2 – Suggested Revenue Maintenance expenditure for 2014/15

2.9 The Localism Initiative, an allowance of £5,000 per County Member, enables Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects. It is proposed that funding not distributed by the end of November 2014, will revert to the relevant Members Community Enhancement allocation.

2.10 It is proposed that the Area Maintenance Engineer, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the item headings set out in Table 2, with the exception of the Localism Initiative allocation.

2.11 It is proposed that the remaining £152,110 is used to fund:

- (i) a revenue maintenance gang to carry out minor works throughout Mole Valley.
- (ii) drainage works, targeting gullies which require additional cleaning over and above that provided through the annual cleaning programme
- (iii) other low cost measures as identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant local Member.

Community Enhancement

2.12 The Community Enhancement fund is allocated to County Members to pay for improvements in their local areas. The budget for Mole Valley is £30,000, which equates to an allowance of £5,000 per County Member. The Mole

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Valley Local Committee has delegated authority to decide how this funding is allocated.

- 2.13 To ensure all Members have the ability and flexibility to promote projects in their areas, it is recommended that the Local Committee delegate funding and decision making to each County Councillor on the basis of an allocation of £5,000 per Member. This does not preclude Members pooling their funding across divisional boundaries should they so wish. It is proposed that the Area Maintenance Engineer will continue to manage the Community Enhancement Fund on Members' behalf.

3. OPTIONS:

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Mole Valley.

4. CONSULTATIONS:

- 4.1 The proposed programme of highway works for Mole Valley has been developed in consultation with the Chairman, Vice-Chairman and divisional Members of the Local Committee.
- 4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 This report has assumed that Local Committee will receive the same level of funding for 2014/15 as it received this financial year, that is £650,776. It is proposed that authority be given to the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman to amend the programme should the devolved budget vary from this amount.
- 5.2 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are suggested to enable the budget to be managed to enable the programme to be delivered in a flexible and timely manner.

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.

7. LOCALISM:

- 7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.
- 7.2 Specific funding is allocated from the Local Committee's devolved budget which allows Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects.

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 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 The report sets out the proposed programme of highway works for Mole Valley for 2014/15 – 2015/16, to be funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets. It is recommended that the Local Committee agree the programme as set out in section 2 of this report together with the suggested delegated authorities and virements to enable flexible and timely delivery of the programme. It is recommended that these virements are put in place for the remainder of the current administration, ie. 2014/15 to 2016/17.

10. WHAT HAPPENS NEXT:

10.1 Officers will progress schemes and deliver works for 2014/15 and will update Members at future meetings.

Contact Officer:

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

Consulted:

Annexes:

Annex 1: Integrated Transport Schemes Programme 2014/15 – 2015/16

Sources/background papers:

None

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**MOLE VALLEY
INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2014/15 - 2015/16**

Scheme/Title	2014/15			2015/16			Comments
	D	C N	Budget Allocation	D	C N	Budget Allocation	
A24 Horsham Road/Old Horsham Road, Beare Green - measures to address vehicle overhang		•	£60,000				Works to make remove offside lane on northbound carriageway and close gap in central reservation opposite petrol station
Rectory Lane, Bookham Footway extension/widening 2000	•		£1,333		•	£50,000	Land issues to be resolved before scheme can proceed
High Street/East Street, Bookham - Measures to address speed, congestion and HGV issues	•	•	£30,000				Detailed design and implementation of measures agreed following trial scheme and consultation
A24 Deepdene Avenue, Dorking (Phase 3) - Safety measures	•		£5,000		•	£30,000	Phase 3 - extend street lighting southwards
A24 Horsham Road (Spook Hill to Beare Green), Dorking (Phase 3 and 4) - shared pedestrian/cycle path		•	£20,000		•	£20,000	Phases 3 and 4 of works
Hollow Lane, Wotton - Measures to reduce speeds in vicinity of cottages		•	£10,000				Implementation of design carried out in 2013/14
Approaches to Therfield School - Safety improvements/cycle facilities 5000	•		£5,000				Further design
Garlands Road, Leatherhead - Measures to reduce speed/improved pedestrian signing	•		£10,000				Implementation of design carried out in 2013/14
Dene Street, Dorking - One-way working	•	•	£25,000				Design and implementation of one-way working in narrow section of Dene Street.
Ruckmans Hill, Oakwood Hill - Width restriction	•		£2,000		•	£5,000	Design and implementation of measures to restrict large vehicles in Ruckmans Hill.
Schemes to be agreed by Committee for design				•		£20,000	
Schemes to be agreed by Committee for construction					•	£41,333	
Stage 3 Road Safety Audits	•	•	£3,000	•	•	£3,000	Post-construction audit of schemes implemented in previous financial year
Decluttering	•	•	£5,000	•	•	£5,000	Further locations for decluttering to be agreed
Small safety schemes	•	•	£4,000	•	•	£5,000	Schemes to be identified during the year.
Signs and road markings	•	•	£4,000	•	•	£5,000	Schemes to be identified during the year.
			£184,333			£184,333	

NOTE: A246 Guildford Road/Leatherhead Road, Bookham, provision of street lighting - design for 16 new street lighting columns completed by Skanska and priced at £60,000. Funding to be identified and agreed by Area Team Manager in consultation with the Mole Valley Local Committee Chairman and Vice-Chairman, with the intention of implementation in 2013/14.

KEY:
D = Design
CN = Construction

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: BOOKHAM HIGH STREET IMPROVEMENT MEASURES

DIVISION: BOOKHAM AND FETCHAM WEST



SUMMARY OF ISSUE:

Concerns have been raised by residents regarding the congestion and access in the High Street, Bookham. The concerns also extend to East Street, which runs parallel to the High Street on the east side.

Following a request from the divisional member, it was agreed to investigate the feasibility of installing improvement measures in the High Street and East Street. The South East Area Highways Team undertook feasibility studies, including site visits with both the divisional member and representatives from Bookham Residents' Association. This has led to the outline proposals presented in this report.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- (i) Note the outcome of the assessments undertaken;
- (ii) Agree 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
- (iii) Agree 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.

REASONS FOR RECOMMENDATIONS:

To seek the views of local residents and businesses on the effectiveness of the proposals to reduce traffic congestion in High Street, Bookham before a permanent scheme is implemented.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Great Bookham High Street is located on the A246 that runs east to west between Leatherhead and Guildford. It links the A246 Leatherhead Road to the south with Lower Road to the north. The High Street is an important part of a busy and vibrant village centre.
- 1.2 East Street is located to the east of, and runs parallel to, the High Street. It also links the A246 and Lower Road. It is a narrow residential road with accesses to car parks at both the north and south ends.
- 1.3 There are existing issues with traffic flows and congestion relating to the various competing activities that need to be accommodated within the narrow highway limits on the High Street.
- 1.4 The narrow carriageway width on the High Street and the parking along the length of the east side, do not provide many opportunities for two vehicles to pass one another. This causes congestion along the High Street and can cause highway safety issues with vehicles pulling into gaps within the existing parking arrangement to allow oncoming vehicles to pass. This then places the vehicles in conflict with other movements including parked vehicles and pedestrians. In some locations along the High Street there is no footway, which increases conflict between pedestrians and vehicles. There are also limited crossing locations.
- 1.5 Figure 1 below shows the location of the High Street and East Street.

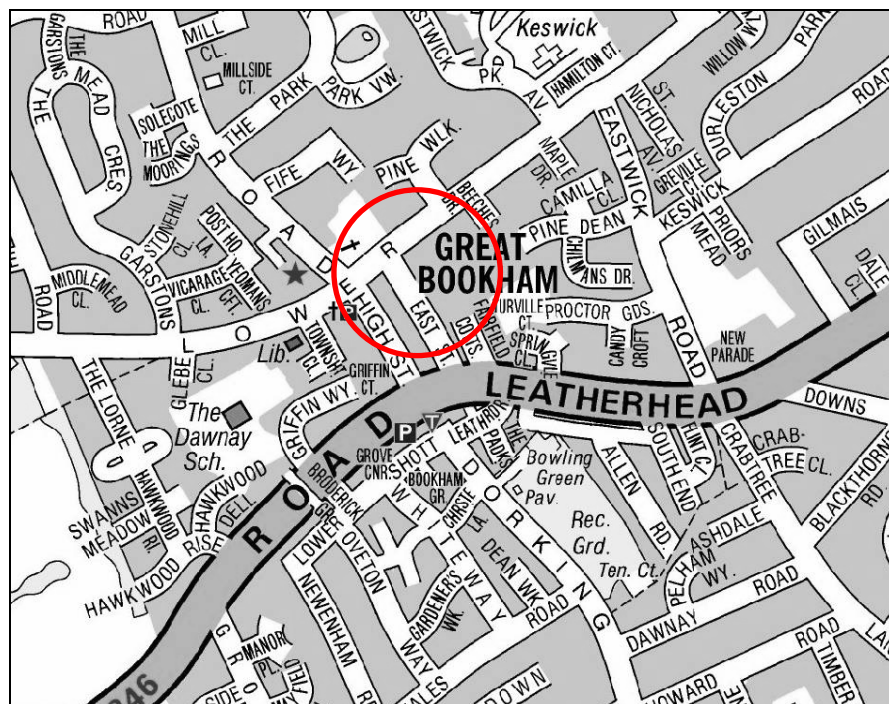


Figure 1 – Location plan

2. ANALYSIS:

- 2.1 Following requests from residents, including the Bookham Residents' Association, and supported by the local divisional member, investigations were undertaken into measures to improve traffic flow and the pedestrian environment in the High Street and review the traffic conditions in East Street.
- 2.2 Surrey CC commissioned Atkins to provide a report on potential highway improvement options. This report, in December 2012 presented one-way options for High Street and East Street, with associated cost estimates.
- 2.3 Analysis of earlier works and discussions involving Surrey's highways engineers and road safety officers, and consultation with Surrey Police's Road Safety and Traffic Management Team have led to the options presented section 3 of this report. The local divisional member has also been involved throughout the process.

3. OPTIONS:

High Street

3.1 OPTION 1

High Street to be one-way in southbound direction.

Following further discussions with the local divisional member and Bookham Residents' Association, it was agreed not to progress options that included one-way working. This is due to opposition from retailers and residents.

3.2 OPTION 2

High Street to remain two-way with provision of passing places.

This option involves the creation of passing places by removing some of the existing parking on the east side of the High Street. It aims to reduce the congestion currently experienced. The option is illustrated in Annex 1.

3.3 OPTION 3

High Street to remain two-way with provision of passing places and pedestrian crossing points.

This supplements Option 2 by providing formal crossing points and speed tables in addition to the passing places. It would also provide additional footway width where space permits. Raised tables at the crossing points would also act as a traffic calming measure. The option is illustrated in Annex 2.

3.4 OPTION 4

Do nothing

East Street

3.5 OPTION 1

East Street to be one-way in northbound direction.

As it was agreed to not progress options that included one-way working for the High Street (see 3.1 above), it was similarly agreed not to progress one-way options for East Street. There has also been opposition from residents reported to the local divisional member following an information letter sent out in March 2013.

3.6 OPTION 2

East Street to remain two-way with provision of passing places and formalised parking.

This option involves the creation of passing places by removing some of the existing parking on the west side of East Street. It also formalises the existing parking via road markings. There has also been concern from residents reported to the local divisional member, regarding the desire that the existing available residential parking be maintained.

3.7 RECOMMENDED OPTIONS

It is recommended that High Street Option 2 (High Street to remain two-way with provision of passing places) be progressed. It is recommended that this be implemented on a trial basis and a future report be presented to local committee to include the results of the trial and consultation with affected parties. Depending on the results of the trial, Option 2 would be made permanent, subject to local committee approval.

High Street Option 3 (High Street to remain two-way with provision of passing places and pedestrian crossing points) could be implemented as a supplementary measure. It is suggested that this is considered once the results of the trial are known.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for maintaining two-way traffic flow in the High Street, and for measures that would improve pedestrian safety

4.2 Surrey's Road Safety Team has provided an independent audit of the preliminary measures. Advice received will be considered in further design works, as appropriate.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 It is estimated that permanent implementation of the measures promoted in this report (High Street Options 2 and 3) would cost in the region of £60,000.

5.2 It is suggested that Option 2 be implemented on a trial basis. Local Committee allocated funding to High Street/East Street in March 2013 as part of the Integrated Transport Schemes programme. This funding could be used to progress the trial.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area. There are no specific equalities and diversity implications arising from this report.

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
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 enforce speed controls.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Concerns have been raised by residents regarding traffic flows and congestion in the High Street. Consultation with the Residents' Association and local divisional member have led to preliminary design proposals for passing places, crossing points and build-outs as measures to improve traffic flow, as well as providing improved pedestrian crossing points and localised footway widening.

9.2 It is recommended to implement Option 2 on a trial basis, during which time the views of local residents and businesses will be sought. The results of the trial will be reported to a future meeting of the Local Committee and Members will be asked to make a decision on how to proceed.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, High Street Option 2 (High Street to remain two-way with provision of passing places) will be implemented on a trial basis and a future report be presented to local committee to include the results of the trial and consultation with affected parties.

Contact Officer:

Peter Shimadry, South East Area Highways Team, 03456 009009

Consulted:

Bookham Residents' Association

ITEM 9

SCC Road Safety Team

Annexes:

Annex 1 – Option 2

Annex 2 – Option 3

Sources/background papers:

Technical Note 'Great Bookham High Street Highway Improvement Options'; Atkins;
December 2012.



Option 2 – High Street to remain two-way with provision of passing places

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Option 3 – High Street to remain two-way with provision of passing places and pedestrian crossing points

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: TRAFFIC CALMING MEASURES, OTTWAYS LANE, ASHTEAD

DIVISION: ASHTEAD



SUMMARY OF ISSUE:

Concerns have been raised by residents regarding the speed of vehicles in Ottways Lane, particularly in relation to the safety of school children. Following a request from the divisional member, it was agreed to investigate the feasibility of installing traffic calming measures in Ottways Lane, Ashtead. The South East Area Highways Team undertook feasibility studies, including site visits with both the divisional member and Surrey Police. This has led to the outline proposals presented in this report.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- (i) Note the outcome of the assessments undertaken; and
- (ii) Agree 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.

REASONS FOR RECOMMENDATIONS:

To address concerns regarding traffic speeds in Ottways Lane.

1. INTRODUCTION AND BACKGROUND:

1.1 Ottways Lane is a single carriageway, two-way road with a T-junction at its eastern end with the A24 Leatherhead Road. It leads into Grange Road at its western end, which leads to a signalised junction with the A24. It has street lighting throughout and is subject to a 30mph speed limit.

1.2 Figure 1 below shows the location of Ottways Lane.

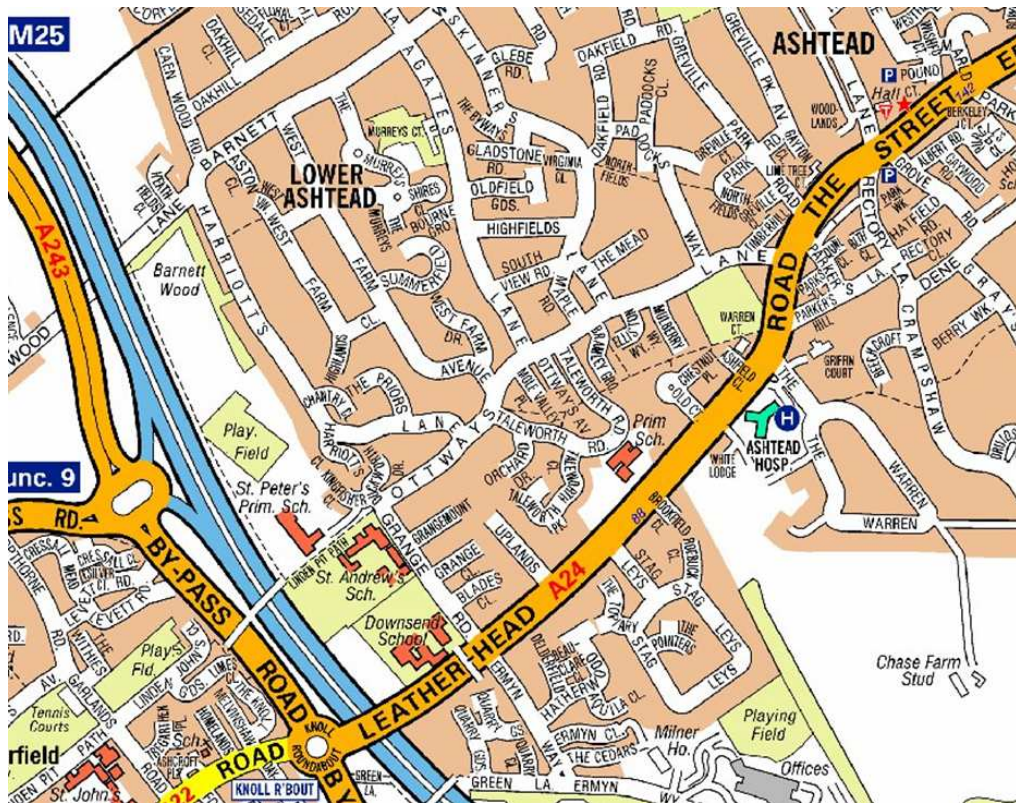


Figure 1 – Location plan

- 1.3 Following a request from the local divisional member, Surrey Highways undertook investigations into measures to reduce traffic speeds in Ottways Lane.
- 1.4 Discussions involving Surrey's highways engineers and road safety officers, and consultation with Surrey Police's Road Safety and Traffic Management Team have led to the proposals presented. The local divisional member has also been involved throughout the process.

2. ANALYSIS:

2.1 Available data shows there have been five recorded personal injury collisions in the last three years. This is summarised below:

Location	Fatal	Serious	Slight	TOTALS
Junction with Harriotts Lane	0	0	1	1
Junction with West Farm Avenue	0	1	1	2
Junction with Paddock Way	0	0	1	1
Near junction with Timber Hill	0	0	1	1

2.2 Vehicle speed was not recorded as a contributory factor in any of the above collisions. The likely contributory factors recorded were drivers' failure to look or judge vehicle speeds and loss of control possibly due to weather conditions.

2.3 Surrey Police have undertaken speed monitoring in Ottways Lane and found that average speeds were below the 30mph speed limit.

2.4 There are several schools accessed from Ottways Lane (Downsend, St Andrew's, St Peter's, West Ashted). There are also significant residential areas on both the north and south of Ottways Lane; those to the south are only accessible from Ottways Lane. Recent development has increased the number of residential properties towards the eastern end of Ottways Lane.

3. OPTIONS:

3.1 OPTION 1

Carriageway narrowing and footway widening.

Following consultation with Surrey's Road Safety Team and Surrey Police, it was agreed not to progress options that included carriageway narrowing and footway widening. This is due to insufficient highway widths and visibility issues.

3.2 OPTION 2

Priority give way pinch points.

Following consultation with Surrey's Road Safety Team and Surrey Police, it was agreed to not progress options that included priority give way pinch points. This is due to the inadequate visibility in parts of Ottways Lane and the potential driver indecision that can result from such features.

3.3 OPTION 3

Kerb build-outs.

ITEM 10

Following consultation with Surrey's Road Safety Team and Surrey Police, it was agreed to seek approval from Local Committee to provide kerb build-outs. These are to be located in the areas that provide adequate visibility on each approach and take into account the existing crossing facilities, providing improvements where practicable.

Build-outs are proposed at the following locations:

- Existing crossing point near the junction with Timber Hill (single build-out on north side of Ottways Lane)
- Existing crossing point near the junction with Mulberry Way and close to the children's play area (two build-outs in a chicane arrangement).
- Existing crossing point near the junction with Skinners Lane (single build-out on north side of Ottways Lane)

The locations of the proposed traffic calming measures are shown in Annex 1. A typical build-out is illustrated in Annex 2.

3.4 OPTION 4

Do nothing

3.5 RECOMMENDED OPTION

It is recommended that Option 3 (Kerb build-outs) be progressed. Detailed design and subsequent implementation of traffic calming measures will include road safety audit and consultation with affected residents.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for build-outs in the locations shown in Option 3.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Initial estimates have been made of the cost of implementing the option for kerb build-outs described. It should be noted that no allowance has been made for the diversion of any statutory undertakers' plant which may be required.

5.2 The initial cost estimate for the build-outs presented in this report is £20,000.

5.3 It is anticipated that the cost of the scheme will be sourced from development funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all road users of the public highway with equality and understanding. The proposal would improve the road layout for vulnerable road users.

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
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 enforce speed controls.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Concerns have been raised by residents regarding the speed of vehicles in Ottways Lane, particularly in relation to the safety of schoolchildren.

9.2 Consultation and preliminary design have led to proposals for build-outs. These build-outs are intended as traffic calming measures, as well as providing improvements to existing pedestrian crossing points.

9.3 It is recommended that Option 3 (Kerb build-outs) be progressed and consultation carried out with those residents directly affected.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, Option 3 will be progressed to detailed design, consultation and implementation

Contact Officer:

Peter Shimadry, South East Area Highways Team, 03456 009009

Consulted:

Surrey Police
SCC Road Safety Team

Annexes:

Annex 1: Locations of proposed traffic calming measures
Annex 2: Typical build-out

Sources/background papers:

None

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Locations of proposed traffic calming measures



Existing crossing point near the junction with Timber Hill



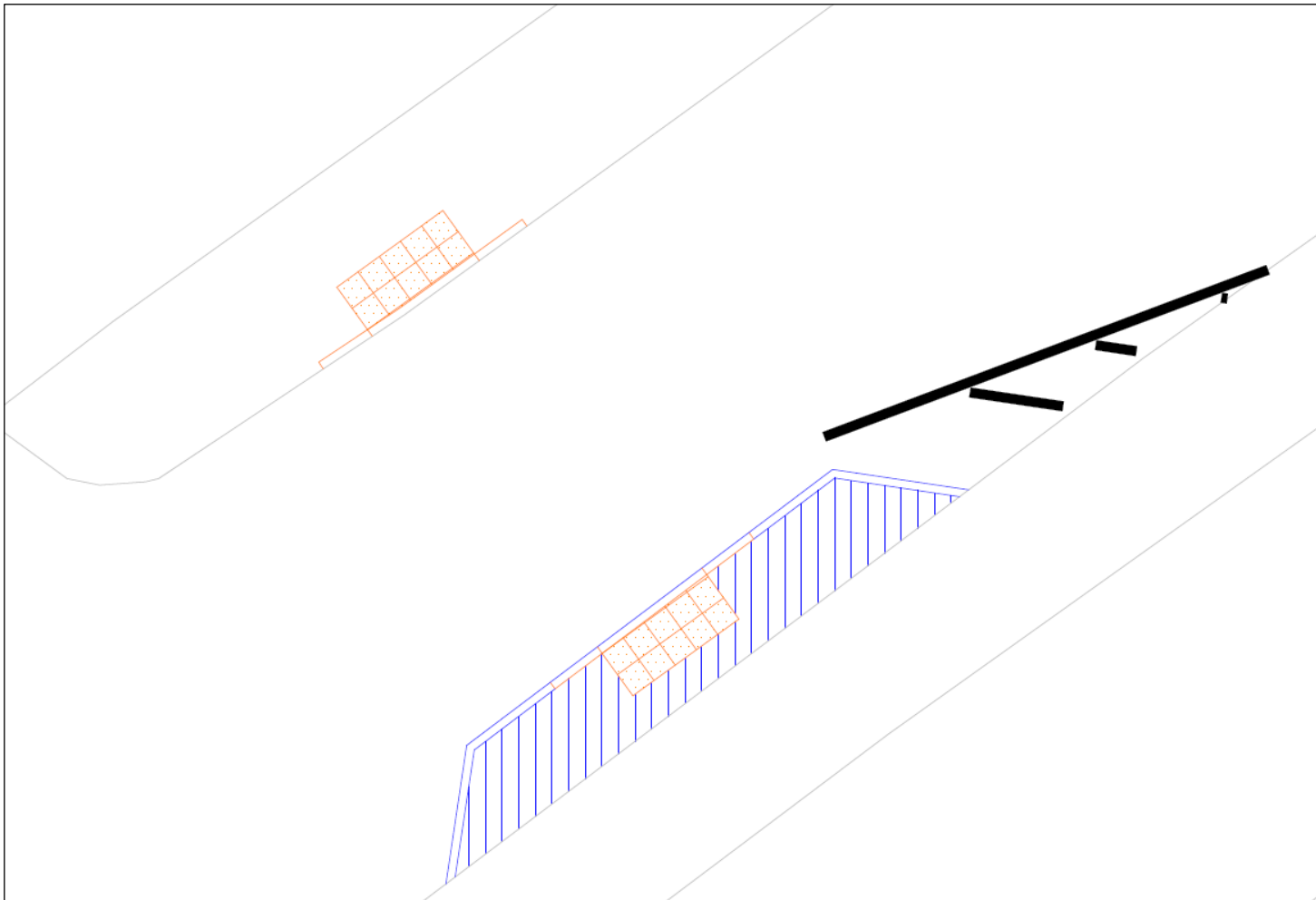
Existing crossing point near the junction with Mulberry Way

Locations of proposed traffic calming measures



Existing crossing point near the junction with Skinners Lane

Typical build-out



Typical build-out incorporating uncontrolled pedestrian crossing

Typical build-out



Photograph of typical build-out

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

DATE: 4 DECEMBER 2013
LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: FORTY FOOT ROAD, LEATHERHEAD
 PROPOSED ONE-WAY WORKING

DIVISION: LEATHERHEAD AND FETCHAM EAST

SUMMARY OF ISSUE:

In October 2013, the Cabinet Member for Transport, Highways and Environment has decided that Surrey County Council should adopt the main section of Forty Foot Road (from Poplar Road up to and include the gyratory serving Woodlands School) following completion of the necessary highway works to ensure the road meets the required adoptable standard. As an adopted road, one-way working in the gyratory section of Forty Foot Road could be implemented under the relevant legislation. One-way working would improve road safety for the vulnerable young people who attend Woodlands School, which is accessed from this section of Forty Foot Road.

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

- (i) Approve the introduction of one-way working in the gyratory section of Forty Foot Road, Leatherhead, as shown in Annex 1;
- (ii) 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
- (iii) 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:

To reduce the risk to vulnerable young road users who attend Woodlands School from traffic in the gyratory section of Forty Foot Road and maintain vehicular access to the school.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Fortyfoot Road Safety Campaign Group has been lobbying Surrey County Council to repair Forty Foot Road, bringing it up to an appropriate standard and then fully adopt the road, making it a publically maintainable road in the future.
- 1.2 In October 2013, the Cabinet Member for Transport, Highways and the Environment responded to a formal petition submitted by the campaign group at the July Environment and Transport Select Committee. The Cabinet Member decided that Surrey County Council adopt the main section of Forty Foot Road (from Poplar Road up to and include the gyratory serving Woodlands School) following completion of the necessary highway works to ensure the road meets the required adoptable standard.
- 1.3 The gyratory section of Forty Foot Road serves Woodlands School, a school for children aged 2 to 19 with severe or profound learning difficulties, and the headquarters of Mid Surrey Mencap at Fortyfoot Hall. Beech Holt, a residential road comprising six dwellings, is also accessed from this section of Forty Foot Road. As part of the discussions at the Cabinet Member meeting, the view was expressed that the gyratory section of Forty Foot Road should be made into a formal one-way section of road once the road has been adopted.

2. ANALYSIS:

- 2.1 Parked vehicles in the gyratory section of Forty Foot Road reduce the width of the road to a single lane, which is of particular concern at the start and end of the school day. Providing a safe road environment in the vicinity of the school is particularly important given the special needs of the pupils. It is important that vehicular access is maintained to Woodlands School for school minibuses, which are used to transport some of the pupils to and from the school on a daily basis, and emergency vehicles. One-way working in this section of Forty Foot Road would remove the potential for opposing vehicle flows to block the road and reduce the risk to vulnerable young people from vehicle movements.
- 2.2 An enforceable one-way system cannot be introduced under the Road Traffic Regulation Act 1984 on an unadopted road. However, once Forty Foot Road has been adopted, a Traffic Regulation Order can be made and one-way working implemented.
- 2.3 It is proposed that one-way working is introduced in the gyratory section of Forty Foot Road on adoption of the road, to operate in a clockwise direction, as shown on the plan attached as **Annex 1**.

3. OPTIONS:

- 3.1 **Option 1:** Introduce one-way working in the gyratory section of Forty Foot Road to reduce the risk to vulnerable road users from vehicle movements.
- 3.2 **Option 2:** Do nothing.

4. CONSULTATIONS:

4.1 No consultation has been carried out at this stage. If the Local Committee were to approve the implementation of one-way working in the gyratory section of Forty Foot Road, the views of the residents directly affected and the Police would be sought. In addition, statutory consultation would be carried out as part of the Traffic Regulation Order making process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of the design and implementation of one-way working in the gyratory section of Forty Foot Road will be in the region of £10,000. Officers will seek to identify external funding eg. developer funding, to meet the cost of implementing the proposed one-way working. If this is not possible, then the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, will seek to allocate funding from the Integrated Transport Scheme budget.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The gyratory section of Forty Foot Road is used frequently by vulnerable young people. The introduction of one-way working seeks to improve the safety of this group of road users.

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the implementation of any highway scheme.

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
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 contribute to reduction in crime and disorder.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The introduction of one-way working in the gyratory section of Forty Foot Road would help maintain vehicular access to Woodlands School and reduce the impact of traffic movement on vulnerable young road users. It is recommended that option 1, the introduction of one-way working, is approved and the legal process is carried out to implement this option.

10. WHAT HAPPENS NEXT:

10.1 Design of the one-way working in the gyratory section of Forty Foot Road will be carried out. Following the adoption of Forty Foot Road as highway maintainable at public expense, the Traffic Regulation Order will be advertised. Subject to there no objections being maintained, the Order will be made and the scheme implemented.

Contact Officer:

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

Consulted:

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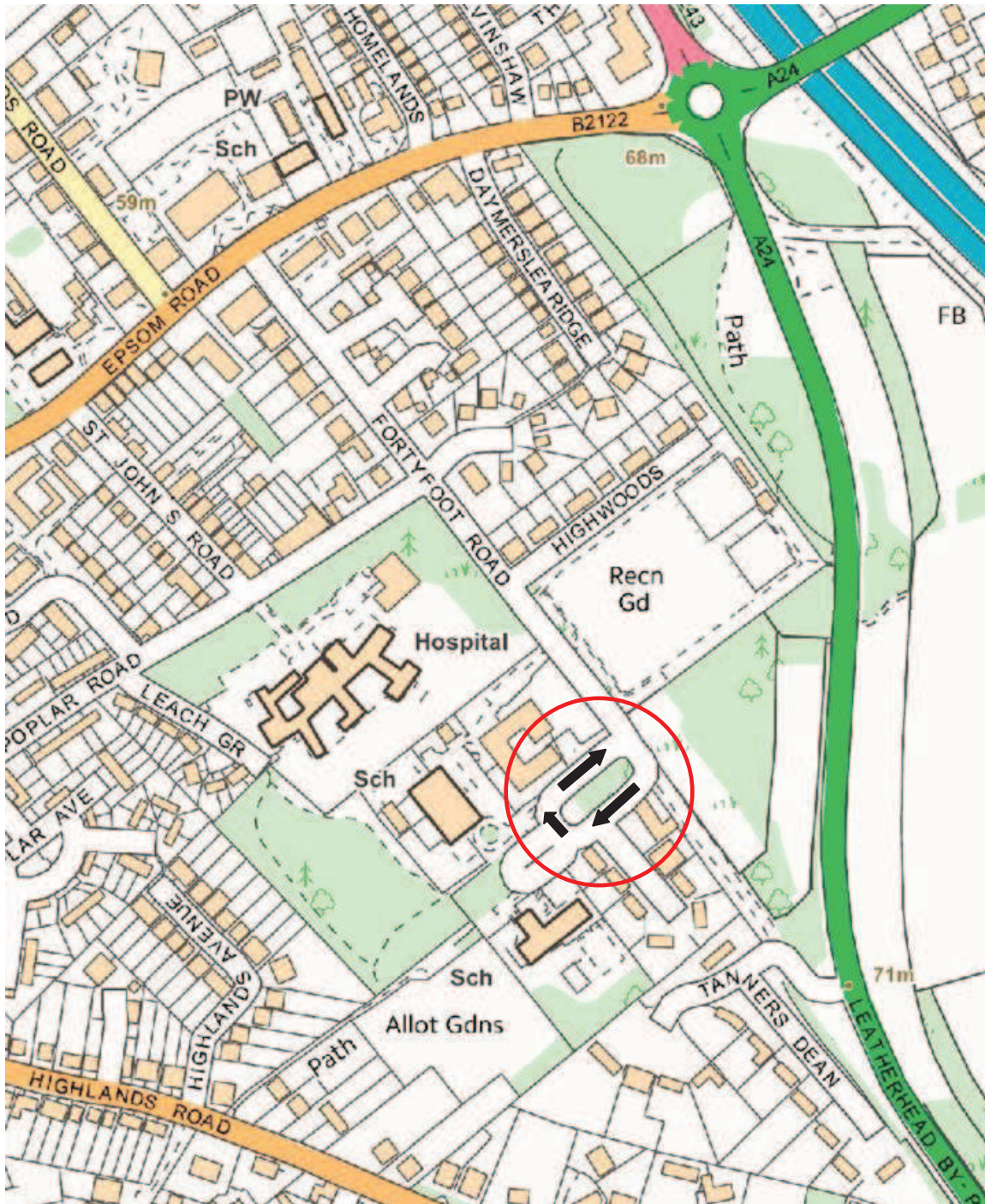
Annexes:

Annex 1: Proposed One-Way Working

Sources/background papers:

- Report to the Cabinet Member for Transport, Highways and Environment, 9th October 2013, Item 2c

Forty Foot Road, Leatherhead
Proposed One-Way Working



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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 4 DECEMBER 2013****LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER****SUBJECT: A24 HORSHAM ROAD, BEARE GREEN
CENTRAL RESERVATION VEHICLE OVERHANG****DIVISION: DORKING RURAL****SUMMARY OF ISSUE:**

The central reservation is not wide enough to accommodate large vehicles, including buses, turning right out of the southern arm of Old Horsham Road onto the A24 Horsham Road southbound. A successful trial lane closure on the northbound carriageway of the A24 was carried out in 2012. This report considers options for introducing a permanent scheme to protect large vehicles waiting in the central reservation.

The report also considers safety concerns at a gap in the central reservation on the A24 Horsham Road opposite Henfold Drive and suggests that this gap is permanently closed.

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

- (i) 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;
- (ii) 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;
- (iii) 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
- (iv) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the advertised Traffic Regulation Order.

REASONS FOR RECOMMENDATIONS:

To provide protection for vehicles turning right out of Old Horsham Road to join the A24 Horsham Road southbound. To prevent the unsafe use of the gap in the central reservation opposite Henfold Drive.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The opening in the central reservation at the southern junction of Old Horsham Road with the A24 Horsham Road is frequently used by buses, including school buses, to turn right out of Old Horsham Road to join the A24 southbound. The central reservation is not wide enough to accommodate large vehicles undertaking this manoeuvre and vehicles overhang the outside lanes of the dual carriageway.
- 1.2 There have been 3 recorded personal injury collisions in the vicinity of the opening in the central reservation over the past 3 years, 1 resulting in serious injury and the other 2 in slight injuries.
- 1.3 Mole Valley Local Committee allocated funding from the Integrated Transport Schemes budget in 2011/12 to investigate the feasibility of providing improvement measures for a safer vehicle crossing at the southern arm of the Old Horsham Road and the A24 Horsham Road.
- 1.4 An experimental lane closure on the northbound carriageway of the A24 was carried out at the end of October 2012 for 10 days. The lane closure provided additional storage space in the central reservation for vehicles using the opening. A CCTV survey was undertaken to observe the behaviour of the traffic during the trial to establish whether the layout could be successful under permanent conditions.
- 1.5 Safety concerns have been raised by the Road Safety Team and the Police relating to the use of the gap in the central reservation on the A24 directly to the north of the petrol station, opposite Henfold Drive. Vehicles have been observed leaving the petrol station from the site's entrance in order to use the gap in the central reservation to travel northbound. This manoeuvre brings exiting vehicles into conflict with vehicles entering from the A24. It also means that vehicles are travelling a distance of approximately 10 metres against the flow of traffic in the deceleration lane for vehicles leaving the A24 before crossing the carriageway into the gap. This is particularly dangerous at night as southbound drivers are confronted by the oncoming headlights of vehicles carrying out this movement.
- 1.6 A location plan is attached as **Annex 1**.

2. ANALYSIS:

- 2.1 The survey carried out during the trial concluded that there was little affect on journey times or traffic flows as a result of closing the outside lane of the northbound carriageway between Beare Green roundabout and the opening in the central reservation at the southern junction of Old Horsham Road.
- 2.2 The survey also showed that the gaps between the flowing traffic travelling northbound in the remaining (nearside) lane was reduced by the effect of merging vehicles from two lanes into one. This resulted in there being fewer opportunities for traffic wishing to join the A24 from Old Horsham Road.
- 2.3 The trial successfully provided protection to stationary vehicles within the opening in the central reservation without causing congestion or impacting on the safety of the travelling public.

3. OPTIONS:

3.1 Following the success of the trial lane closure, options have been considered for introducing a permanent scheme to protect large vehicles waiting in the central reservation.

3.2 **Option 1:** Reduce the northbound carriageway width to one lane in advance of the opening in the central reservation, as trialled in 2012.

Option comprises road markings and advance warning signs, as shown in **Annex 2**.

Advantages:

- Trial did not result in congestion or vehicle queues
- Successfully provides protection to large vehicles stationary within the central reservation
- Reduces the vehicle crossing distance into the central reservation
- Provides an improved U-turn facility for motorists travelling northbound

Disadvantages:

- Reduced gap lengths between vehicles travelling northbound on the A24 increases the difficulty for motorists crossing/joining the A24 from Old Horsham Road (southern arm)

3.3 **Option 2:** Reduce the southbound carriageway width to one lane in advance of the opening in the central reservation.

Option comprises road markings, advance warning signs, physical kerb build out and street lighting, as shown in **Annex 3**.

Advantages:

- Successfully provides protection to large vehicles stationary within the central reservation
- Provides protection to vehicles joining the southbound carriageway

Disadvantages:

- Potential conflict area for vehicles joining the A24 southbound from the central reservation but wishing to cross the nearside lane to access the petrol station or properties
- Street lighting would be required due to the provision of a physical island

3.4 **Option 3:** Reduce the width of both carriageways to one lane in advance of the opening in the central reservation.

Option 3 combines options 1 and 2. In addition to the advantages and disadvantages of options 1 and 2, as set out above, option 3 would provide increased protection to large vehicles stationary within the central reservation together with greater turning space.

3.5 **Option 4:** Closure of the gap in the central reservation directly north of the petrol station (opposite Henfold Drive).

Option comprises kerb works, conversion of existing carriageway to soft verge and removal of existing traffic signs, as shown in **Annex 4**. Requires statutory process to be followed under the Road Traffic Regulation Act 1984.

Advantages:

- Improved safety
- Diverts vehicles currently using this gap to a higher standard opening in the central reservation 170m north or to Beare Green roundabout 360m south, depending on direction of travel
- Reduces the number of conflict areas and turning movements on this section of the A24

Disadvantages:

- Increased distance to travel, particularly for residents in Henfold Drive

4. CONSULTATIONS:

4.1 Surrey Police have been consulted on the options set out above. Option 1 is their preferred option as they consider it would help protect vehicles in the central reservation whilst having a minimal impact on traffic flows. The Police also support option 4. They are of the view that closing the gap near the petrol stations should cause only minor inconvenience but will greatly reduce the potential for a collision.

4.2 If the Local Committee were to approve option 4, the residents directly affected would be informed of the proposal and statutory consultation would be carried out as part of the legal process for closing the gap.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of implementing the options have been estimated, as given below.

Option 1	£20,000
Option 2	£50,000
Option 3	£70,000
Option 4	£15,000 - 20,000

5.2 In order to proceed with any of the options, funding will need to be allocated from the Local Committee's Integrated Transport Schemes budget. The highways forward programme 2014/15 – 2015/16 is the subject of a separate report to this meeting of the Local Committee. This report recommends that £60,000 be allocated to the A24 Horsham Road/Old Horsham Road scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the implementation of any highway scheme.

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 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 Option 1 proposes making permanent the successful trial of the lane closure on the northbound carriageway of the A24. The Police have confirmed that this is their preferred option. Option 4 closes the gap in the central reservation opposite Henfold Drive where there are safety concerns relating to use of this gap by vehicles leaving the petrol station. This option is also supported by the Police.

9.2 It is recommended that options 1 and 4 are progressed, subject to the allocation of funding from the Integrated Transport Schemes budget for 2014/15. The closure of the gap will require a statutory process to be followed.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval and the allocation of funding, detailed design of options 1 and 4 will be carried out. The Traffic Regulation Order to close the gap in the central reservation opposite Henfold Drive will be advertised. Subject to no objections being maintained, the Order will be made. Options 1 and 4 will then be implemented.

Contact Officer:

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

Consulted:

Surrey Police

Annexes:

Annex 1: Location Plan

Sources/background papers:

- A24 Horsham Road, Vehicle Overhang – Feasibility Report. June 2013

A24 Horsham Road, Beare Green
Location Plan

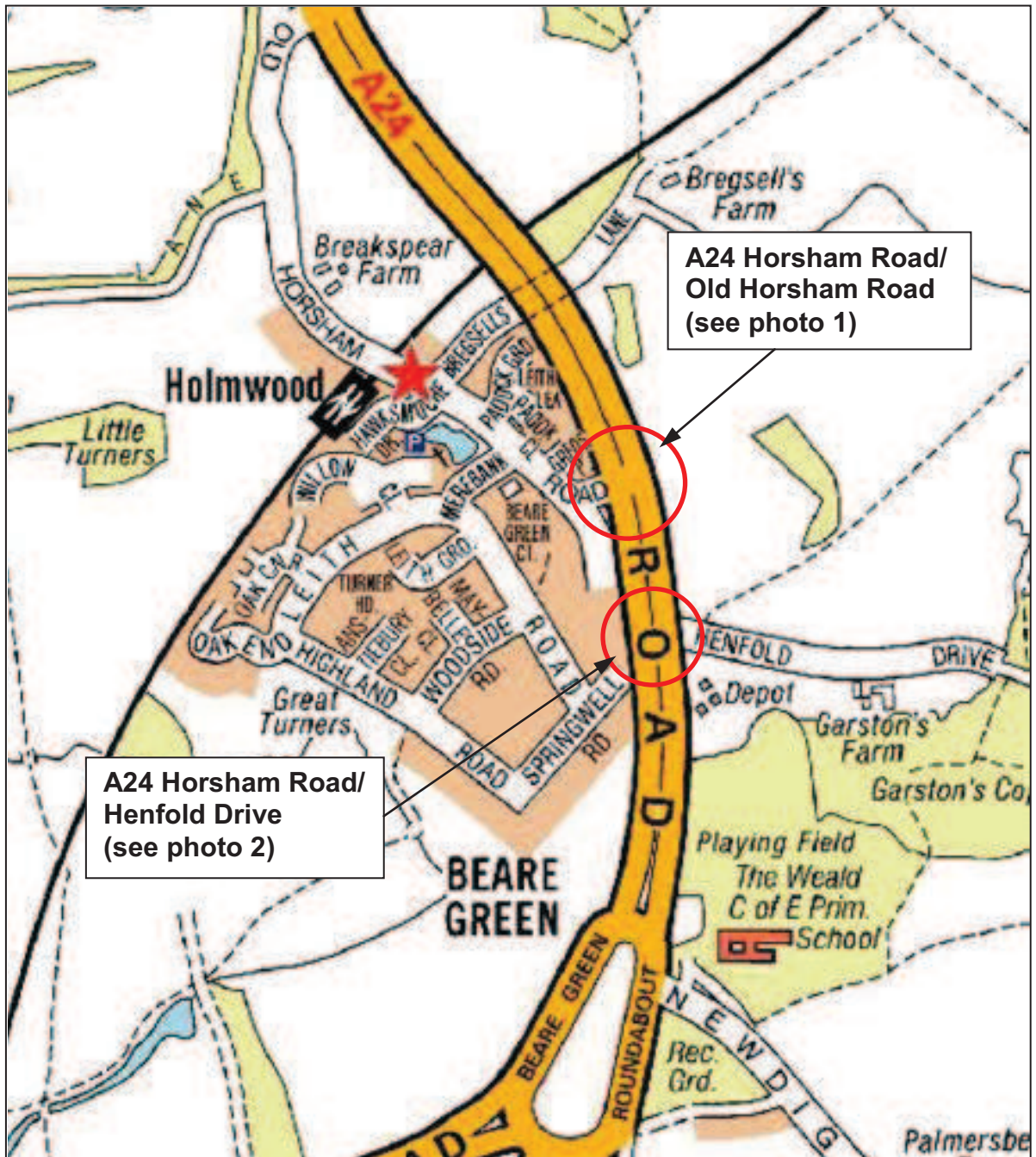
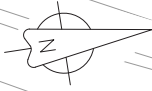


Photo 1 – vehicle overhang
A24 view northbound



Photo 2 – safety issues by petrol station
A24 view southbound

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PROPOSED SIGN TO DIA NUMBER 872.1 POSITIONED 300 YARDS FROM START OF HATCHED TAPER (SIGN REF 2)



A24 HORSHAM ROAD N/BOUND

PROPOSED SIGN TO DIA NUMBER 872.1 POSITIONED 300 YARDS FROM START OF HATCHED TAPER (SIGN REF 2)



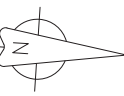
PROPOSED ROAD MARKING TO DIA NUMBER 1014 - 6m LENGTH. MARKING TO BE POSITIONED 165m FROM THE START OF THE HATCHED TAPER.



A24 HORSHAM ROAD S/BOUND

CUT LINE

Page 63



'SLOW' ROAD MARKING TO DIAG. 1024 TO BE INSTALLED 2800mm HIGH.

REFLECTIVE ROAD STUDS AT 9m CENTRES.

PROPOSED ROAD MARKING TO DIA NUMBER 1040.4

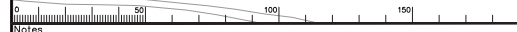
PROPOSED ROAD MARKING TO DIA NUMBER 1014 - 6m LENGTH. MARKING TO BE POSITIONED 84m FROM THE START OF THE HATCHED TAPER.

PROPOSED ROAD MARKING TO DIA NUMBER 1014 - 6m LENGTH. MARKING TO BE POSITIONED 30m FROM THE START OF THE HATCHED TAPER.

CUT LINE

CUT LINE

ITEM 12



NOTE: All dimensions are in metres unless otherwise stated.

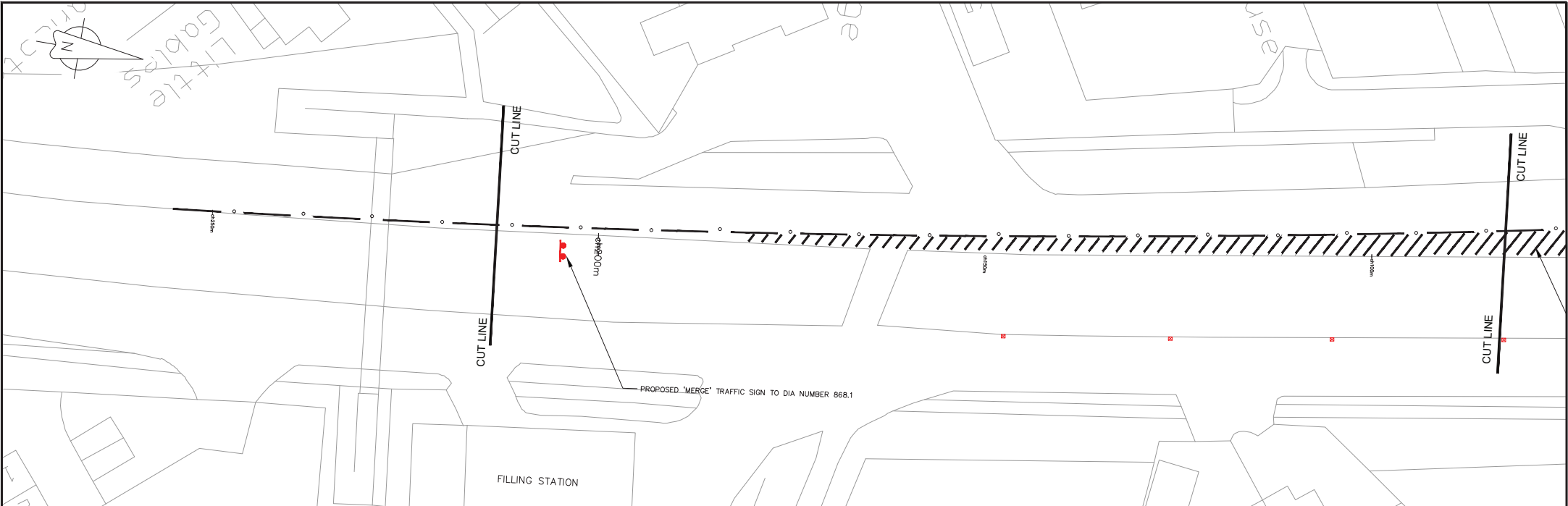
Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point	MA	MA	08/13
Drawn by	GH	GH	07/13
Checked by	GH	GH	07/13
Approved by	MA	MA	08/13

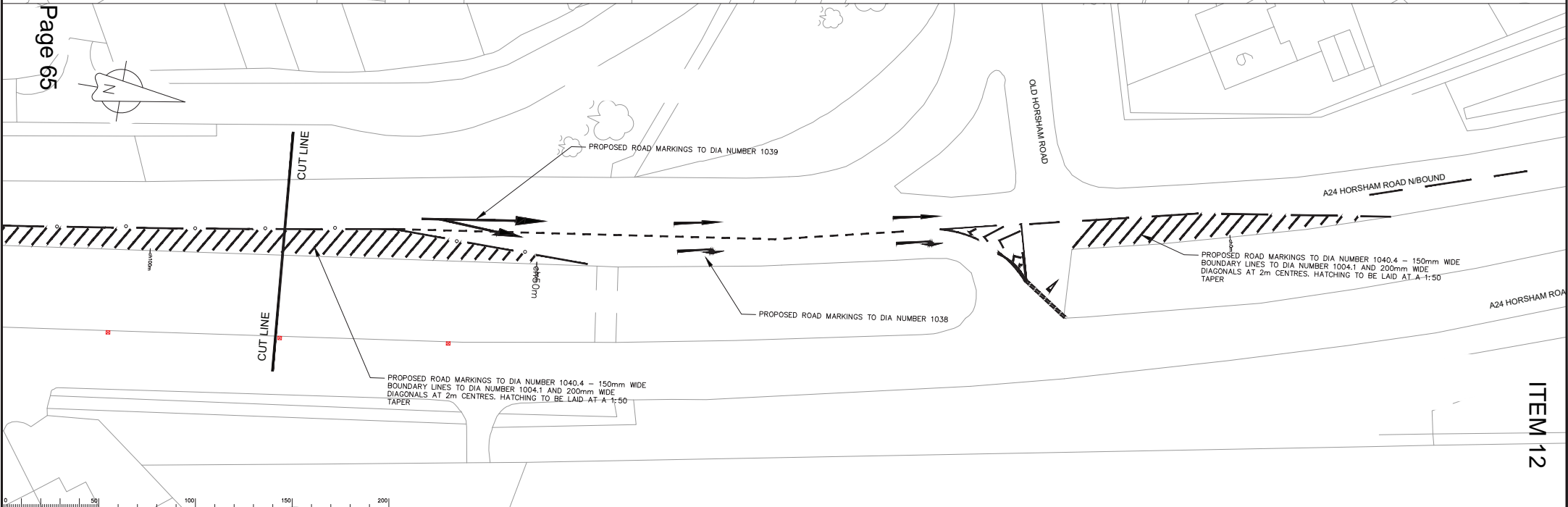
Project: A24 HORSHAM ROAD, BEARE GREEN
 Drawing: OPTION 1 - NORTHBOUND CARRIAGEWAY NARROWING

Project No. PC0274
 Contract No. 0274-005
 Drawing No. 0274-005
 Classification: DRAFT

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Page 65



Note: All dimensions are in metres unless otherwise stated.

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point	Checked by originator	Checked by	Date	Approved by	Date
	GH	GH	07/13	MA	08/13

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Project: A24 HORSHAM ROAD, BEARE GREEN

Drawing: OPTION 1 - NORTHBOUND CARRIAGEWAY NARROWING

Scale: 1:250

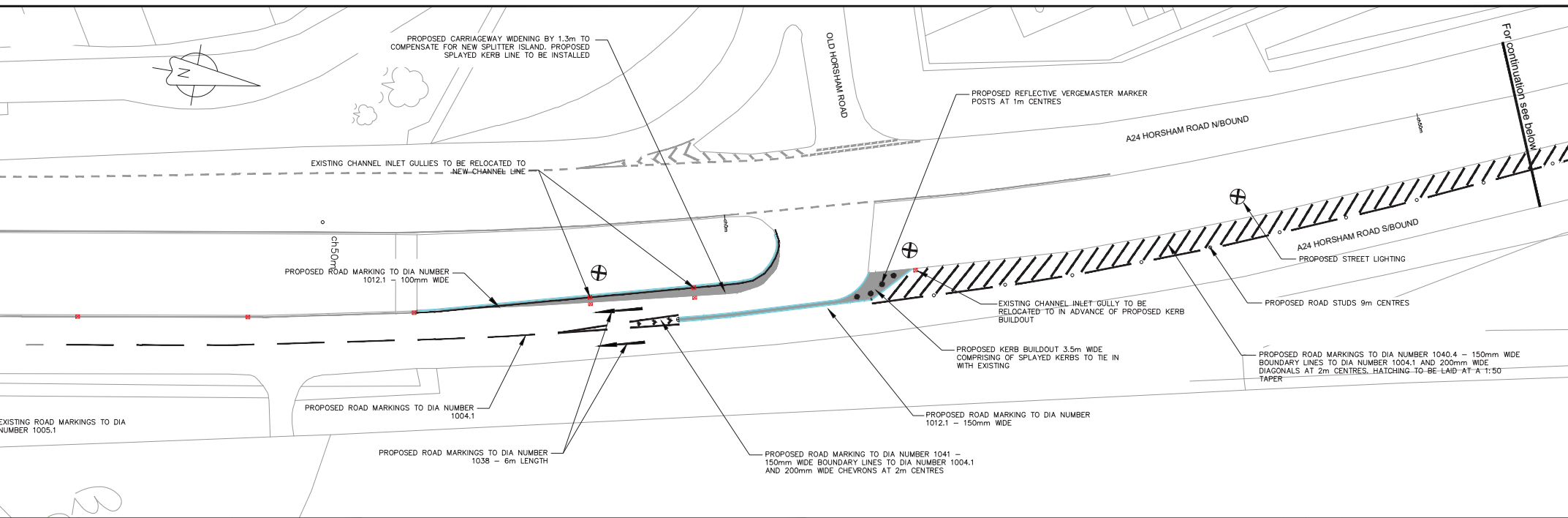
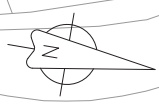
SHEET 1 OF 2



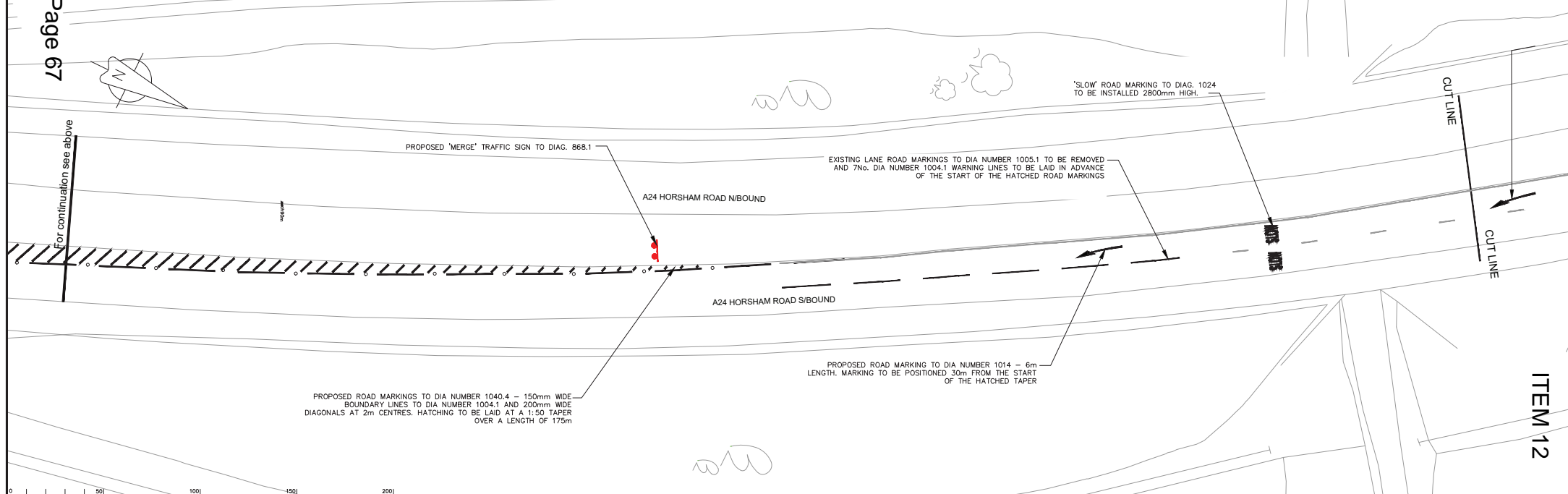
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Contract No.	
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Rev.	-
Classification	DRAFT

ITEM 12

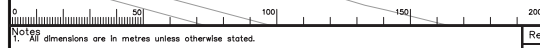
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Note: All dimensions are in metres unless otherwise stated.

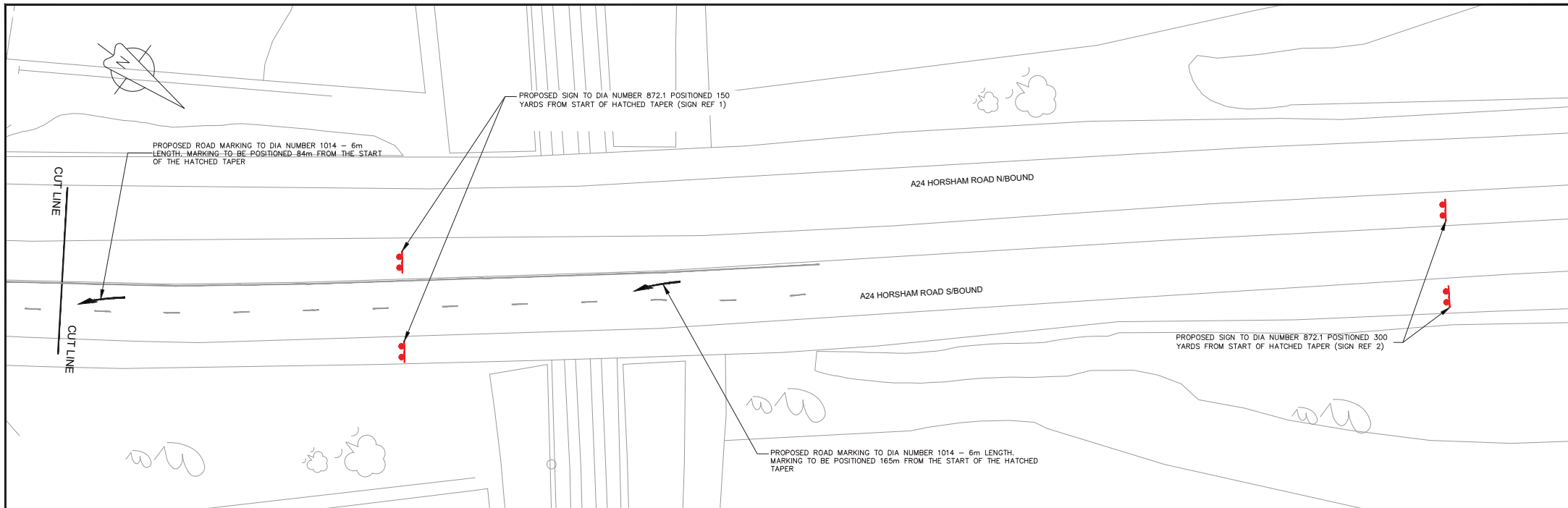
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Checked by	Date	Checked by	Date	Approved by	Date
GH	07/13	GH	07/13	MA	08/13

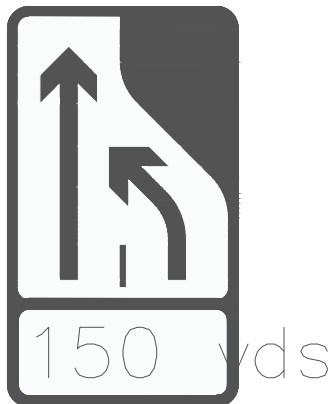
Project: A24 HORSHAM ROAD, BEARE GREEN
 Drawing: OPTION 2 - SOUTHBOUND CARRIAGEWAY NARROWING
 Scale: 1:250

SURREY COUNTY COUNCIL
 Project No. PC0274
 Contract No. 0274-007
 Drawing No. 0274-007
 Classification: DRAFT

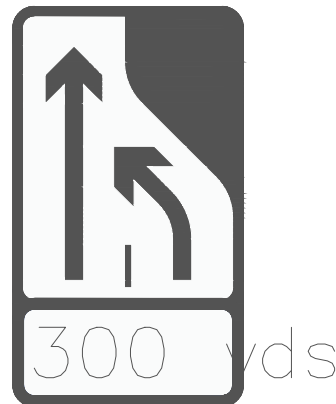
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Sign Detail:



Sign Ref 1



Sign Ref 2

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Note: All dimensions are in metres unless otherwise stated.

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Scale 1:250

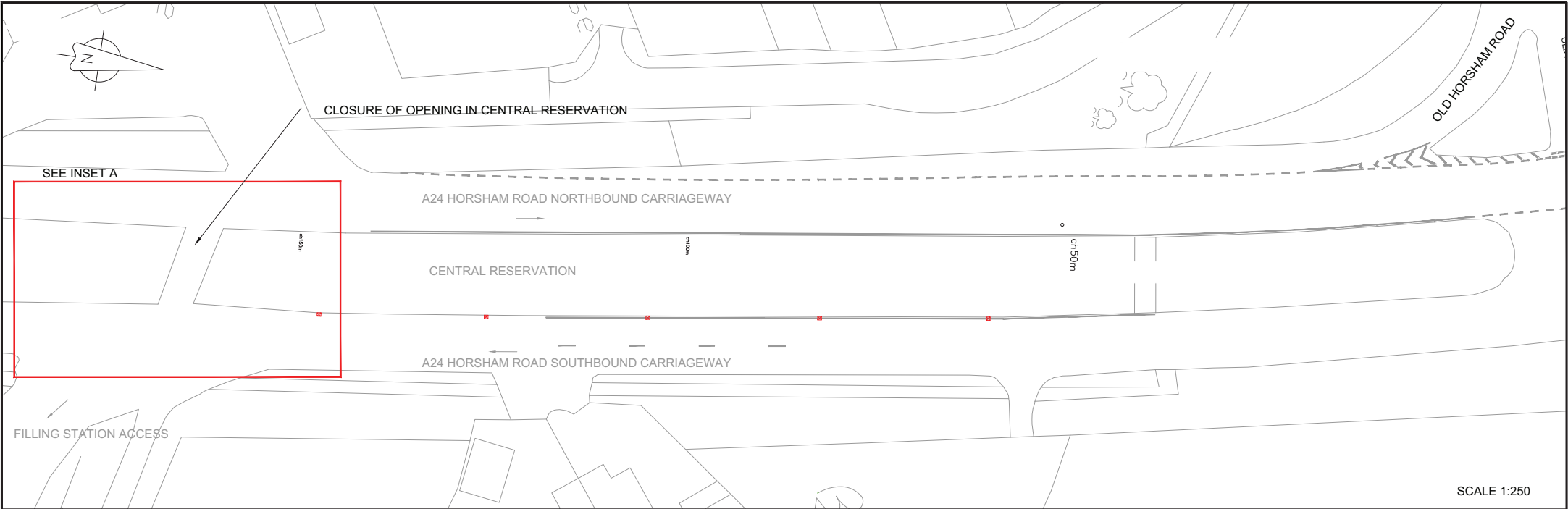
North Point	Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 076872 2002.
Drawn by	GH
Checked by	GH
Approved by	MA
Sig.	GH
Sig.	GH
Sig.	MA
Date	07/13
Date	07/13
Date	08/13

Project	A24 HORSHAM ROAD, BEARE GREEN
Drawing	OPTION 2 - SOUTHBOUND CARRIAGEWAY NARROWING

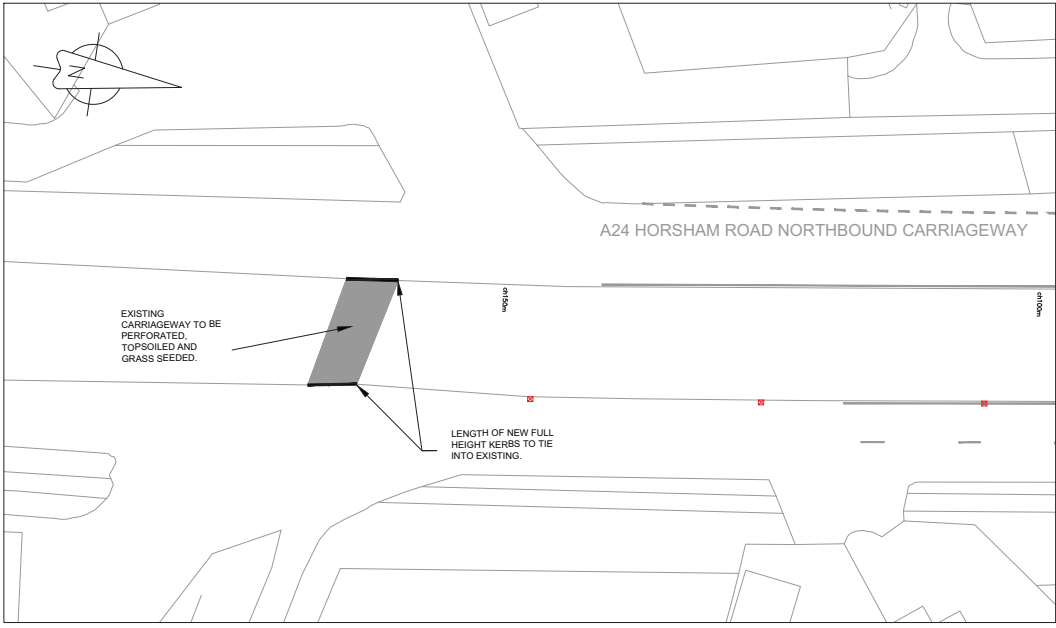
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	Contract No.	
	Drawing No.	0274-008
	Classification	DRAFT

SHEET 2 OF 2

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INSET A - Option 4 Closure of opening in central reservation SCALE 1:250

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Notes

1. All dimensions are in metres unless otherwise stated.

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Checked by originator	GH	Sig.	GH	Date	07/13
Approved by	MA	Sig.	MA	Date	08/13

Project	A24 HORSHAM ROAD, BEARE GREEN		Project No.	PC0274
Drawing	OPTION 4 - CLOSURE OF CENTRAL RESERVATION OPENING		Contract Sheet No.	0274-011
Scale	SHEET 1 OF 1		Rev.	-
			Classification	
			DRAFT	

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 4 DECEMBER 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 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 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**. 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, including 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 Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

				REVENUE	LC CAPITAL	DATE PAID
Helen Clack	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	£5,833.00	
	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
	MV1112001		The Charlwood & Hookwood Community Plan (returned funding)	-£1,000.00		03/09/2013
	EF300369278	Surrey County Council	Looked after Children	£500.00		30/10/2013
	EF800208636	Charlwood Village Fete Committee	Christmas lights and santa grotto for Charlwood at Christmas		£800.00	
BALANCE REMAINING				£11,376.00	£5,033.00	

				REVENUE	LC CAPITAL	DATE PAID
Stephen Cooksey	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	£5,833.00	
	EF300369284	Surrey County Council	Looked after Children	£500.00		30/10/2013
BALANCE REMAINING				£12,376.00	£5,833.00	

				REVENUE	LC CAPITAL	DATE PAID
Clare Curran	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	£5,833.00	
	EF800198984	Bookham Residents Association	Bookham Xmas Lights-illuminated displays in High St & Church Rd	£3,000.00		17/09/2013
	EF400180002	Surrey County Council	Looked after Children	£500.00		08/10/2013
	EF800204409	Mid-Surrey Mediation Service	Training new mediators	£500.00		11/11/2013
	EF700202951	Leatherhead Theatre	Contribution towards the purchase of a new digital camera projector		£1,300.00	07/08/2013
	EF800205470	Epsom & Ewell Foodbank	Leatherhead Foodbank	£1,000.00		
BALANCE REMAINING				£7,876.00	£4,533.00	

				REVENUE	LC CAPITAL	DATE PAID
Tim Hall	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	£5,833.00	
	EF700202267	SATRO	Mega Structures Challenge	£500.00		07/08/2013
	MV1213046		Art Short Course GCSE (returned funding)	-£300.00		
	EF300368965	Surrey County Council	Looked after Children	£500.00		30/10/2013
	EF700210684	Dorking Life Saving Club	Aquatic Sports Equipment	£600.00		11/11/2013
	EF700211099	SATRO	Mentoring Scheme at Therfield School	£1,000.00		11/11/2013
	EF800204409	Mid-Surrey Mediation Service	Training new mediators	£500.00		11/11/2013
	EF700202951	Leatherhead Theatre	Contribution towards the purchase of a new digital camera projector		£2,600.00	25/10/2013
	EF800206099	Leatherhead Drama Festival	Amateur Drama Festival	£2,000.00		
	EF800206841	Leatherhead Youth Project	BFree Youth Cafe		£2,000.00	
	EF800205470	Epsom & Ewell Foodbank	Leatherhead Foodbank	£1,000.00		
	EF700214199	Pitstop Leatherhead	Purchase of furniture and a cooker	£1,002.00	£1,233.00	

Mole Valley Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

BALANCE REMAINING	£6,074.00	£0.00
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Mole Valley Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
Christopher Townsend				£12,876.00	£5,833.00	
	EF400173660	Ashtead Youth Centre	Summer Trip for young people in Ashtead	£1,500.00		16/08/2013
	EF400180002	Surrey County Council	Looked after Children	£500.00		08/10/2013
	EF700211781	Friends of Ashtead Rye Meadows	Maintenance of the Meadows	£355.00		11/11/2013
	EF800204409	Mid-Surrey Mediation Service	Training new mediators	£500.00		11/11/2013
	EF800206099	Leatherhead Drama Festival	Amateur Drama Festival	£2,000.00		
			BALANCE REMAINING	£8,021.00	£5,833.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
Hazel Watson				£12,876.00	£5,833.00	
	EF700198555	M&W Local History Group	Education & preservation of living histories for future generations	£519.47		05/07/2013
	EF400180002	Surrey County Council	Looked after Children	£500.00		08/10/2013
			BALANCE REMAINING	£11,856.53	£5,833.00	

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