

# Agenda

Mole Valley  
Local Committee

**We welcome you to  
Mole Valley Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

## Discussion



## Venue

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

**Date:** Wednesday, 5 March  
2014

**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](mailto:victoria.jeffrey@surreycc.gov.uk)

Tel: 01372 371662

Website: [www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)



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**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  
Shimmin, Leatherhead North

Chief Executive  
**David McNulty**

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

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

		
Cllr Rosemary Dickson  Leatherhead South	<b><i>Cllr Raj Haque</i></b>  Fetcham West	Cllr Philippa Shimmin  Leatherhead North
		
Cllr Valerie Homewood  Beare Green	Cllr Simon Ling  Ashted Village	<b><i>Cllr Charles Yarwood</i></b>  Charlwood
  <b>Local Committee (MOLE VALLEY)</b>  <b>Borough Council Co-optees 2013-14</b>		

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

## **Use of social media and recording at council meetings**

### **Reporting on meetings via social media**

Anyone attending a council meeting in the public seating area is welcome to report on the proceedings, making use of social media (e.g. to tweet or blog), provided that this does not disturb the business of the meeting. To support this, County Hall has wifi available for those visiting the building so please ask at reception for details.

Members taking part in a council meeting may also use social media. However, members are reminded that they must take account of all information presented before making a decision and should actively listen and be courteous to others, particularly witnesses providing evidence.

### **Webcasting**

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 covered by the webcast. However by entering the meeting room and using the public seating areas, then the public is deemed to be consenting to being filmed by the Council and to the possible use of these 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.

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Members of the public are permitted to film, record or take photographs at council meetings provided that this does not disturb the business of the meeting and there is sufficient space. If you wish to film a particular meeting, please liaise with the council officer listed in the agenda prior to the start of the meeting so that the Chairman can give their consent and those attending the meeting can be made aware of any filming taking place.

Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision in all matters of dispute in regard to the use of social media and filming in a committee meeting.

### **Using Mobile Technology**

You may use mobile technology provided that it does not interfere with the PA or induction loop system. As a courtesy to others and to avoid disruption to the meeting, all mobile technology should be on silent mode during meetings.

**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](mailto: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.**

## **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. No petitions have been received for this committee.

## **6 RECOMMENDATIONS TRACKER**

(Pages 9 - 12)

To update the committee on progress against previous recommendations.

- 7 ROAD SAFETY POLICY** (Pages 13 - 36)
- To consult the Committee on the Road Safety policy, including Road Safety outside schools.
- 8 PROJECT HORIZON UPDATE 2013/14** (Pages 37 - 60)
- To update the Committee on the work of Project Horizon for 2013/14 and how the programme will progress for 2014/15.
- 9 HIGHWAYS UPDATE 2103/14 - END OF YEAR REPORT** (Pages 61 - 74)
- To update the committee on the Highways schemes for the year 2013/14.
- 10 ACCESS TO VINCENT ROAD, DORKING** (Pages 75 - 88)
- For the Committee to discuss the access issues for Vincent Road, Dorking.
- 11 SPOOK HILL BUS CLEARWAY** (Pages 89 - 92)
- To ask the Committee to approve a bus clearway for Spook Hill, North Holmwood.
- 12 WEST STREET, DORKING** (Pages 93 - 104)
- To ask the Committee to approve the widening scheme on West Street, Dorking.
- 13 MEMBER ALLOCATIONS UPDATE** (Pages 105 - 112)
- To update the Committee on the Members Allocation expenditure.



**DRAFT**

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

**Surrey County Council Members:**

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

**Borough / District Members:**

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

\* In attendance

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**Open Forum**

There were no questions asked in the open forum.

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

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

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

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

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

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

There were no declarations of interest.

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

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

## ITEM 2

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

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

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

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

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

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

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

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

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

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

### **Annex A**

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

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

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

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

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

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

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

### **Annex B**

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

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

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

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

### **Annex C**

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

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

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

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

The Local Committee (Mole Valley) AGREED to:

- i. Note the report

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

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

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

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

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

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

**Annex D**

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

The Local Committee (Mole Valley) AGREED:

**General**

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

Capital Improvement Schemes (ITS)

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

Capital Maintenance Schemes (LSR)

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

Revenue Maintenance

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

## ITEM 2

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

### Community Enhancement Fund

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

### Reason for Decision

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

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

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

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

Public debate was closed.

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

The Local Committee (Mole Valley) AGREED:

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

### Reason for Decision

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

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

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

The Local Committee (Mole Valley) AGREED:

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

Reason for Decision

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

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

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

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

The Local Committee (Mole Valley) AGREED to:

- (xviii) Approve the introduction of one-way working in the gyratory section of Forty Foot Road, Leatherhead, as shown in Annex 1;
- (xix) Authorise the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which will be to make the gyratory section of Forty Foot Road a one-way street; and
- (xx) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposals.

Reason for Decision

The Committee was pleased to note that the Cabinet Member for Transport, Highways and Environment had agreed to bring the road up to standard and adopt the road from Poplar Road to the Gyratory. This Traffic Regulation Order would normalise an existing practice so were happy for it to be agreed.

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

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

## ITEM 2

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

The Local Committee (Mole Valley) AGREED to:

- (xxi) Approve the reduction of the A24 Horsham Road northbound carriageway width to one lane in advance of the opening in the central reservation at the southern arm of Old Horsham Road (Option 1), as shown in Annex 2;
- (xxii) Approve the closure of the gap in the central reservation of the A24 Horsham Road opposite Henfold Drive (Option 4), as shown in Annex 4;
- (xxiii) Authorise the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which will be to close the gap in the central reservation of the A24 Horsham Road opposite Henfold Drive; and
- (xxiv) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the advertised Traffic Regulation Order.

### Reason for Decision

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

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

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

Meeting ended at: 3.25 pm

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**Chairman**



**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.

<b>Date of meeting and reference</b>	<b>Item</b>	<b>Recommendations/Actions</b>	<b>Responsible officer or member</b>	<b>Response</b>	<b>Next progress check:</b>
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	Three schools were chosen for pilots, Fetcham, Newdigate and Ashtead. Fetcham and Newdigate schemes are now complete, Ashtead is awaiting completion.	05/03/14
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	Scheme designed, now awaiting implementation	05/03/14
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
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 10, Woodfield Lane, Ashted	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.	05/03/14
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.	05/03/14
04/12/13	Item 4a Public Questions	Mr Troughton raised the issue of cycling safety following the opening of the new Tesco store on Reigate Road	John Lawlor/Anita Guy	The Committee resolved to see if this issue could be addressed with the developers	05/03/14

04/12/13	Item 4a Public Questions	Cllr Potter raised concerns about the Nutwood Avenue scheme	PC Tom Arthur	The police would undertake further monitoring of speed in the next quarter	05/03/14
04/12/13	Item 4b Members Questions	Cllr Haque requested % of vehicles over 30mph on Kennel Lane, Fetcham	PC Tom Arthur	The road safety officer confirmed figures would be sent to the councillor	05/03/14

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (MOLE VALLEY)

DATE: 5 March 2014

LEAD OFFICER: Duncan Knox

SUBJECT: Road Safety Policy Update

DIVISION: ALL

**SUMMARY OF ISSUE:**

To present to the local committee a draft update to the county council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols.

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

- (i) review, and provide comments on the draft policies. Comments will be taken into account prior to the policies being submitted to county council Cabinet for approval.

**REASONS FOR RECOMMENDATIONS:**

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools. This report presents new road safety policies with respect to speed limits and road safety outside schools for comment by the local committee prior to submission to county council cabinet for approval.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 In January 2013 central government issued new national guidance for local authorities on setting speed limits (Circular 01/13). Consequently the county council's own policy has been reviewed to take into account the latest national policy, and to improve Surrey's existing policy and procedure.
- 1.2 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. Fortunately the number of child casualties in the vicinity of schools is comparatively small, however the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. Consequently a new policy "Road Safety Outside Schools" has been created to set out how the council will respond to such concerns. This may become especially important in light of the schools expansion programme.
- 1.3 The county council's policy on school crossing patrols has also been reviewed and updated, and forms part of the "Road Safety Outside Schools" policy. The new policy has been designed to ensure that the county councils limited resources for the provision of school crossing patrols is maintained and prioritised at sites where they are most needed.

## **2. ANALYSIS:**

### **Setting Local Speed Limits**

- 2.1 It is proposed that with respect to setting speed limits, the county council's scheme of delegation will remain the same (repeated below for easy reference), but that the speed limit policy be updated.

*"Local Committees will be responsible for the following:  
To agree local speed limits on county council roads, within their area and to approve the statutory advertisement of speed limit orders, taking into account the advice of the Surrey Police road safety and traffic management team and with regard to the County Council Speed Limit Policy." (SCC Scheme of Delegation Part 3 Section 2 paragraph 7.2, b(iii)c).*

- 2.2 The new draft policy "Setting Local Speed Limits" is included within Annex A. The new policy highlights the key point that simply changing a speed limit with signs alone will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. For the first time the new national guidance (Circular 01/13) provides formulas that can be used to predict the likely change in mean speeds from a change in speed limit using signs alone. The new policy contains tables that have been generated using these formulas, and a threshold is shown within the tables, below which a new lower speed limit with signs alone would be allowed. For cases where existing mean speeds are above the threshold shown in the table, then supporting engineering measures will need to be considered alongside any reduction in speed limit.
- 2.3 The new policy indicates that new 20 mph speed limits using signs alone will be allowed where existing mean speeds are 24 mph or less. Additional supporting engineering measures will need to be considered where existing mean speeds are above 24 mph in order to get speeds down. This is the same as the new national guidance (Circular 01/13), and is a change to Surrey's

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

existing policy where 20 mph speed limits using signs alone are only allowed where existing mean speeds are 20 mph or less.

- 2.4 With regard to speed limits outside schools, the new policy advises that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems being experienced may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. The new policy advises that the new "Road Safety Outside Schools" policy should be referred to instead.
- 2.5 The new policy contains a requirement that the Surrey Police Road Safety and Traffic Management Team are consulted on all proposed speed limit changes, and that their views are contained within any report to the Local Committee considering the change in speed limit. The police Road Safety and Traffic Management Team have been consulted and are supportive of the new policy.
- 2.6 Following speed surveys and feasibility work, the Area Highway Manager will present a report to the Local Committee with recommendations for a change in speed limit, or not, along with supporting engineering measures, if required, based on the new policy. If the Local Committee disagree with the recommendations presented to them by the Area Highways Manager, and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.
- 2.7 The new policy advises that speed surveys should be undertaken after a new speed limit has been introduced to check whether it has been successful. If it has been unsuccessful in reducing speeds to a level below the threshold in the table, then another report will be submitted to the Local Committee for them to consider whether any further engineering measures should be introduced. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit. Again if the Local Committee disagree with the recommendations presented to them by the Area Highways Manager, and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

### **Road Safety Outside Schools**

- 2.8 Fortunately the number of child casualties outside Surrey's 507 schools is comparatively small. For example in the seven year period from 2005 to 2011 there were 42,598 personal injury casualties recorded by the police (an average of 6,085 per year). Of these, 6% (2,747) were child casualties (an average of 392 per year). A total of 351 of these took place within 250m of the school gate, during school journey times (about 50 per year).
- 2.9 Nonetheless the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling.
- 2.10 Therefore a new policy has been developed "Road Safety Outside Schools" (included within Annex B) that sets out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the

## ITEM 7

road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

- 2.11 The new policy highlights that Local Committees are allocated funding for highway improvements, and that the perceived problems will be investigated by county council officers who will then report back to the local councillors. The policy also highlights that schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. Therefore an assessment of the road safety education provided within a school and the school travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.
- 2.12 The new draft Road Safety Outside Schools Policy incorporates the council's policy on school crossing patrols. The aim of the policy is to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.
- 2.13 At the time of writing there are 69 school crossing patrols operating within Surrey, with a further 18 approved sites vacant. It is the intention of the county council to continue with an existing budget of £206,000 to support all approved school crossing patrol services at maintained schools. It is proposed that a charge of £3,000 per year will be made to Academies, Independent and Free schools, to cover salary and training costs.
- 2.14 National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore it is proposed that the small number of sites in Surrey where this is the case will be reviewed and subject to risk assessment from April 2014, and may be relocated or withdrawn.
- 2.15 If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months. Requests for new school crossing patrols where there is already light controlled or zebra crossings will not be approved. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.
- 2.16 Whenever a vacancy arises at an existing school crossing patrol site or a request for a new site is received, then the site will be risk assessed before a decision is taken to recruit a new or replacement school crossing patrol. Where there is insufficient funding for new or vacant sites then a waiting list will operate and future funds will be allocated on a priority basis. In the absence of central funding being available, schools will have the option to pay for the service themselves via alternative means at a cost of £3,000 per year.
- 2.17 If a school leadership disagree with a decision by the county council in relation to a school crossing patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body will then have the right to appeal to the Cabinet Member for Transport, Highways and Environment if they wish.



**3. OPTIONS:**

- 3.1 The draft policies are presented to the local committee for comment. Options for changes to the policies will be taken into account before the policies are submitted to county council cabinet for approval.

**4. CONSULTATIONS:**

- 4.1 Surrey police Road Safety and Traffic Management Team have been consulted on the draft policies. As well as being submitted to all 11 of Surrey's Local Committees for comment, the policies will also be subject to public consultation.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The draft policies aim to ensure an efficient process for considering changes to speed limits, or additional road safety measures outside schools. The new policies also aim to ensure that new highways measures are selected that will be effective in tackling the identified problem. The cost of a change in speed limit or new highway measures will always be presented to local committee for decision on whether to invest their local allocation.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 An equalities and diversity impact assessment has been completed for the "Setting Local Speed Limits" policy. Consequently the policy has been amended to include specific mention of vulnerable road users such as children, older people and those with mobility impairment within road casualty analysis which is completed in order to inform upon the need for speed management measures. The policy has also been amended to include the fact that speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people.
- 6.2 An equalities and diversity impact assessment is being completed for the "Road Safety Outside Schools Policy", and will be completed before the policy is submitted to county council cabinet.

**7. LOCALISM:**

- 7.1 The draft policies highlight the fact that it is the local committee within each area who will decide upon any changes to local speed limits, and whether to invest in any additional highway measures outside schools.

**8. OTHER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	Effective speed management and road safety improvements will help to tackle antisocial driving as well as reduce road casualties.
Sustainability (including Climate Change and Carbon Emissions)	Improving safety and reducing the fear of traffic in the vicinity of schools and on the journey to school will help encourage more walking and cycling to school, and so will help reduce carbon emissions from vehicles.

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Corporate Parenting/Looked After Children	None
Safeguarding responsibilities for vulnerable children and adults	None
Public Health	Effective speed management and improvements to safety outside schools will reduce the risk of road casualties. Reducing the fear of speeding vehicles and the fear of traffic will encourage more walking and cycling which improves the health of participants.

### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The county council's policy on setting local speed limits has been updated in light of new government guidance, and in order to improve the existing assessment procedure. A new policy "Road Safety Outside Schools" has been developed to tackle concerns over road safety outside schools. As part of this the school crossing patrol policy has been updated to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.

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

- (i) review, and provide comments on the draft policies. Comments will be taken into account prior to the policy being submitted to county council cabinet for approval.

### **10. WHAT HAPPENS NEXT:**

- 10.1 Comments from local committees, and comments received following public consultation will be taken into account prior to the policy being submitted to county council cabinet for approval.

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#### **Contact Officer:**

Duncan Knox, Road Safety Team Manager, 0208 541 7443

#### **Consulted:**

Surrey Police

#### **Annexes:**

Annexe A: Setting Local Speed Limits

Annexe B: Road Safety Outside Schools

#### **Sources/background papers:**

Setting Local Speed Limits, Department for Transport Circular 01/2013

Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads, The Association of Chief Police Officers

School Crossing Patrol Service Guidelines, Road Safety Great Britain, June 2013

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# Setting Local Speed Limits

## Surrey County Council's Policy



## 1. Introduction

The aim of the County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network.

The purpose of this policy is to explain the roles, responsibilities and the procedure that will be followed by Surrey County Council when deciding whether to change a speed limit. The policy also provides advice and guidance on the factors and additional supporting measures that may be needed to ensure successful management of vehicle speeds.

This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013" and national policy issued by the Association of Chief Police Officers, "Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads".

## 2. Key Principles

### National speed limits

The three national speed limits are:

- the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways.

These national speed limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities like Surrey County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages. A limit of 20 mph may be appropriate in residential areas, busy shopping streets and near schools where the needs and safety of pedestrians and cyclists should have greater priority. Changing from the national speed limit on a road will require that speed limit repeater signs are provided along the route to indicate the new speed limit.

### Decision making and responsibilities

Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. There is a local committee in each of the 11 boroughs and districts within Surrey. Each local committee is provided with an annual budget from Surrey County Council for highway improvements throughout their area, and then the local committee decides where best to invest their budget in response to local concerns to tackle congestion, improve accessibility, improve safety and support the local economy. Therefore any

proposals for changing speed limits including the signing, legal speed limit order and supporting highway measures would require agreement and allocation of funding by the local committee from their budget for highway improvements.

The county council's Area Highways Team, who report to the local committee, will lead the process to assess a potential change in speed limit. The Area Highways Team will be assisted by the county council's central Road Safety Team and will consult with Surrey Police's Road Safety and Traffic Management Team. The output would be a report and recommendations (in accordance with this policy) for consideration by the local committee, who will then decide whether to allocate funding for a scheme to change the existing speed limit or not.

### **Speed limits and speed management**

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Therefore speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.

### **20 mph speed limits and zones**

Within the latest central government guidance issued by the Department for Transport (Circular 01/2013) there is greater encouragement for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Table 2 shows the likely reduction in mean vehicle speeds following the implementation of a signed-only 20 mph speed limit.

Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Research has shown that 20 mph zones with traffic calming measures have been very effective in reducing speeds and casualties, may encourage modal shift towards more walking and cycling and may result reductions in traffic flow on the road as vehicles choose alternative routes. However traffic calming measures are more expensive and are not always universally

popular. Table 1 shows the likely reduction in mean vehicle speeds following the implementation of a 20 mph zone with traffic calming.

It is possible to implement 20 mph schemes across an area that consist of a combination of physical features on some roads (where existing speeds are high), and signs alone on other adjoining roads (where speeds are already low).

Research has shown that mandatory variable 20 mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. Surrey police do not support 20 mph speed limits that are not generally self enforcing. The electronic variable message signage that would be required for a mandatory variable 20 mph speed limit would also place an additional maintenance burden on the county council for little benefit. Therefore Surrey County Council will not support the use of new mandatory variable 20 mph speed limits.

### **Speed limits outside schools**

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children outside schools. It is the policy of Surrey County Council that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. Therefore the county council have published a separate policy "Road Safety Outside Schools" that describes how concerns over road safety outside schools will be investigated.

School leadership and parents also have a vital role to play in ensuring the safety of children on the journey to school. Therefore an assessment of the road safety education provided within the school and the school's travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.

Department for Transport regulations now allow the use of advisory "20 when lights show" with amber flashing lights on the approach to schools. However the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign, not a compulsory change in the speed limit. Regulations do not permit amber flashing lights to be used on the approach to signal controlled crossings or zebra crossings.



### **3. Procedure to decide whether to change a speed limit**

#### **STEP 1: Request to change a speed limit is received**

Any requests to change speed limits should be submitted to Surrey Highways via [www.surreycc.gov.uk](http://www.surreycc.gov.uk) or by calling 0300 200 1003. The Area Highways Team will then consider the request and if necessary will consult with the local member and local committee to decide whether to proceed with a full speed limit assessment. Reference will be made to the position of the road on the county council's Strategic Priority Network. If necessary the local committee may need to allocate funding for the speed limit assessment to be completed (to pay for speed surveys for example).

The Area Highway Team will determine the extent of the road to be assessed. The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short space of road. However in some cases a slightly shorter length may be suitable where existing highway or roadside features provide a natural threshold which may complement a change in speed limit.

#### **STEP 2: Measure existing speeds and analyse road casualty data**

The Area Highways Team will commission one week automatic surveys of vehicle speeds (in both directions) in order to gather comprehensive data on existing mean vehicle speeds on the road. Several different speed survey locations may be required for longer stretches of road. If automatic surveys of vehicle speeds are not possible then a sample of speeds will be undertaken using a hand held speed measuring device at different times of the day to ensure the sample is representative.

Research has shown that reduced vehicle speeds reduce the risk of collision and also reduce the consequences and severity of any injuries, irrespective of the primary cause. Therefore the Road Safety Team will assess the number and pattern of road casualties along any route where a new speed limit is proposed, with particular attention given to vulnerable road casualties such as pedestrians, cyclists, children and older people. This analysis will help inform the need for any speed management measures to reduce the risk of collisions and to reduce the severity of road casualties, especially vulnerable road users.

#### **STEP 3: Compare the existing speeds with the suggested new speed limit**

National policy issued by the Department for Transport (Circular 01/2013) provides formulas derived from real examples of speed limit changes to predict the likely impact on traffic speeds of a change in speed limit. Table 2 shows the predicted reductions in mean vehicle speeds following a change to a new lower speed limit using the Department for Transport formulas.

For each speed limit change scenario within Table 2, a threshold is shown by a vertical line. If the measured existing mean speeds are below the threshold then the council will allow a change to a signed-only lower speed limit without supporting measures. If this is the case then proceed to STEP 5.

If the measured existing mean vehicle speeds are above the threshold, then the county council will not allow a lower speed limit without consideration of supporting engineering measures. In this case proceed to STEP 4.

It is anticipated that Table 2 presents data for the vast majority of speed limit change scenarios. However if there happens to be a scenario not covered by the table, then the Area Highways Manager will choose the example in the table that in their opinion provides the closest match to the case in question.

If more than one speed survey has been completed on a longer stretch of road, then it is possible that supporting engineering measures may be required on one part of the road, but not the other. Another option may be to introduce the proposed new lower speed limit on only one part of the road. Caution should be taken in cases where the proposed lower limit is above the existing measured mean speeds as this could have the effect of increasing mean speeds if drivers treat the new speed limit as a target.

Nearly all requests received in relation to speed limits are for a reduction in a speed limit. However though it is likely to be rare, it is also possible to consider a request for an increase in a speed limit. In these cases it should be assumed that this would have the effect which is the exact reverse of the effect of the equivalent speed limit reduction described within Table 2. Extreme care should be taken in any decision to increase a speed limit as this could result in increased speeds and increased risk and severity of collisions.

#### **STEP 4: Conduct feasibility of supporting engineering measures**

Where it is found that the existing measured mean vehicle speeds are too great for a signed-only change to a lower speed limit to be successful, then consideration of supporting engineering measures will be required.

The Area Highways Team will commission feasibility work on what measures may be possible. These may include traffic calming such as narrowing the road, chicanes, priority give-way arrangements, central islands, gateways, or vertical traffic calming. Speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people. However some forms of traffic calming will not be appropriate on major routes with large traffic flows and heavy vehicles, and it may be the case that speed reducing features and a reduction in speed limit is not always viable or desirable for some strategically important roads. For example vertical traffic calming cannot be used on roads that are 40 mph or greater. Accordingly the feasibility work and decision to change a speed limit will need to take into account the position of the road within the county's Strategic Priority Network.

#### **STEP 5: Consult with Surrey Police Road Safety and Traffic Management Team**

As Surrey police are responsible for the enforcement of speed limits it is essential that they are consulted on any proposals to change a speed limit and consideration of supporting engineering measures. Surrey police have a specialist Road Safety and Traffic Management Team who will be presented with the proposals for the new lower speed limit and any supporting engineering measures along with evidence of existing and predicted mean speeds and road casualty analysis.

The views of the police Road Safety and Traffic Management Team will be recorded in writing and included within the subsequent report to the local committee.





### **STEP 6: Local committee decision and allocation of funding**

A report describing the outcome of the speed limit assessment and recommendations will be submitted to the local committee for consideration and decision at one of their public meetings. The report will include:

- a description of the position of the road within Surrey's Strategic Priority Network
- a summary of existing speed survey results
- a summary of the history and pattern of road collisions resulting in injury reported to the police, highlighting especially any vulnerable road users such as pedestrians, cyclists, children and older people
- the predicted speeds following a change in speed limit
- recommendations for a new speed limit and supporting engineering measures if required
- estimated costs of the scheme
- the views of Surrey Police Road Safety and Traffic Management Team

The local committee will then decide whether to proceed with the change in speed limit or not, along with supporting engineering measures (where also recommended). If the committee decide to proceed, then the committee will need to allocate money from their budget to fund the scheme. Alternatively the committee may decide not to proceed because the scheme is not warranted, or because they may have other priorities for investment of their budget at that time.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

### **STEP 7: Advertisement of legal speed limit order and implementation**

If the local committee decide to proceed with a speed limit change, then in accordance with the Road Traffic Regulation Act 1984, a legal speed limit order will be advertised so that people have the opportunity to comment on the proposals if they wish to. Any objections will be considered in line with the County Council's constitution. Following advertisement, and after any objections are resolved or over-ruled, then the scheme will be implemented by the county council's highway contractors. Alternatively if the objections are upheld, then the scheme will not proceed.

### **STEP 8: Monitoring of success of scheme**

After at least three months following implementation of the scheme, a one week automatic speed survey will be commissioned by the Area Highways Team. The "after" surveys will be undertaken using the same method as the "before" surveys to allow for a direct comparison to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. The county council's Road Safety Team will compile data on before and after speed monitoring following speed limit changes so as to inform the need for any updates to this policy.

If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2, then the Area Highway Manager will submit a further report to the local committee for consideration and decision at one of their public meetings. The

report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

The views of the police Road Safety and Traffic Management team will be sought, recorded in writing and included within the report to the local committee. This will include an explanation of whether any additional police enforcement would be possible to encourage compliance with the new lower speed limit.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

**Tables to Show Predicted Change in Mean Speeds Following a Change in Speed Limit**

The following definitions are used in the tables below and are the same as those used nationally by the Department for Transport in relation to setting speed limits. The formulas used to generate the values within the tables are taken from Annex A of "Setting Local Speed Limits", Department for Transport Circular 01/2013.

Urban – roads with a system of street lighting (three or more lamps throwing light on the carriageway and placed not more than 183 metres apart).

Rural – roads without a system of street lighting described above.

Rural Village – roads without a system of street lighting described above but with 20 or more houses (on one or both sides of the road); and a minimum length of 600 metres; and an average density of at least 3 houses per 100 metres, for each 100 metres.

**Table 1 – Predicted change in mean speeds following a reduction to a 20 mph speed limit (with traffic calming)**

Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	14.9	15.1	15.3	15.5	15.8	16.0	16.2	16.5	16.7	16.9	17.1	17.4	17.6	17.8	18.1	18.3	18.5	18.7	19.0	19.2	19.4

**Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit**

<b>Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)</b>																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
<b>Change from urban 40 mph speed limit to 30 mph speed limit</b>																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	30.5	30.7	30.9	31.2	31.4	31.7	31.9	32.2	32.4	32.7	32.9	33.2	33.4	33.7	33.9	34.1	34.4	34.6	34.9	35.1	35.4
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
<b>Change from rural village 40 mph speed limit to 30mph speed limit</b>																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.3	30.1	30.9	31.6	32.4	33.2	33.9	34.7	35.4	36.2	37.0	37.7	38.5	39.3	40.0	40.8	41.6	42.3	43.1	43.8	44.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
<b>Change from rural village 50 mph or 60 mph speed limit to 30 mph speed limit</b>																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.2	29.9	30.7	31.4	32.1	32.8	33.5	34.2	35.0	35.7	36.4	37.1	37.8	38.6	39.3	40.0	40.7	41.4	42.2	42.9	43.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															

Table 2 Continued

<b>Change from rural village 50 mph or 60 mph speed limit to 40 mph speed limit</b>																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
<b>Change from rural single carriageway 50 mph speed limit to 40 mph speed limit</b>																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
<b>Change from rural single carriageway 60 mph speed limit to 40 mph speed limit</b>																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	38.7	39.4	40.1	40.9	41.6	42.3	43.0	43.7	44.5	45.2	45.9	46.6	47.4	48.1	48.8	49.5	50.2	51.0	51.7	52.4	53.1	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
<b>Change from rural single carriageway 60 mph speed limit to 50 mph speed limit</b>																						
Measured mean speed before	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	
Predicted mean speed after	47.6	48.3	49.1	49.9	50.6	51.4	52.2	53.0	53.7	54.5	55.3	56.0	56.8	57.6	58.4	59.1	59.9	60.7	61.5	62.2	63.0	
	New lower speed limit allowed								New lower speed limit only allowed with supporting highway measures													
<b>Changes on rural dual carriageways from 70 mph, 60 mph, or 50 mph to a lower limit</b>																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	42.8	43.3	43.8	44.4	44.9	45.4	45.9	46.5	47.0	47.5	48.0	48.6	49.1	49.6	50.1	50.7	51.2	51.7	52.2	52.8	53.3	
	New lower 40 mph speed limit allowed								New lower 50 mph speed limit allowed													
Measured mean speed before	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
Predicted mean speed after	53.3	53.8	54.4	54.9	55.4	55.9	56.5	57.0	57.5	58.0	58.6	59.1	59.6	60.1	60.7	61.2	61.7	62.2	62.8	63.3	63.8	
	New lower 60 mph speed limit allowed																					



# Road Safety Outside Schools

## Surrey County Council's Policy



## 1. Introduction

One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.

The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

## 2. Main Principles, Roles and Responsibilities

### **Local committees allocate funding for highway improvements**

Within Surrey decisions over most local highway matters are made by local committees of elected councillors in each District or Borough. Each local committee is provided with an annual budget for highway improvements, and it is for the committee to decide where best to spend their money. Therefore any proposals for highway improvements outside a school will require money from the local committee, and the committee will have to weigh this up alongside other requests for highway improvements at other sites.

### **The county council's road safety and highways colleagues will assess the site and develop possible solutions**

The county council's Community Engagement Team will lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues will also be invited to assist. This will result in a report containing options, where possible, to tackle the concerns that were raised. The local committee will then decide whether to allocate money from their budget on any improvements depending upon the extent of the problem, the estimated costs and the funds available.



## **Schools and parents have a responsibility to provide road safety education and training**

Road safety education and training for children is just as important as improving the safety for road users outside schools. Schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. An assessment of the road safety education provided within a school will always be undertaken alongside an assessment of the road safety situation outside the school gate. The county council provide a range of resources for delivering road safety education and training to children and this can be found via [www.drivesmartsurrey.org.uk](http://www.drivesmartsurrey.org.uk).

## **Different problems require different solutions**

The type of roads and problems will not be the same outside every school. There may be a mix of different problems such as inconsiderate parking, inappropriate vehicle speeds or difficulties in trying to cross the road. Therefore highway improvements provided outside one school will not necessarily be effective or useful outside another school. It will be important therefore to assess and understand the unique problems outside each individual school before any improvements can be developed and agreed.

## **School Crossing Patrols**

A School Crossing Patrol is one possible road safety measure that could be considered when investigating safety issues outside schools. The School Crossing Patrol service is overseen by the county council's Community Engagement Team who ensure that School Crossing Patrols are recruited, trained and appropriately supervised, that adequate records are kept, and that potential sites are risk assessed to ensure that they are appropriate and safe. The operation of the School Crossing Patrol service will be based on the Road Safety GB School Crossing Patrol Guidelines (2010).

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school and School Crossing Patrols are one option that can contribute to this duty. Whilst the county council's Community Engagement Team oversees the service, day to day management and the first line of management lie with the school.

Any school that has, or receives approval for a School Crossing Patrol will be expected to undertake further road safety education with their pupils and commit to reviewing their school travel plan with help and resources provided by the Community Engagement Team.

The county council will undertake a review of road safety outside a school whenever a school crossing patrol employee leaves their employment. This will

provide an opportunity to assess what solution would be the most effective to improve road safety before taking a decision on whether to recruit a replacement.

National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore any request for a new school crossing patrol at a site that has a light controlled, or zebra crossing, will not be approved. Existing sites where there is this is the case will be reviewed. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.

If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months.

If the outcome of an assessment of road safety outside a school concludes that a School Crossing Patrol is the most appropriate measure at a site, the site will be prioritised as being high, medium or low risk. It is the intention of the Council to fund all approved School Crossing Patrol sites at maintained schools, although this is only possible where there is sufficient funding. If there is a shortfall in available funding, priority will be given to high risk sites, over medium and, in turn, low.

For Independent, Academy and Free schools a charge of £3,000 per annum will be made to cover the cost of salary, uniform and training.

If a school leadership disagree with a decision by county council officers in relation to a School Crossing Patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body can then appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

### **3. Procedure to Assess Road Safety Outside a School**

#### **STEP 1: Request received**

Any request for road safety improvements outside a school will be referred to the council's Community Engagement Team. If necessary the Community Engagement Team will contact the person who made the request to clarify and understand their concerns.

#### **STEP 2: Consultation with local county councillor and highways colleagues**

The Community Engagement Team will inform the local county councillor and local highways colleagues of the concerns who will in turn will be able to highlight any issues that have been raised before, and any work that has been completed previously. Consequently the local county councillor will confirm the need to proceed or not with the assessment described in the steps below. If the concerns





are submitted to the local committee (for example by petition), then the local committee will confirm whether or not to proceed with the assessment described in the steps below.

### **STEP3: School Travel Plan and road safety education assessment**

A meeting will be set up with the school to discuss the concerns and to complete an audit of the road safety education provided within the school. The Community Engagement Team will advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated.

### **STEP 4: Conduct site meeting and produce risk assessment**

The Community Engagement Team will arrange a site meeting with key colleagues including the council's local highways engineers, road safety engineering team and Surrey Police Road Safety and Traffic Management Team. A risk assessment will be carried out for the area immediately outside the school. Other nearby points of concern on the journey to school may be assessed too if necessary. The assessment will include analysis of collisions, speeds, and may include the views of the school and comments from road users. The existing road conditions, signing and highway infrastructure will also be checked and noted.

### **STEP 5: Assess and report upon options**

The Community Engagement Team will present a report to the school and local county councillor containing the results of the road safety education assessment and a description of any potential highway improvements along with estimated costs. The Surrey Police Road Safety and Traffic Management team will also be consulted. It will be then for the local committee to decide whether to allocate funding to implement any improvements depending upon the extent of the problem, the estimated costs and the funds available. In some cases improvements may be possible through improved maintenance of the existing infrastructure, rather than through the implementation of new infrastructure. Sometimes there may be money available from developers as a result of the planning process.

### **STEP 6: Scheme implementation (if the decision is taken to proceed)**

If funding is provided by the local committee, then the scheme will be submitted for design and then construction by the county council's highway contractors. A standard road safety audit of the design will also be completed as an integral part of the design process for schemes that involve changes to the highway.

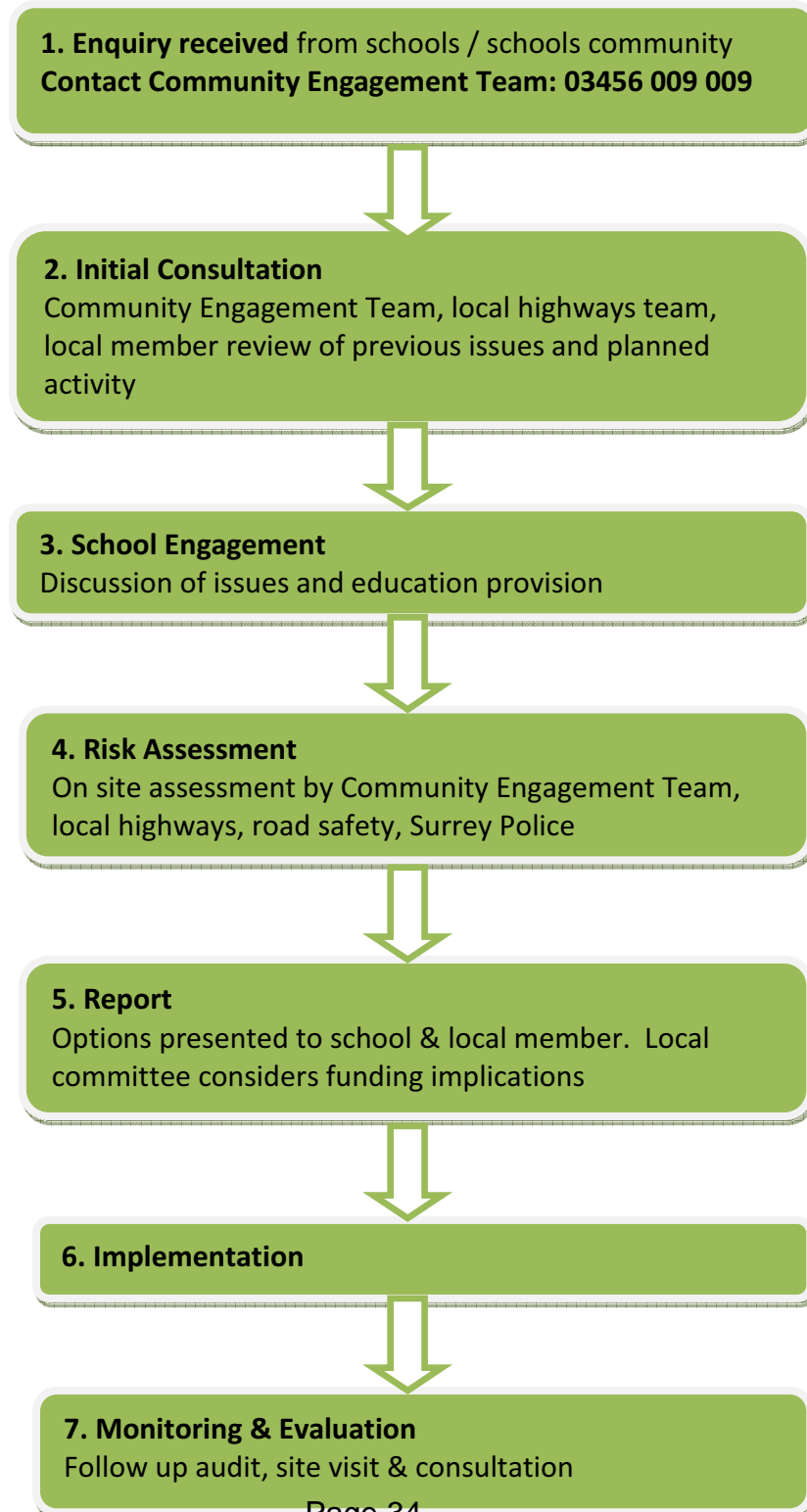
### **STEP 7: Evaluation and monitoring**

Following implementation, the Community Engagement Team will visit the site and will consult with the school and local councillor to check upon the effectiveness of the improvements. A stage three road safety audit involving a

site visit by road safety engineers and police will also be undertaken following implementation.

The diagram below sets out this process.

**Flowchart showing the Procedure to Assess Road Safety Outside a School**





#### **4. How to Get in Touch about Road Safety Outside a School**

If you have concerns about road safety outside a school, please get in touch with Surrey County Council's Community Engagement Team via the county council's contact centre 03456 009 009.

Alternatively you may wish to lobby your local committee to explain your concerns and to ask them to fund road safety improvements outside a school. Information on how to lobby your local committee can be found via [www.surreycc.gov.uk](http://www.surreycc.gov.uk) or by calling 03456 009 009.

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (MOLE VALLEY)



DATE: 5 March 2014

LEAD OFFICER: Mark Borland, Group Manager (Surrey Highways)

SUBJECT: Operation Horizon 5 Year Carriageway Maintenance Plan

DIVISION: ALL

**SUMMARY OF ISSUE:**

This report records the progress made in the first year of the 5-year carriageway investment maintenance programme, any changes to the year one programme and the success of the countywide Operation Horizon project to date. Progress of the supporting surface treatment programme of roads in Mole Valley that have been carried out this financial year is also reported.

It sets out the proposed Operation Horizon roads within Mole Valley for the year two programme (financial year 2014/15), along with the remaining approved roads to be completed in years three to five (2015 – 2018).

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

- (i) The success of the countywide 5-year programme in year one
- (ii) The progress of Operation Horizon roads, Surface Treatment roads, and changes in year one in Mole Valley in **Annex 1**.
- (iii) The proposed programme of Operation Horizon roads for Mole Valley for year two (2014/15) and the remaining approved roads to be undertaken in years three to five (2015-2018) listed in **Annex 1**.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In tandem with majority of local highway authorities, Surrey's roads are now deteriorating at a faster rate than ever before.
- 1.2 In 2012 the AA published results of a year-long study and expressed serious concern about the state of Britain's roads following a succession of heavy rain, flooding, snow and ice. It concluded that nearly one fifth of the UK network require urgent attention over the next five years, with an estimated cost of up to £10bn to deliver the necessary maintenance.
- 1.3 Radical and urgent action is therefore required to meet residents' expectations for road condition. Consequently over the past 18 months Surrey Highways has been working with its contractors, UK research laboratories and senior

stakeholders to develop a new innovative approach to highway road maintenance.

- 1.4 The outcome of this exercise was Operation Horizon, a new targeted 5-year countywide investment programme for carriageway maintenance that will significantly increase both the scale and scope of highway repair.
- 1.5 In February 2013, Cabinet approved the £100m Maintenance programme. The Horizon project will deliver 16%-20% saving on existing contract rates, enabling £16m- £20m to be re-invested in Surrey's roads. This will enable a total investment programme of nearly **£120m** to replace the worst 500km (10%) of Surrey roads. The start of the 5-year Horizon project (year one) commenced in April 2013.
- 1.6 For Mole Valley in particular, the new programme will result in £10m being invested in the local road network and will enable 65km of road (12% of local network) to be reconstructed.
- 1.7 On 24 June 2013 the Local Committee (Mole Valley) formally approved the roads in Mole Valley to be resurfaced or reconstructed over the 5-year investment period.
- 1.8 The approved roads in Mole Valley are listed **Annex 1**. This details the progress and successes of the Horizon programme to date, any changes to the proposed year one with reasons, the programme for year two roads commencing April 2014, and the remaining roads to be treated in years three to five (2015 - 2018). It also updates progress of the roads in Mole Valley programmed for surface treatment in year one that extend the life of the carriageway which supplement the Horizon maintenance programme.

## **2. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 2.1 The investment programme will be fully funded by Surrey Highways Medium Term Plan and no financial contribution is required from the local committee budget.
- 2.2 It is, however, recognised that the fixed five year investment programme will reduce local committee flexibility to promote future maintenance schemes as petitioned by residents.
- 2.3 The scale and scope of investment programme is only sustainable if programme changes are limited, thus Surrey Highways will not be able, over the project period, to delivery new schemes not previously identified in **Annex 1**.
- 2.4 Consequently there could be increased pressure on local committee allocation to respond to residents' petitions to re-surface roads not already identified in **Annex 1**.

## **3. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 3.1 Improved road maintenance will support all travelling commuters and minority stakeholders.

#### **4. LOCALISM:**

- 4.1 The investment proposal will further support localism. Not only have local communities directly influenced the programme, it will also enable communities to have a clearer understanding of Surrey Highways “Level of Service” in regards to major repair and a fuller appreciation of the longer term programme.
- 4.2 This appreciation will enable the programme to more effectively co-ordinate with local priorities and support wider initiatives, for example, delivering re-surfacing schemes at the same time as new safety crossings.

#### **5. CONCLUSION :**

- 5.1 The Committee is asked to note the contents of this report.

#### **6. WHAT HAPPENS NEXT:**

- 6.1 Officers will continue to progress delivery of approved roads under the Operation Horizon investment maintenance programme.
- 6.2 Officers will provide an annual report confirming progress in delivering year two schemes programmed to be undertaken in 2014/15.

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**Contact Officer:**

Mark Borland, Group Manager (Surrey Highways), 0208 541 7028

**Consulted:****Annexes:**

Annex One\_ Operation Horizon Investment Programme \_ Mole Valley

**Sources/background papers:**

- Environment & Transport Select Committee Reports\_ November 2013
  - Cabinet Report\_ February 2013
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**2013-  
2018**

**SURREY ROAD MAINTENANCE  
OPERATION HORIZON**



**INVESTING IN YOUR COMMUNITY**

**AREA: Mole Valley**

**Surrey County Council  
UPDATED 14 /2/14**

## ITEM 8 INTRODUCTION

The health and condition of our road network is vital to local businesses, the wider economy and residents pride in their community.

However, with the fourth busiest road network in the UK, ever-increasing demands from the utility companies to install new infrastructure and escalating incidents of severe weather combining to cause cracks and uneven surfaces, the challenge to maintain our network, to the standards demanded by our residents, has never been greater.

## INVESTING IN THE FUTURE

To meet the challenges of the future and deliver significant improvement in Surrey's road network, in February 2013 Surrey County Council therefore approved the delivery of one of the largest single road investment programme in Surrey's recent history.

The **£100m** investment programme, **Operation Horizon**, will be delivered over five year period from 2013 – 2018 and has five key objectives of:

- i. Replacing a minimum of 500km (10%) of the council's road network
- ii. Reducing the number of potholes and safety defects
- iii. Improving the council's national score for road condition
- iv. Improving the appearance and ride quality of network
- v. Supporting local economy through reduced road disruption and closures

This information leaflet provides the investment information for **Mole Valley** and details the specific roads that will be replaced over the five year period in your area.

## MOLE VALLEY – ROAD INVESTMENT PROGRAMME

**Mole Valley** has **532km** of road, and although there is a large concentration of urban activity in the towns of Leatherhead and Dorking, almost 50% of roads are classified as rural, with key country lanes serving villages such as Ashstead, Betchworth, Bookham, Fetcham, South Holmwood, Ockley & Westcott

Over the next five years Operation Horizon will invest a minimum of **£10m** in Mole Valley's road network. The investment will enable over **65km (12%)** of the Mole Valley road network to be replaced, significantly improving ride quality and community pride.

**The provisional programme for roads to be resurfaced in Mole Valley under 'Operation Horizon' are detailed by electoral ward, from Page Five.**

## HOW WERE THE ROADS SELECTED?

In 2012 a full engineering survey was completed for the majority of Mole Valley's road network. All surveyed roads were then prioritised and scored using condition data to determine the worst 53km of roads in Mole Valley

In conjunction, a public consultation exercise was held which allowed members of the public to nominate their own worst roads, while to support the consultation a series of road shows were held across the County..

Using the condition data, public nominations and local knowledge, Engineers then worked with the Local Mole Valley Committee to determine, within the funding constraints, the optimum five year programme for the Mole Valley area.

## WHAT WILL THE WORK INVOLVE?

Prior to construction, all roads on the Operation Horizon Programme will be assessed by a qualified engineer to determine reason for road failure. This will include assessment of the underlying road base and top surface. Depending upon the needs analysis, one of two options will be selected;

- ✓ **full reconstruction**, replacing the underlying road base & top surface
- ✓ **partial reconstruction**, replacing top road surface only

The right engineering option will be selected for each road, with and the latest road design and engineering best practice deployed to ensure the road is fit for purpose for at least the next 10-15 years.

In addition to Operation Horizon, Surrey Highways will also deliver an annual Surface Treatment programme. This programme will provide minor road repairs and add a new surface layer to protect road from future water ingress.

For 2013/14 approximately **22 roads** were identified as suitable for this treatment and there is a full update in the appendix at the back of this report.

## YEAR ONE UPDATE

Surrey County Council have to date reconstructed over 115km (70 miles) of its network under the County Horizon programme, which is the equivalent of the distance from Guildford to the Channel Tunnel at Folkestone. In **Mole Valley** alone, Project Horizon has reconstructed over **22km** of the road network this financial year.

By the end of November 2013, we reached our target of completing 100km (62 miles) of the Surrey network.

Surrey Engineers have led an integrated team consisting of contractors and specialists to investigate, design and construct each road identified under the Horizon programme, such that it is suitable for future use. As a result, over 150 of the worst roads across Surrey have now

## ITEM 8

been reconstructed with a ten year guarantee. Issues that have affected the integrity of the carriageway, such as underlying drainage problems, and insufficient road foundation to cater for modern traffic loading, have been identified and addressed during the design process. These type of issues are a major factor of the formation of potholes and defects. From a recent inspection of the completed Horizon roads following the severe weather of December and January, many of which have been under water, were found to be defect and pothole free, thus proving the success of the Horizon approach.

Savings in excess of £2 million have already been achieved through contract savings and value engineering, which is being reinvested into the reconstruction of more roads.

Over 23km of the Mole Valley network has received surface treatment, which is equivalent to the distance from Dorking to Heathrow Airport.

The supporting surface treatment programme is designed to extend the life of the existing carriageway of roads not identified under Horizon, and you will find a programme update for these in the Appendix at the back of the report.

## **WHAT TO DO IF YOUR ROAD IS NOT INCLUDED IN OPERATION HORIZON?**

Operation Horizon will replace the worst 10% of roads in Mole Valley. However, we recognise the investment programme is not able to replace every road in the area to the desired standard. If you therefore believe urgent work is required on your road and it is not on the proposed programme, you have two available options:

### **Option One: Safety Defects**

If your road contains defects or potholes which are causing a hazard to safety then you can report the defect via our online reporting tool at [www.surreycc.gov.uk/do-it-online/report-it-online#highways](http://www.surreycc.gov.uk/do-it-online/report-it-online#highways). The defect will be inspected and you will receive written confirmation of proposed remedial action within 28 days.

### **Option Two: Condition Repair**

If your road has poor ride quality and is causing significant local inconvenience then you can petition the local Mole Valley Committee to allocate funding for a full reconstruction or repair. Funding is limited and the Committee will not be able to meet all requests, with petitions assessed on a needs basis. Details on how to submit petition are available via the Surrey CC website.

## **MANAGING CHANGE OVER PROGRAMME TERM**

Operation Horizon was developed based using the best information available in 2012 and it is the Council's intention to maintain, over the five year period, the programme integrity to the best of its ability.

However, it is clearly recognised that over a five year period, the network is subject to change with impact of weather, utility works and further events forcing changing maintenance priorities. The programme will therefore be formally reviewed on an annual basis and this may involve bringing schemes forward in the programme or replacing schemes. Any such amendments will be evaluated scientifically, with updated programme published in March via the Mole Valley Local Committee and County Council website.

### **FURTHER INFORMATION**

For further information, including actual dates for proposed schemes due within the next six months, and further questions/answers please see:

[www.surreycc.gov.uk/roads-and-transport/highways-information-online/improving-surreys-roads](http://www.surreycc.gov.uk/roads-and-transport/highways-information-online/improving-surreys-roads)

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### **KEY**

Completed

Deferred

# 1. Ashtead

## Year One (2013/14)

### Project Horizon

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Ashtead	Culverhay	D2548	Overdale	To End	485	Kerbing March, surfacing deferred to April
Ashtead	Broadhurst	D2579	Overdale	To End	650	Kerbing March, surfacing deferred to April
Ashtead	Greville Park Avenue	D6936	Park Road	To End	305	Deferred to Yr 2 for Recycling programme
Ashtead	Links Road	D2568	Woodfield Rd	To End	995	Deferred to Yr 2 for Concrete programme
Ashtead	Epsom Road	A24	Bowyers Close	Parkers Lane	890	Deferred to Yr 2 to be co-ordinated with DFT cycle scheme
Ashtead	Grays Lane	D2516	Dene Rd	Private Section	690	Completed
Ashtead	The Priors	D2584	Harriotts Lane	To End	100	Completed
Ashtead	Leatherhead Rd	A24	Knoll RB	Uplands Rd	350	Deferred to Yr 2 to be co-ordinated with DFT cycle scheme

## Year 2

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Ashtead	Culverhay	D2548	Overdale	To End	485	Deferred from Yr 1
Ashtead	Broadhurst	D2579	Overdale	To End	650	Deferred from Yr 1
Ashtead	Greville Park Avenue	D6936	Park Road	To End	305	Deferred from Yr 1 for Recycling programme
Ashtead	Links Road	D2568	Woodfield Rd	To End	995	Deferred from Yr 1 for Concrete programme
Ashtead	Epsom Road	A24	Bowyers Close	Parkers Lane	890	Deferred from Yr 1
Ashtead	Leatherhead Rd	A24	Knoll RB	Uplands Rd	350	Deferred from Yr 1

# 1. Ashtead (Cont)

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## Year Three to Five (2015/18)

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Ashtead	Oakfield Road	D2621	Entire Length		400	
Ashtead	Oakhill Rd	D2622	Green Lane	Caen Wood Lne	480	
Ashtead	Dene Rd		Park Lane	Rectory Lane	465	

## 2. Bookham & Fetcham West

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### Year One (2013/14)

#### Project Horizon

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Bookham	Dowlans Rd	D2554	Dorking Rd	Groveside	490	Completed
Bookham	West Down	D2655	Dowlans Road	To End	252	Completed
Bookham	Groveside	D2554	Guildford Rd	Dowlans Rd	460	Completed
Fetcham	Cock Lane/ Penrose Rd	D2543	The Street	Kennel Lane	640	Deferred to Yr 2 for redesign

### Year Two (2014/15)

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Bookham	Eastwick Drive	D2558	Lower Rd	Westfield Dr	483	
Bookham	Leatherhead Rd	A246	Rectory Lane	Young St r/a	2200	
Bookham	Crabtree Lane (inc Close)	D2546	Leatherhead Rd	Downs View Rd	465	
Fetcham	Cock Lane/ Penrose Rd	D2543	The Street	Kennel Lane	640	Deferred from Yr 1

### Year Three to Five (2015/18)

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Bookham	Little Bookham St	D2525	Lower Rd	Sole Farm Rd	615	
Bookham	Meadow Way/ The Copse	D2544	Eastwick Drive	The Glade	492	
Bookham	Willow Vale (1)	D2544	The Copse	To End	110	
Bookham	Willow Vale (2)	D2544	Spring Grove	To End	100	



## 2. Bookham & Fetcham West (Cont)

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### Year Three to Five (2015/18) continued

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Bookham	Mill Close	D2536	Church Rd	To end	286	
Bookham	High Street	D2536	Guildford Rd	Lower Rd	155	
Fetcham	Oswald Close	D2572	Bickney Way	To End	120	
Fetcham	Oswald Road	D2572	Warene Rd	To End	220	
Fetcham	Bushy Rd (inc Barclay Close)	D2521	The Glade	To End	200	

### 3. Leatherhead & Fetcham East

#### Year One (2013/14)

#### Project Horizon

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Fetcham	Cobham Rd	D2508	Fetcham Common Lane	Shamrock Close	920	Deferred to Yr 2 due drainage work required in advance
L'head	Barnett Wood Lane	D2507	Kingston Road	Harriotts Lane	660	Deferred to Yr 2 due to weather impact on programme
L'head	Reigate Road	B2033	Leatherhead By-pass	Pebble Lane	625	Design changed to Surface Treatment, for Yr 2
L'head	Reigate Road	B2033	Beaverb'k R/a	Headley Rd	750	Completed
L'head	Waterway Rd	B2122	Mill Rd	Cobham Rd	267	Completed
L'head	Mill Way	B2033	Stane St path	Sth East for 321m	321	Completed
L'head	Knoll Roundabout	A24	Roundabout	All approaches	600	Deferred to Yr 2 to programme with A24
L'head	Yarm Court Rd (inc Close)	D2542	Fir Tree Rd	To End	230	Deferred to Yr 2 with Recycling Programme

#### Year Two (2014/15)

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Fetcham	Cobham Rd	D2508	Fetcham Common Lane	Shamrock Close	920	Deferred from Yr 1
L'head	Barnett Wood Lane	D2507	Kingston Road	Harriotts Lane	660	Deferred from Yr 1
L'head	Knoll Roundabout	A24	Roundabout	All approaches	600	Deferred from Yr 1

### 3. Leatherhead & Fetcham East (Cont)

#### Year Two (2014/15) continued

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
L'head	Yarm Court Rd (inc Close)	D2542	Fir Tree Rd	To End	230	Deferred frm Yr 1
Fetcham	The Ridgeway	D2513	Lower Rd	Guildford Rd	700	
L'head	Young St	A246	Guildford Rd	Givons RB	1500	
L'head	Mill Way	B2033	Stane St path	Sth East for 321m	321	Completed in Yr 1
L'head	Waterway Rd	B2122	Mill Rd	Cobham Road	567	Completed in Yr 1
L'head	Waterway Rd	B2122	Station Rd	Mill Rd	300	
L'head	Guildford Road	B2122	Cobham Rd	Hawkes Hill	480	
L'head	Station Rd & Approach	A245	Bull Hill	A245 Junction	328	

#### Years Three to Five (2015-2018)

Area	Road Name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
L'head	Copthorne/ Garlands Road	D2545	St Johns Ave	Epsom Rd	700	
L'head	Kingston Road	B2430	Plough R/A	Oxshott Rd R	900	
L'head	Minchin Close	D2612	Bridge St	To End	180	
L'head	Upper Fairfield Rd	D2600	Linden Rd	To End	230	
L'head	Linden Rd (inc Qn Anne Terr)	D2602	St Johns Ave	Leret Way	250	
L'head	Park Rise	D2629	Kingston Rd	To End	100	
Fetcham	Church Close	D2879	The Ridgeway	The Green	230	
Fetcham	Mole Road	D2566	River Lane	End	211	
Fetcham	Monks Green	D2508	Entire Length		175	

## 4. Dorking Hills

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### Year One (2013/14)

#### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Hogden Lane	D269	Ranmore Common Rd	Garlic Cottages	260	Completed
Dorking Road Southbound	A24	Swanworth Lane	Givons Grove RB	1250	Deferred to co-ordinate with A24
Slough Lane/ Tumber St	D314	Church Lane	Leech Lane	879	Completed
Tanhurst Lane	D2819	Leith Hill Rd	Holmbury Rd	1612	Completed
Adlers Lane	D2800	Chapel Lane	To End	477	Programmed
Furlong Road	D2801	Guildford Rd	To End	240	Completed
Hole Hill	D272	Balchins Lane	To End	763	Completed
Hollow Lane	D282	A25	Chandlers Farm	800	Some patching done, surfacing deferred to Yr 2 with ITS scheme
Headley Road	C55	The Drive	Pebble Lane	1020	Completed
Hurst Lane	C55	Church Lane	Hurst Rd	850	Completed
Leech Lane	B2033	Nower Wood	Church Lane	1200	Completed
Mill Lane	D2846	High Street	End	176	Deferred due to design material HRA Yr 2

## 4. Dorking Hills (Cont)

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### Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Crabtree Lane	D2816	Westhumble Street	To end	1387	
Ansell Road	D2838	Entire Length		150	

### Year Three - Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Guildford Road	A25	Raikes Lane	Felday Rd	803	
Parkway	D2830	Whole Length		389	
The Burrell	D2860	Entire Length		120	
Broadmoor	D286	Entire Length		670	
Logmore Lane		Guildford Rd	Coldharbour Rd	2870	
Honeywood Lane	C50	Oakwoodland Lane	Ruckmans La	751	
Sheephouse Lane	D285	Guildford Rd	Damhurst Lane	750	
Abinger Road	D289	Anstie Lane	Bromehall Road	550	
Lyefield Lane	D279	Ockley Road	Lower Breache Rd	1500	

## 5. Dorking South & Holmwoods

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### Year One (2013/14)

#### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Mill Road	D300	Horsham Rd	Henfold Lane	1220	Completed
Spook Hill	C251	Horsham Rd	Deepdene R/A	686	Completed

### Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Chart Lane / Dene St	D2813	Deepdene Ave	Marlborough Hill	750	
Marlborough Hill	D2803	Chequers Place	Dene St	220	
Beresford Road	D2806	Marlborough Hill	To End	280	
Marlborough Road	D2803	Marlborough Hill	To End	170	
South Street	A25	Pump Corner	Vincent Lane	368	Substituted from West Street as in worse condition

### Years Three to Five (2015 - 2018)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Warwick Road	D299	Horsham Road	To End	183	
Buckingham Rd	D299	Warwick Road	To End	150	
Norfolk Road	D299	Warwick Road	To End	130	
Nower Road	D2830	Hampstead Lane	To End	319	
Cotmandene	D2834	Chart Lane North	Moore's Road	400	
Knoll Road	D2841	Flint Hill	To End	360	
South Terrace	D2832	St Paul's Rd West	To End	520	

## 5. Dorking South & Holmwoods (Cont)

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### Years Three to Five (2015 - 2018) continued

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Harrow Road East	D2832	South Terrace	Horsham Road	320	
Arundel Road	D2835	Vincent Lane	To End	90	
Howard Rd	D2835	Westcot Rd	To End	156	
Russett Drive	D2827	Entire Length		70	
Rough Rew	D2859	Entire Length		200	

# 6. Dorking Rural

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## Year One (2013/14)

### Project Horizon

Area	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Betchworth	Pebble Hill Rd	B2032	Level Crossing	ROW 476	1095	Deferred to coordinate with Betchworth RA Yr 2
Betchworth	Old Reigate Road	D309	Kiln Lane	A25	782	Completed
Coldharbour	Anstie Lane	D297	Coldharbour Lne	1600m Sth	1600	Completed
Forest Green	Ockley Road	B227	Horsham Rd	Mill Lane	577	Completed
Leigh	Newdigate Rd	C59	Bunce Common Rd	ClayHill Road	700	Changed design to Surface Treatment Yr 2
Leigh	ClayHill Road	C59	Newdingate Rd	Shellwood Rd		Completed
Leigh	Tapners Road	C57	Bruce Common Rd	Clayhill Rd	853	Deferred to Yr 2 due to weather
Hookwood	Mill Lane	D336	Reigate Rd	Lee Street	565	Completed
Ockley	Weare Street	D293	Stane St	Payne Green	700	Part completed, limits reduced due to structures
Ockley	Coles Lane	B2126	Ockley Est	A24	720	Completed
Ockley	School Lane	D575	Entire Length		132	Completed
Ockley	Friday Street	D295	Stane Street	Private Rd	402	Completed
Newdigate	Hogspudding Lane	D302	Parkgate Rd	Church Lane	729	Completed
Newdigate	Trig Street	C53	Newdigate Rd	Kingsland		Completed
Strood Green	Roothill & Parkpale	D304	Red Lane	Bushbury Lane	1415	Completed



## 6. DORKING RURAL (Cont)

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### Year Two (2014/15)

Area	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Betchworth	Pebble Hill Rd	B2032	Level Crossing	ROW 476	1095	Deferred from Yr 1
Betchworth	The Street	C57	Old Reigate Rd	Farm Close	1050	
Brockham	Kiln Lane	D2480	Mill Hill Lane	Old Kiln Lane	280	
Newdigate	Newdigate Rd	C53	Bear Grn RB	Trigg Street	1000	

### Year Three to Five (2015/18)

Area	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Beare Green	Beare Green Rd	A29	Henhurst Cross Lane	Knowfield Copse	600	
Ockley	Stane Street	A29	Coles Lane	Friday Street	700	
Ockley	Stane Street	A29	Cathill Lane	Sewage Works	450	
Ockley	Ruckmans Lane	D293	Staines Street	Okewood Hill	550	
Russ Hill	Russ Hill	D323	Lowfield Heath windmill	Glovers Rd	510	
Betchworth	Middle Street	C54	Wellhouse Rd	Brockhamhurst Rd	1390	

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## **Surface Treatment Update**

### **Ashtead**

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Crampshaw Lane	D2512	Dene Road	Private Sect.	775	Completed
Parkers Lane	D2631	The Street	Rectory Lane	278	Completed
Stag Leys	D2642	Entire Length		886	Completed
Taylor Road	D2645	Barnett Wood Lane	To End	295	Deferred to Yr2 due to utilities
West Farm Ave	D2649	Barnett Wood Lane	To End	745	Completed
Read Road	D2365	Barnett Wood Lane	To End	290	Completed
Farm Lane		Pleasure Pit Rd	Park Lane	550	Completed but remedial works necessary

### **Bookham & Fetcham West**

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Dawnay Rd	D2551	Dorking Rd	Crabtree Lane	310	Completed
Fiona Close	D2536	Church Rd	End	103	Completed

## Leatherhead & Fetcham East

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Lower Rd	D265	The Ridgeway	Cobham Rd	850	Completed
Oaklawn Rd	C131	Oxshott Rd	Woodlands Rd	1300	Completed
Standon Lane	D292	Cathill Lane	Horsham Road	2300	Completed

## Dorking Hills

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Springfield Road	D2860	Westcott St	St Johns Road	370	Completed
Hart Road	D2833	Ansell Rd	To End	120	Completed
Coldharbour Lane		Vincent Lane	Abinger Road	4920	Completed
Headley Common Rd	B2033	Box Hill Rd	Tot Hill	1338	Completed

**Dorking Rural**

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Lawrence Lane	D318	Reigate Road	Railway Bridge	500	Completed
Ranmore Common Rd		Chapel Rd	Ranmore Rd	1900	Completed
Mole Street	D290	Ockley Road	Cathill Lane	2020	Completed
Rusper Road	C52	Horsham Rd	CC Boundary	2760	Deferred due to utilities
Kingsland	C53	Village St	End of houses	450	Completed

**Dorking South & Holmwoods**

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Bentsbrook Rd	D2872	Spook Hill	End	240	Completed
Ridgeway Dr	D2810	Private Section	To End	65	Completed

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 5 MARCH 2014**

**LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER**



**SUBJECT: HIGHWAY SCHEMES 2013/14 – END OF YEAR UPDATE**

**DIVISION: ALL**

<b><u>SUMMARY OF ISSUE:</u></b>
To inform the Local Committee on the outcome of the 2013/14 Integrated Transport and highways maintenance schemes programmes in Mole Valley.
<b><u>RECOMMENDATIONS:</u></b>
<b>The Local Committee (Mole Valley) is asked to note the contents of the report.</b>
<b><u>REASONS FOR RECOMMENDATIONS:</u></b>
To provide the Local Committee with an end of year update of Local Committee funded highway works in the District.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In December 2012, Mole Valley Local Committee agreed a programme of capital Integrated Transport Schemes (ITS) and revenue Maintenance expenditure for 2013/14 in Mole Valley. The £368,666 ITS capital budget was divided equally between improvement schemes and maintenance (local structural repair) schemes. The revenue maintenance budget was set at £252,110. In addition to this, each County Member was allocated £5,000 Community Enhancement funding to spend on improvements in their local area. The budgets for the above programmes were devolved to the Local Committee.
- 1.2 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 planned maintenance works.
- 1.3 Developer contributions and other external sources provide a further area of funding of highway improvement schemes.

**2. ANALYSIS:**

2.1 **Annex 1** provides an end of year update of the 2013/14 capital programme of Local Committee funded highway works in Mole Valley. It also provides an update on schemes being progressed using developer or other external contributions.

2.2 A number of large Integrated Transport Schemes have been delivered in Mole Valley in 2013/14, some of which are the second phase of works started in the previous financial year, as outlined in Annex 1. Design work has also been undertaken for schemes which the Local Committee have agreed to progress to detailed design/implementation in 2014/15.

2.3 Eight Local Structural Repair (LSR) schemes have been completed in 2013/14, funded from the Local Committee ITS capital maintenance budget. Six further LSR schemes where there was insufficient funding to implement this financial year have been carried forward to the 2014/15 programme.

2.4 Table 1 below shows the revenue maintenance allocations for 2013/14, together with works carried out to date. This budget will have been spent in full by the end of the financial year.

<b>Item</b>	<b>Allocation</b>	<b>Works Carried Out</b>
Drainage / ditching works	£28,000	Investigation and repair of blocked pipes etc at various locations.
Tree works	£30,000	Area-wide hedge flailing programme. Moss control programme at various locations. Verge repair and protection works. Urgent or critical tree works.
Carriageway or footway patching works	£5,000	Carriageway, footway and kerb repairs at various locations across the district.
Parking	£5,000	Contribution towards parking review in Mole Valley – see Annex 1.
Signs and Road markings	£2,000	Provision of new signs, upgrade/replacement of existing signs at various locations.
Highways Localism Initiative works	£30,000	£5,000 per County Member to fund bids from Parish Councils and Residents' Associations for local revenue highway projects (see para 2.5 below).
<b>Sub Total</b>	<b>£100,000</b>	
Additional funding	£152,110	Hire of Revenue Maintenance Gang to carry out minor works throughout Mole Valley eg vegetation works, minor drainage work including grip cutting and minor verge repairs.
<b>Sub Total</b>	<b>£152,110</b>	
<b>TOTAL</b>	<b>£252,110</b>	

**Table 1 – Revenue Maintenance 2013/14**

2.5 The Highways Localism Initiative was set up to allow Parish Councils and Residents' Associations to bid to the Local Committee for funding of local revenue highway projects. £5000 per County Member was allocated for localism initiative works in their divisions, with the proviso that if any of the funding had not been distributed by the end of November 2013, the money would revert to the relevant Member's Community Enhancement allocation.

The Maintenance Engineer for Mole Valley has worked with Parish Councils and Residents' Associations to develop bids. As a result, there have been a number of successful bids from both Parish Councils and Residents' Associations, with approximately half of the Localism Initiative budget allocated to fund minor highway works. The balance of the funding has reverted to the relevant Member's Community Enhancement allocation.

2.6 Mole Valley Local Committee was allocated £30,000 Community Enhancement Fund, which equates to £5,000 per County Member, to pay for small highway improvements to benefit the local community. This budget is projected to be spent in full by the end of the financial year and has been used to fund works such as providing new grit bins, signing and minor enhancement schemes.

2.7 Developer contributions have been used to carry out design work on a number of schemes, including the streetscene works in Leatherhead High Street, footway improvements in West Street, Dorking and the Woodfield Lane, Ashted improvement scheme, as set out in Annex 1. Developer monies have also been used to part-fund Local Committee schemes, including the zebra crossing in Cobham Road, Fetcham.

2.8 The virements and delegated authorities put in place by the Local Committee enabled the highways programme of works to be delivered flexibly and in a timely manner.

### **3. OPTIONS:**

3.1 Not applicable.

### **4. CONSULTATIONS:**

4.1 Not applicable

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The key objective with regard to the 2013/14 budgets has been to manage to a neutral position. Final end of year figures are not yet available to determine if this objective has been achieved.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

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

### **7. LOCALISM:**

7.1 The 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.

## ITEM 9

- 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 This report sets out the highway works carried out in Mole Valley in 2013/14, for Members' information.

### **10. WHAT HAPPENS NEXT:**

- 10.1 The remaining budget for 2013/14 will be spent and the end of year outturn figures will be finalised.

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#### **Contact Officer:**

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

#### **Consulted:**

Not applicable

#### **Annexes:**

Annex 1: Summary of Progress

#### **Sources/background papers:**

- Report to Mole Valley Local Committee, 5 December 2012
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<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: A24 Horsham Road, Holmwood</b>		
<b>Detail:</b> Measures to address right turn/vehicle overhang on A24 central reservation	<b>Division:</b> Dorking Rural	<b>Allocation:</b> £1,333
<b>Progress:</b> Trial lane closure carried out October 2012 half-term week. Camera survey of trial carried out. Funding allocated to implement permanent scheme in 2014/15.		
<b>Project: Cobham Road, Fetcham</b>		
<b>Detail:</b> Zebra crossing	<b>Division:</b> Leatherhead and Fetcham East Bookham and Fetcham West	<b>Allocation:</b> £40,000
<b>Progress:</b> Zebra crossing, part funded from developer contributions. Completed		
<b>Project: Rectory Lane, Bookham</b>		
<b>Detail:</b> Footway extension	<b>Division:</b> Bookham and Fetcham West	<b>Allocation:</b> £2,000
<b>Progress:</b> Two options been developed by Design Team. Ecological assessment carried out Spring 2013. Funding allocated for further design in 2014/15 and implementation 2015/16, subject to resolution of any land issues.		
<b>Project: High Street/East Street, Bookham</b>		
<b>Detail:</b> Measures to address speed, congestion and HGVs	<b>Division:</b> Bookham and Fetcham West	<b>Allocation:</b> £30,000
<b>Progress:</b> Proposals developed in consultation with the Bookham Residents' Association and divisional Member, as reported to Local Committee in December 2013. Trial to be undertaken and consultation carried out. Further funding allocated for scheme implementation in 2014/15. Developer funding also available to help fund implementation.		

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>
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<b>Project: A24 Deepdene Avenue, Dorking (Phase 2)</b>			
<b>Detail:</b> Safety measures	<b>Division:</b> Dorking South & the Holmwoods	<b>Allocation:</b> £30,000	
<b>Progress:</b> Completed. Phase 2 works comprised extension of street lighting to pedestrian refuge south of entrance to Kuoni and illumination of islands at the new right turn lane into Kuoni and the pedestrian refuge Further funding allocated to progress Phase 3 design in 2014/15.			
<b>Project: A24 Horsham Road (Spook Hill to Beare Green), Dorking</b>			
<b>Detail:</b> Shared cycle/pedestrian path	<b>Division:</b> Dorking South & the Holmwoods Dorking Rural	<b>Allocation:</b> £20,000	
<b>Progress:</b> Completed. Phase 2 works comprised improvements to the section of shared footway north of Old Horsham Road. Further funding allocated to progress Phase 3 in 2014/15.			
<b>Project: Fetcham Infants/Oakwood Junior and Newdigate Infants Schools</b>			
<b>Detail:</b> Advisory 20mph speed limits	<b>Division:</b> Leatherhead and Fetcham East Bookham and Fetcham West Dorking Rural	<b>Allocation:</b> £15,000	
<b>Progress:</b> Completed. Monitoring of speeds to be undertaken in Spring 2014 to determine the effectiveness of advisory 20mph speed limits.			
<b>Project: Hollow Lane, Wotton</b>			
<b>Detail:</b> Measures to reduce speeds in vicinity of cottages	<b>Division:</b> Dorking Hills	<b>Allocation:</b> £5,000	
<b>Progress:</b> Design team progressing scheme to improve pedestrian safety in the section of Hollow Lane by the cottages. Further funding allocated to implement scheme in 2014/15.			

## CAPITAL ITS IMPROVEMENT SCHEMES

<b>Project: Approaches to Therfield School</b>			
<b>Detail:</b>	Safer Routes to School/Cycle improvements	<b>Division:</b>	Leatherhead and Fetcham East
<b>Allocation:</b> £5,000			
<b>Progress:</b> Design only 2013/14. Options being investigated by Design team. Further funding allocated in 2014/15 to progress design.			
<b>Project: Garlands Road, Leatherhead</b>			
<b>Detail:</b>	Measures to reduce speeds/improve pedestrian facilities	<b>Division:</b>	Leatherhead and Fetcham East
<b>Allocation:</b> £5,000			
<b>Progress:</b> Design only 2013/14. Options being investigated by Design team. Further funding allocated in 2014/15 for detailed design and implementation.			
<b>Project: Russ Hill Road, Charlwood</b>			
<b>Detail:</b>	Provision of footway	<b>Division:</b>	Dorking Rural
<b>Allocation:</b> £5,000			
<b>Progress:</b> Scheme not being progressed due to need to pipe existing ditch and provide facility at the bridge over Dolby Brook. There are also locations where there is insufficient highway land to provide adequate width footway.			
<b>Project: Decluttering</b>			
<b>Detail:</b>	Great Bookham	<b>Division:</b>	Bookham and Fetcham West
<b>Allocation:</b> £5,000			
<b>Progress:</b> Decluttering in Great Bookham, as agreed by Chairman/divisional Member and Vice-Chairman. Works identified in consultation with Mole Valley District Council. Works to be completed by end March 2014.			

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: Stage 3 Road Safety Audits</b>		
<b>Detail:</b> To be carried out as appropriate	<b>Division:</b>	<b>Allocation:</b> £3,000
<b>Progress:</b> Stage 3 Road Safety Audits required for the A24 Deepdene Avenue (Phase 2) and A24 Horsham Road (Spook Hill to Beare Green) Cycle Scheme (Phase 2) works. To be carried out by end March 2014.		
<b>Project: Small Safety Schemes</b>		
<b>Detail:</b> To fund minor safety schemes, as and when identified	<b>Division:</b> All	<b>Allocation:</b> £4,000
<b>Progress:</b> No small safety schemes funded in 2013/14.		
<b>Project: Signs and Road Markings</b>		
<b>Detail:</b> To fund new signs and road markings, as and when identified	<b>Division:</b> All	<b>Allocation:</b> £4,000
<b>Progress:</b> North Street, Dorking no left turn restriction. Traffic Regulation Order has been advertised and will be made before the end of March 2014, subject to the resolution of any objections.		
<b>Project: Parking</b>		
<b>Detail:</b> Contribution towards implementation of parking measures	<b>Division:</b> All	<b>Allocation:</b> £10,000
<b>Progress:</b> Completed.		

<b>CAPITAL ITS MAINTENANCE SCHEMES (LOCAL STRUCTURAL REPAIR)</b>			
<b>Project</b>	<b>Division</b>	<b>Treatment</b>	<b>Update</b>
Oxshott Road, Leatherhead (cul-de-sac section) - from A244 to T junction	Leatherhead and Fetcham East	Inlay and base repair	Completed
Westhumble Street, Westhumble - Cleaveland Court to station	Dorking Hills	Inlay	Completed
Sheephouse Lane, Wotton - length to be confirmed	Dorking Hills	Overlay and base repair	Completed
Barn Meadow Lane, Bookham - loop section between nos. 43 and 59	Bookham and Fetcham West	Micro asphalt	Completed
Water Lane, Bookham - Lower Road to Dunglass Farm	Bookham and Fetcham West	Micro asphalt	Completed
Orchard Road, Dorking - complete length including turning head	Dorking South & the Holmwoods	Overlay and base repair	Completed
The Chase, Ashtead - Green Lane to Oakhill Road	Ashtead	Micro asphalt	Completed
Kingscroft Road, Leatherhead - turning circle by no. 44 to southern end	Leatherhead and Fetcham East	Micro asphalt	Completed
Badingham Drive, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	Moved to 2014 programme due to funding
Dell Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	Moved to 2014 programme due to funding

**CAPITAL ITS MAINTENANCE SCHEMES (LOCAL STRUCTURAL REPAIR)**

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

**PARKING**

**2013/14 Parking Review**

Detailed design and works ordering is underway following the resolution of comments and objections to the 2013/14 parking review. It is anticipated that the signs and lines will be installed during March/April 2014.

<b>PARKING</b>
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<p><b>2014/15 Parking Review</b></p> <p>Members will be sent a list of the requests that have been received in their divisions, for comment and to confirm priorities, at the end of September 2014.</p> <p>Site visits will take place in October in order to investigate sites and draw up proposals for the report to committee in December 2014.</p> <p>The 2014/15 Review proposals are due to be presented to Local Committee in December for approval to carry out statutory consultation.</p> <p>It is planned to bring a report to the committee in June with options for new parking restrictions in parts of Leatherhead and Dorking town centres to help reduce obstructive parking.</p> <p>Parking information is available on the Surrey County Council website: <a href="http://www.surrecc.gov.uk/parking/molevalley">www.surrecc.gov.uk/parking/molevalley</a></p>
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<b>DEVELOPER FUNDED SCHEMES</b>
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<b>Project:</b> Woodfield Lane, Ashtead
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<b>Detail:</b> Road widening
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<b>Division:</b> Ashtead
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<b>Progress:</b>
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Following consultation, Local Committee agreed to progress option for a parking lay-by in Woodfield Lane, subject to resolving tree and common land issues. Discussions on-going to resolve these issues.
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<b>Project:</b> A24 Leatherhead Road, Ashtead
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<b>Detail:</b> Pedestrian crossing near Stag Leys
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<b>Division:</b> Ashtead
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## DEVELOPER FUNDED SCHEMES

**Progress:**

Crossing design changed to Toucan crossing to allow use by cyclists. Crossing to be included as part of the Leatherhead to Ashted cycle route scheme.

**Project: Leatherhead Town Centre**

**Detail:** Town centre improvements

**Division:** Leatherhead and Fetcham East

**Progress:**

Town Centre Forum agreed to not proceed with proposals for the High Street at the present time. Consultation on-going to seek a consensus on ideas and principles that could be applied to the design and layout of a stretch of Church Street from the vehicle barrier to Barclays Bank to provide environmental improvements and to enable the space to be used flexibly.

**Project: West Street, Dorking**

**Detail:** Footway improvements

**Division:** Dorking South & the Holmwoods

**Progress:**

Surveys completed. Feasibility design includes new surfacing, opportunities for localised widening, upgrading street furniture and provision of dropped kerbs/tactile paving. Consultation with local businesses programmed for March 2014. Implementation likely to commence end June 2014, subject to the outcome of the consultation and full funding being in place.

**Project: A246 Guildford Road, Bookham**

**Detail:** Provision of street lighting

**Division:** Leatherhead and Fetcham East  
Bookham and Fetcham West

**Progress:**

Design completed by Skanska for installation of 16 new lamp columns on the A246 Guildford Road between Norbury Way and the roundabout with Young Street. Funding to be identified and agreed by the Area Team Manager in consultation with the Chairman and Vice-Chairman, with the intention of implementation in 2013/14.



<b>DEVELOPER FUNDED SCHEMES</b>		
<b>Project: Dene Street, Dorking</b>		
<b>Detail:</b> One-way working	<b>Division:</b> Dorking South & the Holmwoods	
<b>Progress:</b> Feasibility design for making the northern end of Dene Street between Heath Hill and Dorking High Street one-way. Additional funding has been allocated from the 2014/15 ITS budget for detailed design and implementation.		
<b>Project: Pebble Hill Road, Betchworth</b>		
<b>Detail:</b> Safety scheme	<b>Division:</b> Dorking Rural	
<b>Progress:</b> Improvements to signs and road markings. Signs ordered and will be implemented before end March 2014. Road markings to be carried out in conjunction with Operation Horizon works in Pebble Hill Road.		
<b>Project: Waterway Road, Leatherhead</b>		
<b>Detail:</b> Pedestrian safety scheme	<b>Division:</b> Leatherhead and Fetcham East	
<b>Progress:</b> Feasibility design for provision of pedestrian facility near junction with Mill Lane.		
<b>Project: A245 Randall Road/Cleeve Road, Leatherhead</b>		
<b>Detail:</b> Pedestrian and cycle measures	<b>Division:</b> Leatherhead and Fetcham East	
<b>Progress:</b> Provision of a pedestrian phase at the existing traffic signals. Cycle facilities to improve link between Leatherhead and River Lane. Site meeting held with Mole Valley Cycle Forum and divisional Member to discuss options. With design team.		
<b>Project: Ruckmans Lane area, Ockley</b>		
<b>Detail:</b> HGV access issues	<b>Division:</b> Dorking Rural	
<b>Progress:</b> Study of use of unsuitable roads by HGVs in the Ruckmans Lane area. Measures to address HGV issues in the Ruckmans Lane area (advisory signing or weight/width restriction). Site meeting held with divisional Member and residents. Additional funding has been allocated from the 2014/15 ITS budget to progress this scheme.		

<b>DEVELOPER FUNDED SCHEMES</b>
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<b>Project:</b> Kiln Lane, Brockham
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<b>Detail:</b> Pedestrian safety scheme
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<b>Division:</b> Dorking Rural
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<b>Progress:</b>
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Feasibility design of footpath and lighting improvements.
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<b>Project:</b> Trinity School, Leatherhead
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<b>Detail:</b> Safer Routes to School
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<b>Division:</b> Leatherhead and Fetcham East
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<b>Progress:</b>
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Meeting held with school to discuss issues and possible solutions. Kerb build-out and informal crossing point being progressed, with implementation this financial year.
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<b>Project:</b> The Street, Ashtead
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<b>Detail:</b> Footway improvements
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<b>Division:</b> Ashtead
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<b>Progress:</b>
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Feasibility design of measures to improve the alignment of the footway.
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<b>MEMBER ALLOCATION FUNDED SCHEMES</b>
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<b>Project:</b> Ottways Lane, Ashtead
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<b>Detail:</b> Measures to reduce vehicle speeds
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<b>Division:</b> Ashtead
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<b>Progress:</b>
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Proposed series of small kerb build outs creating chichane effect whilst maintaining two-way traffic flow. Developer funding to be agreed to progress scheme to detailed design and implementation in 2014/15.
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**Notes:**

Information correct at time of writing (13/02/14)

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)****DATE:** 5<sup>TH</sup> MARCH 2014**LEAD** LOUISA CALAM**OFFICER:** Principal Transportation Development Planning Officer**SUBJECT:** ACCESSTO VINCENT ROAD, DORKING**DIVISION:** DORKING SOUTH AND THE HOLMWOODS**SUMMARY OF ISSUE:**

This report responds to the request to identify what action might be taken to resolve the issues relating to access in Vincent Road

**RECOMMENDATIONS:**

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

- (i) Note the information presented in this report.

**REASONS FOR RECOMMENDATIONS:**

This report identifies concerns that have been raised in relation to the implementation of the recently approved access only order in Vincent Road and presents the response of the County Council's Transport Development Planning Team to the issues raised.

**1. INTRODUCTION AND BACKGROUND:**

1.1 This report provides information about local concerns that Vincent Road, Dorking is being used as a rat run; that vehicles are regularly driving from the supermarket exit across Vincent Lane into Vincent Road in order to take a short cut to South Street; and that sat navigation systems do not recognise that Vincent Road is now an access only road.

1.2 It responds to local suggestions for increased road signage.

**2. ANALYSIS:**

2.1 The signing currently provided in Vincent Road and Vincent Lane is in accordance with the Traffic Signs Regulations Manual. Additional signs are not deemed necessary. The police agree that the existing signs are acceptable.

Further signs may add to street clutter, which is something the County are trying to reduce. Further signage would therefore be contrary to other policy

aims and objectives that the County Council is trying to achieve.  
It is therefore going to be a matter for the police to enforce.

- 2.2 The issue has been raised that Satellite Navigation Systems do not recognise that Vincent Road is now an access only road. Databases for the Sat Nav systems information is not updated by the highway authority. The current process in place is that the highway authority provides information to the Geoplace for the National Street Gazetteer, and then the Sat Nav companies would pay for this information from Geoplace. However, there is obviously an onus on the Sat Nav company to update their systems and also an onus on the consumer owning the Sat Nav system to upgrade their system regularly to receive this up to date information. There is a responsibility for the driver to respect the "Access Only" signs and not to rely on their Sat Nav system.

### **3. OPTIONS:**

#### VINCENT ROAD "ACCESS ONLY" SIGNS

- 3.1 As there are no statutory signs which can be used as repeater signs for "access only" identified in the Traffic Signs Manual, it would not be possible to erect repeater signs along Vincent Road in the highway. Residents have asked for a temporary measure to ensure that motorists are clearly aware of the new designation for the road in the light of persistent and continued use of the road as a rat run.

- 3.2 A suggestion has been made that temporary signs be displayed in residents gardens. This may be a possibility, but such signs may need planning permission. Mole Valley Planning Authority have been consulted and there are criteria with regard to the sizes and wording of such signs which need to be considered.

**Pro:** This approach would prevent street clutter

**Con:** Drivers only see these signs when they have already entered Vincent Road and then need to turn around to exit in limited turning space.

**Con:** Drivers may be distracted by these non-confirmatory signs

**Con:** If planning permission is required this will incur an additional cost.

- 3.3 Another alternative suggestion is to provide a map type direction sign (Diag 2101, as shown in the annex, on Vincent Lane in advance of Vincent Road, with Vincent Road indicated as a side road with the restriction indicated.

**Pro:** This would indicate to drivers on Vincent Lane approaching Vincent Road that they cannot use Vincent Road as a rat-run.

**Con:** This would add to street clutter on Vincent Lane

#### DRIVERS MAKING ILLEGAL RIGHT EXIT TURNS FROM LIDL

- 3.4 Lidl have been asked to provide additional signs within their site to indicate to drivers that it is a left turn only on exit. They have responded indicating that they are not willing to provide such signs and that they do not believe these

signs will add anything additional to the existing ONE WAY sign already provided on the highway opposite the Lidl exit.

3.5 It is not considered that there are any alternative options.

#### **4. CONSULTATIONS:**

4.1 Consultation with the Police has been undertaken.

##### VINCENT ROAD "ACCESS ONLY" REPEATER SIGNS

4.2 The police advised that there are no additional repeater signs which can be provided on Vincent Road and that any additional signage would create street clutter. It is a matter which required police enforcement, however with limited police resource this cannot be undertaken on a frequent basis.

##### DRIVERS MAKING ILLEGAL RIGHT EXIT TURNS FROM LIDL

4.3 The police also advised that Lidl could erect signage within their site to advise drivers to turn left on exit. Lidl have been approached and have refused to provide these, as they believe suitable signing is already in place. The police have confirmed that all of the adequate signage has already been provided and it is a matter of enforcement.

4.4 Consultation with the Area Highways Team was also undertaken.

4.5 They confirm that the signage already provided is in line with The Traffic Signs and Regulations Manual and that additional signage would add to street clutter, which the County are attempting to reduce.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The additional signage proposed would have to be covered from funds available to the local Member.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 There are no equalities or diversity implications.

#### **7. LOCALISM:**

7.1 The issues within this report affect the local residents of Vincent Road.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	See 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
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### 8.1 Crime and Disorder implications

The issues raised by the local residents with regard to additional signage required for “Access Only” on Vincent Road and “One Way” left exiting Lidl onto Vincent Lane are in connection with crime as drivers are allegedly contravening these traffic regulation orders. It should be reiterated however that statutory road signage has already been provided and enforcement is a matter for the police.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The highway authority has considered all options available to improve signage for drivers in Vincent Road and Vincent Lane, Dorking to advise of the traffic regulation orders in place. Having consulted the police and highway engineers, there is no further signage which can be provided within the highway on Vincent Road. The only 2 available options are:

1. to provide signs in the residents’ front gardens along Vincent Road, which may require planning permission.
2. to provide an additional sign on Vincent Lane to pre-warn drivers of the “Access Only” on Vincent Road.

## **10. WHAT HAPPENS NEXT:**

- 10.1 Consideration of the temporary signage in the residents’ front gardens on Vincent Road.
- 10.2 Consideration of the directional sign on Vincent Lane in advance of Vincent Road

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### **Contact Officer:**

Louisa Calam  
Principal Transportation Development Planning Officer  
020 8541 7422

### **Consulted:**

SCC Police  
SCC Highways  
SCC Safety Audit Team  
Lidl  
Councillor Stephen Cooksey

### **Annexes:**

- Copy of the Traffic Regulation Order for Vincent Road “Access Only”
- Example of the Road Sign Drawing Number 2101 from the Traffic Signs Manual 2002

THE TRAFFIC SIGNS REGULATION AND GENERAL DIRECTIONS 2002

Extract

NON-PRIMARY ROUTE DIRECTIONAL SIGNS

SCHEDULE 7 PART II  
NON-PRIMARY ROUTE DIRECTIONAL SIGNS

Regulation 11(1)



60 min  
300 max

2101  
Junction ahead of two non-primary routes

Item	
1	Regulations: None
2	Directions: 13(1)
3	Diagrams: None
4	Permitted variants: Schedule 16, items 3, 5, 16, 18, 19, 20, 21, 22, 24, 25, 26, 27, 30, 31, 32, 34, 35, 36, 37
5	Illumination requirements: Schedule 17, item 4

75 min  
300 max



2101.1  
Grade separated junction ahead of a non-primary route and a primary route

Item	
1	Regulations: None
2	Directions: 13(1)
3	Diagrams: None
4	Permitted variants: Schedule 16, items 7, 16, 19, 20, 21, 22, 24, 25, 26, 30, 31, 32, 34, 36
5	Illumination requirements: Schedule 17, item 4

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**SURREY**  
COUNTY COUNCIL

**Memo to:** Mrs Louisa Calam, Principal Transport Development  
Planning Officer for the South-East Area,  
Transportation Development Planning Team East,  
Environment and Infrastructure  
Room 365, County Hall, Kingston upon Thames

**From:** Alec Kazantzis, Senior Traffic Orders Officer  
Traffic Regulation Orders Team, Rowan House, Merrow  
Lane, Merrow, Guildford

**Tel:** (01483) 51 7548

**Date:** 27 November 2013

**Your Ref:**

**Our Ref:** 17/8/GEN/MV/AK

**TRAFFIC REGULATION ORDER -**

**THE SURREY COUNTY COUNCIL VINCENT ROAD (D2866) DORKING  
(PROHIBITION OF TRAFFIC) ORDER 2013**

As requested last week, please find attached a certified copy of The Surrey County Council Vincent Road (D2866) Dorking (Prohibition of Traffic) Order 2013 with respect to the closure to all vehicles (with certain exemptions) of the entire length of Vincent Road (D2866) Dorking, or any part and/or parts thereof, which became operational on Monday 9 September 2013. The plan, which indicates the length of road affected by the above-mentioned Traffic Regulation Order, is contained within that Order.

Encl

THE SURREY COUNTY COUNCIL  
VINCENT ROAD (D2866) DORKING  
(PROHIBITION OF TRAFFIC)  
ORDER 2013

**THE SURREY COUNTY COUNCIL  
VINCENT ROAD (D2866) DORKING  
(PROHIBITION OF TRAFFIC)**

**ORDER 2013**

THE SURREY COUNTY COUNCIL in exercise of their powers under Sections 1(1) and 2(1) to (3) and 4(1) of the Road Traffic Regulation Act 1984 ("the 1984 Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act hereby make the following Order:-

1 THIS Order may be cited as "The Surrey County Council Vincent Road (D2866) Dorking (Prohibition of Traffic) Order 2013" and shall come into operation on 9 September 2013

2 IN this Order unless the context otherwise requires the following expressions shall have the meanings hereby respectively assigned to them -

"carriageway" has the same meaning as in Section 239 of the Highways Act 1980

"enactment" means any enactment whether public general or local and includes any order bye-law rule regulation scheme or other instrument having effect by virtue of an enactment

"goods" means goods of any kind whether animate or inanimate and "delivering" or "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection

"plan" means the Drawing No. 4138.LP5 annexed to this Order

"postal packets" has the same meaning as in sub-section (1) of Section 125 of the Postal Services Act 2000 and "delivered" or "collected" in relation to any postal packets includes checking the postal packets for the purpose of their delivery or collection

"road" has the same meaning as in Section 142 of the 1984 Act and includes any part of a road

## ITEM 10

3 ANY reference in this Order to any enactment shall be construed as a reference to that enactment as amended applied consolidated re-enacted by or as having effect by virtue of any subsequent enactment

4 ANY reference in this Order to a numbered Article shall unless the context otherwise requires be construed as a reference to the Article bearing that number in this Order

5 SAVE as provided in Article 6 and Article 7 no person shall cause or permit any vehicle to enter or proceed in the entire length of Vincent Road (D2866) Dorking which lies between its junction with South Street (A25) and its junction with Vincent Lane (A25) and which is shown coloured blue on the plan

6 NOTHING in Article 5 shall apply to a vehicle being used -

- (a) for the purpose of gaining access to or of leaving any land or premises abutting or accessible only from the road specified and described in Article 5 or any part and/or parts thereof
- (b) for the purposes of agriculture on any land adjacent to the road specified and described in Article 5 or for or in connection with the conveyance or haulage of timber felled upon such land
- (c) while postal packets addressed to premises adjacent to the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof are being unloaded from that vehicle or having been unloaded therefrom are being delivered
- (d) while postal packets are being collected for loading on the vehicle from premises or posting boxes adjacent to the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof or having been so collected are being loaded thereon
- (e) in the service of a local authority

- (f) in connection with the carrying out on land or on premises situate in on or adjacent to the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof of any of the following operations namely:-
- (i) building industrial or demolition operations
  - (ii) the removal of any obstruction to traffic
  - (iii) the maintenance improvement or reconstruction of the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof
  - (iv) the laying erection alteration or repair in or on land or on premises adjacent to the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof of any sewer or of any main pipe or apparatus for the supply of gas water or electricity or of any apparatus provided under the Telecommunications Act 1984 and the Communications Act 2003
  - (v) for the cleansing or lighting of the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof
  - (vi) for the placing maintenance or removal of any traffic sign situate in on or adjacent to the entire length of Vincent Road (D2866) Dorking or any part and/or parts thereof or any road or length of road accessible only therefrom

7 NOTHING in Article 5 shall apply in relation to -

- (a) a vehicle being used for ambulance fire brigade or police purposes in an emergency
- (b) anything done upon the direction or with the permission of a police constable in uniform
- (c) any person driving any mechanical road cleansing vehicle
- (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed by the Police pursuant to Section 66 or Section 67 of the 1984 Act

ITEM 10

8 THE prohibition imposed by this Order is in addition to any other restriction prohibition or requirement imposed by any other enactment

Executed as a Deed by Surrey County Council on 4 September 2013

EXECUTED AS A DEED by affixing  
THE COMMON SEAL of SURREY  
COUNTY COUNCIL in the presence  
of and attested by:-



~~Head of Legal Services/Authorised Signatory~~

SURREY COUNTY COUNCIL

No. IN SEALING REGISTER ..... 8440-8441

DATED 4 SEPTEMBER 2013

ORDERED TO Local Committee  
BE SEALED - 7/6/12, Item  
No. 9, in No. 22/12.

ROAD TRAFFIC REGULATION ACT 1984  
SECTIONS 1(1) 2(1) TO (3)  
AND 4(1)

I hereby certify that  
this order is a true copy  
of the original



Assistant Director Operations  
Highways and Countryside  
Surrey County Council

SURREY COUNTY COUNCIL  
VINCENT ROAD (D2866)  
DORKING  
(PROHIBITION OF TRAFFIC)  
ORDER 2013

ITEM 10



## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (MOLE VALLEY)

DATE: 5<sup>th</sup> March 2014LEAD OFFICER: Roy Varley  
Senior Transport Officer

SUBJECT: Introduction of Bus Stop Clearway in North Holmwood

DIVISION: Dorking South and the Holmwoods

**SUMMARY OF ISSUE:**

To seek the Local Committee's approval to introduce a bus stop clearway in Spook Hill, North Holmwood.

**RECOMMENDATIONS:**

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

1. A clearway is introduced at the existing southbound bus stop in Spook Hill, south of the junction with Holmesdale Road (opposite the shops), the restriction to be 7am until 7pm daily.

**REASONS FOR RECOMMENDATIONS:**

1. Buses require parallel alignment with the kerb to deploy ramping and kneeling equipment to allow access for wheelchair users and those with mobility problems.
2. Parked vehicles within bus stops prevent this access.
3. Bus stop clearways enable District enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.

**1. INTRODUCTION AND BACKGROUND:**

1.1 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2002 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the District Council's Civil Enforcement Officers in the same way as waiting restrictions. They are, however, more onerous than waiting restrictions because the clearway also prohibits stopping and loading/unloading over the length of the marked bus stop cage.

1.2 Unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Consequently it is Surrey Highways policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

1.3 There is currently one bus stop in the Mole Valley area where a clearway is proposed due to parking obstructing the bus stop:

- a) Spook Hill south of the junction with Holmesdale Road (opposite the shops)

## **2. ANALYSIS:**

2.1 A bus stop clearway is proposed to prevent vehicles parking at the bus stop and ensure access so buses can stop parallel to the kerb to enable the ramp equipment to be deployed for wheelchair users and pushchairs. This will also prevent unnecessary inconvenience to passengers and other road users, and assist bus operators in operating the service to schedule.

2.2 The bus stop cage is already marked on the carriageway at the southbound bus stop south of the junction with Holmesdale Road. This cannot be enforced unless Local Committee approve that a bus stop clearway is introduced and a sign provided indicating the hours of operation.

## **3. OPTIONS:**

3.1 **Option 1:** Do nothing. The bus stop would remain without clearway protection, allowing inconsiderate parking which prevents buses from gaining access to the stop. Passengers then have to board or alight buses from the carriageway.

3.2 **Option 2:** Introduce a bus stop clearway. Many services are now operated by modern low-floor, fully accessible buses making it easier for people in wheelchairs, those with buggies, people with mobility impairments and those carrying heavy shopping to board and alight. Bus stop clearways allow buses to access the kerb to enable easier boarding and deployment of the ramp equipment. It is proposed that the bus stop clearway restrictions apply from 7am to 7 pm daily, in line with Department for Transport guidance that clearway restrictions should be 'appropriate to the operating times of the bus service'.

## **4. CONSULTATIONS:**

4.1 The bus operators have been consulted and agree with the proposals. District and County Councillors will have been sent a copy of this report in advance of the meeting.

4.2 If the restrictions are approved the affected frontagers will be informed by a letter drop.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 None

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 Buses that can pull up to the kerb allow passengers with wheelchairs to board more easily and safely. Access to the bus is also easier for those with buggies and mobility problems.

**7. LOCALISM:**

7.1 The introduction of a bus stop clearway will improve access to buses for the local residents who use the service.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Clear and enforceable parking restrictions help improve compliance and reduce obstruction problems.
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 Bus stop clearways help keep parked vehicles away from bus stops which makes it easier for passengers, particularly those with mobility problems, to board. Buses are also less likely to block traffic behind. It is recommended that a bus stop clearway be implemented at the bus stop in Spook Hill south of Holmesdale Road, as set out in option 2 (para 3.2).

**10. WHAT HAPPENS NEXT:**

10.1 A letter drop to affected frontagers will be undertaken. A bus stop clearway plate showing the hours of operation will be fixed to the bus stop and the clearway enforced.

**Contact Officer:**

Roy Varley, Senior Transport Officer 03456 009 009

**Consulted:**

County and District Councillors will have been sent a copy of this report in advance of the meeting.

Bus operators

Affected frontagers will be notified if the Committee approve the restriction.

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE:** 5 MARCH 2014  
**LEAD OFFICER:** JOHN LAWLOR, AREA TEAM MANAGER



**SUBJECT:** WEST STREET, DORKING  
 PROPOSED FOOTWAY IMPROVEMENTS

**DIVISION:** DORKING SOUTH AND THE HOLMWOODS; DORKING HILLS

**SUMMARY OF ISSUE:**

A scheme has been developed in consultation with Mole Valley District Council and divisional Members to widen the footways in West Street Dorking. This report seeks approval to take this proposal to public consultation. In order to deliver the scheme before the 2014 Christmas embargo on highway works, delegated authority is sought to consider the results of the consultation and make a decision on whether or not to proceed to implementation.

**RECOMMENDATIONS:**

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

- (i) Approve the proposal to widen the footways in West Street, Dorking, as shown in Annexes 1 and 2, for public consultation; and
- (ii) 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 Members to consider the results of the consultation and make a decision on whether or not to implement the proposal, subject to funding from developer contributions.

**REASONS FOR RECOMMENDATIONS:**

To progress the proposed footway improvements for West Street, Dorking and facilitate implementation before the 2014 Christmas embargo on highway works.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The A25 West Street is part of the Dorking one-way system which runs from Station Road in the west to the High Street in the east. The carriageway in West Street varies in width along its length, from 7.3 metres at the western end to 3.3 metres at the traffic signals at the eastern end. There are footways on both sides of the road which are substandard in width, varying from 1.8 metres to 1.1 metres, with pinch points where the width is reduced to 0.6 metres.
- 1.2 West Street lies wholly within the Dorking Conservation Area. The frontages are primarily retail, with mostly independent retailers, and residential above. West Street is identified as a Character Area in the Dorking Area Conservation Area Appraisal and Management Plan published by Mole Valley District Council in April 2009. The Plan also prioritises improvements to West Street as part of the management plan, suggesting wider pavements and shared surface crossing points.

## **2. ANALYSIS:**

- 2.1 Working with the divisional Members for West Street and with the Mole Valley District Council Conservation Officer, proposals have been developed to improve the footways in West Street. A simple approach has been taken that does not seek to alter the street's character fundamentally, but works with the existing street scene. The scheme proposes providing 1.8 metre wide footways on both sides of the road where possible and improved crossing facilities at various locations, as shown in **Annex 1**.
- 2.2 The main features of the proposal are given below:
- Minor kerbline changes to provide 1.8 metre minimum width footways where possible whilst retaining an acceptable carriageway width for traffic
  - Provision of pedestrian dropped kerbs across all side roads and accessways
  - New informal pedestrian crossing points (dropped kerbs and tactile paving)
  - Informal approach to loading and unloading retained rather than providing formalised, marked bays
  - Use of materials sympathetic to the street (Yorkstone paving, granite kerbs, cast iron bollards), as shown in **Annex 2**
  - Reuse of existing granite kerbs, with new granite kerbs provided where necessary
  - Provision of black sign posts and signs that have black reverse panels to minimise the visual impact when viewed from the back of the sign
  - Conservative approach to the provision of tactile paving
  - New trees at the western end of West Street to provide a gateway feature, subject to underground services
- 2.3 Many of the properties in West Street have cellars that extend under the footway. A detailed cellar survey has been carried out and if any strengthening work is required, this will be carried out in consultation with the property owner/occupier.

**3. OPTIONS:**

3.1 **Option 1:** Footway improvements as set out in section 2 above.

3.2 **Option 2:** Do nothing.

**4. CONSULTATIONS:**

4.1 The proposal to improve the footways in West Street has been developed in consultation with Mole Valley District Council and the divisional Members.

4.2 It is proposed to consult with the businesses and residents of West Street, the emergency services and other interested parties such as the West Street Association and the Mole Valley Access Group. Subject to Local Committee approval, it is intended to carry out the consultation in March 2014. It is proposed that the results of the consultation be considered by the Area Team Manager in consultation with the Local Committee Chairman, Vice-Chairman and divisional Members and delegated authority be granted to enable a decision to be made on whether to proceed with the scheme.

4.3 A stage 1 Road Safety Audit has been carried out and the recommendations arising from this have been incorporated into the scheme design.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 A detailed estimate has not yet been prepared but the cost of delivering Option 1, as shown in Annex 1, is likely to be in the region of £250,000. The scheme will be funded from developer contributions collected by both Mole Valley District Council and Surrey Council Council. It is not intended to use a phased approach to deliver this scheme so sufficient developer contributions will need to be in place to enable all the works to be carried out at the same time.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 West Street is used by vulnerable young people, the elderly and mobility impaired. The widening of the footway will be particularly beneficial for these groups 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.

#### 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 widening of the footway in West Street would meet one of the priorities of the Dorking Area Conservation Area Appraisal and Management Plan and improve the safety of pedestrians using West Street. It is recommended that the proposals set out in Annex 1 are approved for consultation. In order to deliver the scheme before the 2014 Christmas embargo, delegated authority is sought to allow the Area Team Manager, in consultation with the Local Committee Chairman, Vice-Chairman and divisional Members to consider the results of the public consultation and decide whether or not to implement the scheme, subject to sufficient developer contributions being available.

### **10. WHAT HAPPENS NEXT:**

10.1 Consultation will be carried out in March 2014. It is anticipated that work would start on site at the end of June 2014 and would last for around 14 weeks. The aim is to complete the work before the Christmas embargo on highway works starts in November 2014.

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#### **Contact Officer:**

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

#### **Consulted:**

#### **Annexes:**

Annex 1: Scheme Drawings

Annex 2: Proposed Palette of Materials

#### **Sources/background papers:**

- Dorking Area Conservation Area Appraisal and Management Plan, Mole Valley District Council, April 2009
-



# SHEET 1 - WESTERN SECTION

Existing tactile paving at crossing points to be taken up and replaced with new natural coloured textured tactile paving to match that proposed for West Street.

New black post with black lantern to accommodate new Give Way sign. Sign plates to have black reverse. Existing Give Way sign and post to be removed.

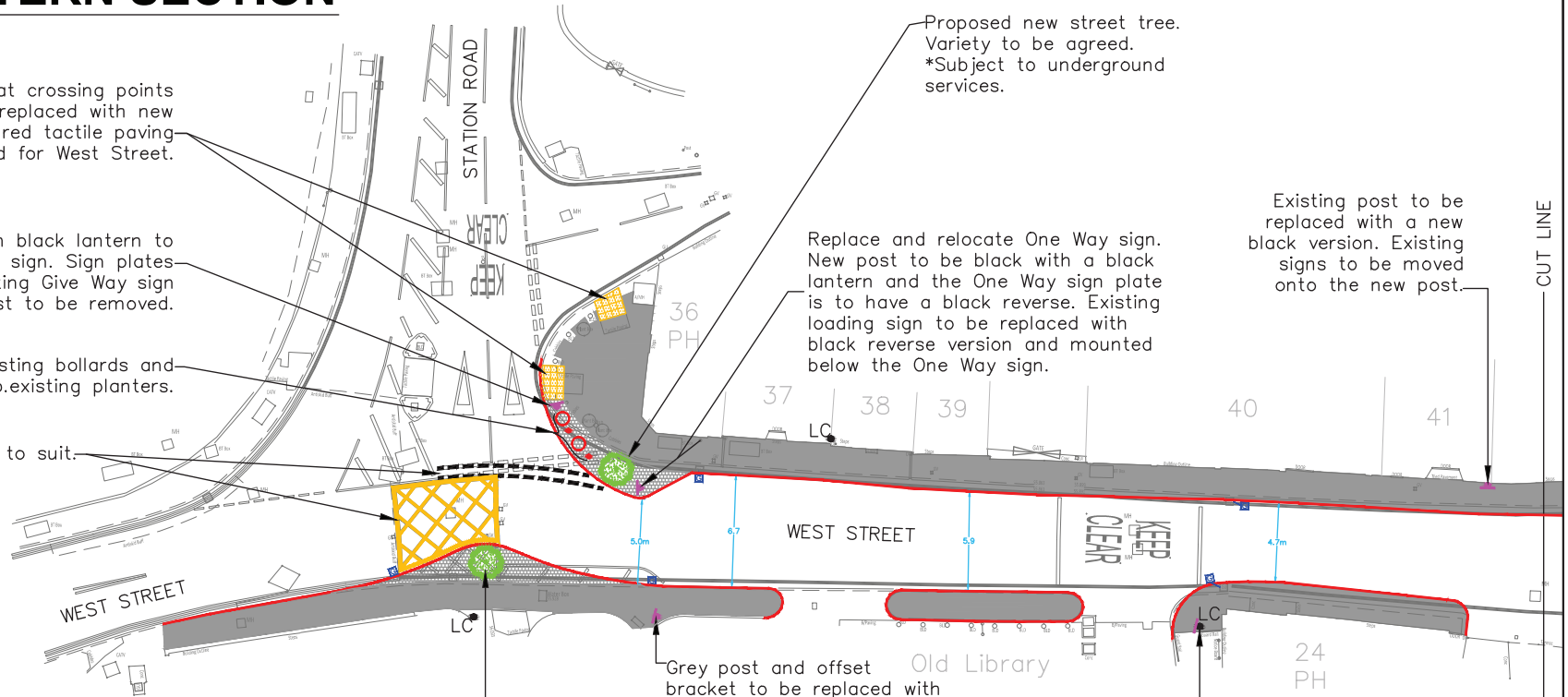
Relocate 2no. existing bollards and 2no. existing planters.

Amend road markings to suit.

Proposed new street tree. Variety to be agreed. \*Subject to underground services.

Replace and relocate One Way sign. New post to be black with a black lantern and the One Way sign plate is to have a black reverse. Existing loading sign to be replaced with black reverse version and mounted below the One Way sign.

Existing post to be replaced with a new black version. Existing signs to be moved onto the new post.



Grey post and offset bracket to be replaced with black versions. Schools signs to be replaced with new black reverse versions.

One Way signs on lamp column to be replaced with new black reverse style. Lantern to also be replaced with black. Other existing signs to be replaced with black reverse versions.

Proposed new street tree. Variety to be agreed. \*Subject to underground services.

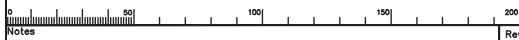
## NOTES

- 1) Pedestrian dropped kerbs are to be provided across all side roads and accessways (not shown).
- 2) New footway widths to be 1.8m wide minimum.
- 3) Existing on-street parking restrictions are to remain unchanged. (yellow lines not shown).
- 4) Existing road markings at junctions and into adjacent roads as shown in grey to be refreshed.
- 5) Street lighting is due to be upgraded with conservation style units during 2014. This is as part of Surrey County Council's ongoing lighting programme.
- 6) Widths shown are proposed.

## LEGEND

- New kerbline.  
note - existing kerbs could be taken up and relaid, however some new kerbs will be required (style to be matched as best possible). OR new Silver Grey coloured granite kerbs throughout.
- New granite sett cobble paving.
- New Yorkstone paving.
- Key pedestrian dropped kerb locations with tactile paving.
- Proposed road gully.

\*Refer to sheet 4 for the palette of proposed materials.



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

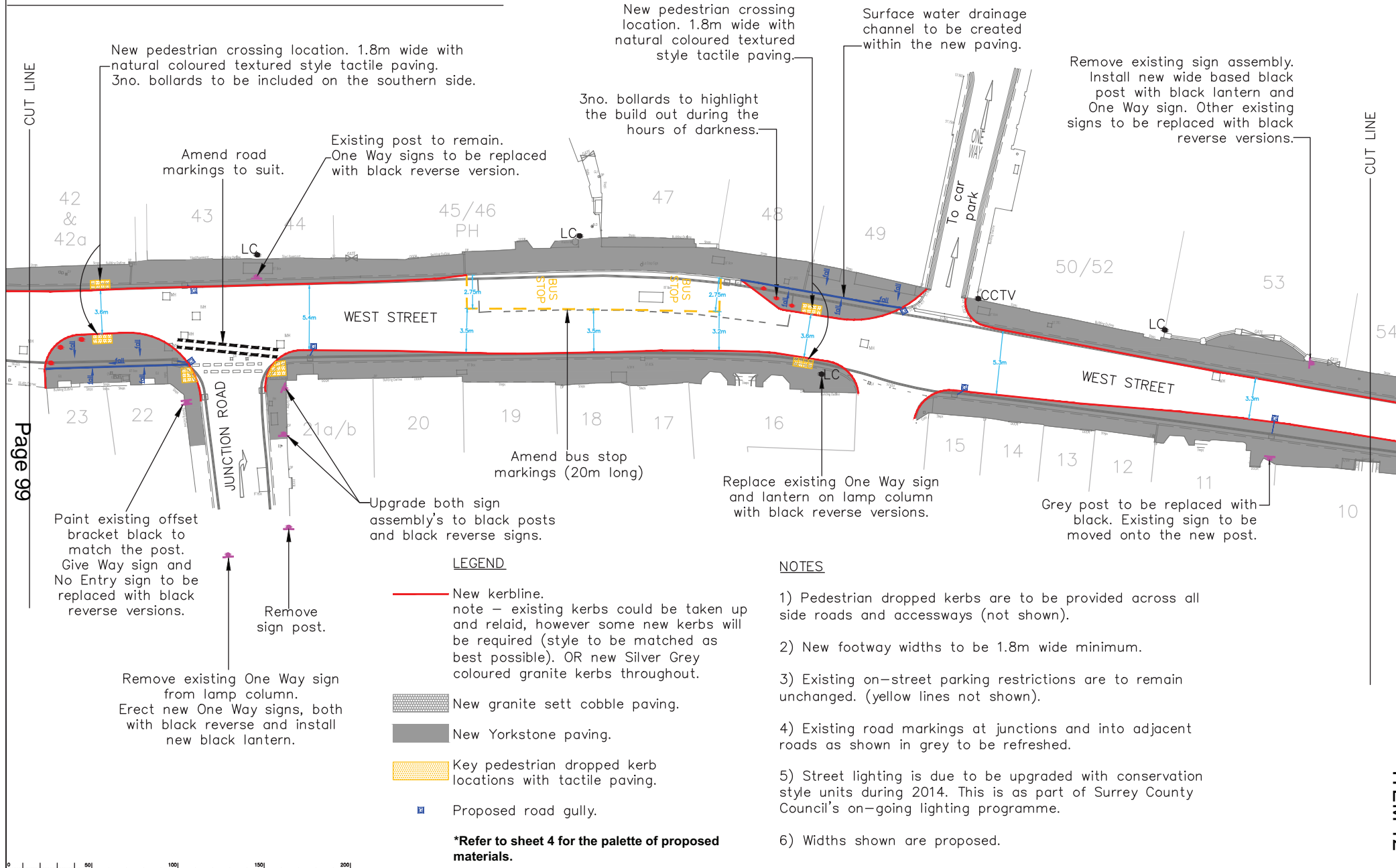
Drawn by		JPD	JPD	Date	25.9.13
Checked by		AG	AG	Date	25.9.13
Approved by				Date	

Project		PEDESTRIAN ENHANCEMENTS WEST STREET DORKING	
Drawing		GENERAL ARRANGEMENT (SHEET 1 - WESTERN SECTION)	

Project No.		PC0324	
Contract Sheet No.		PC0324_06	
Drawing No.		PC0324_06	
Revision		-	
Classification		CONSULTATION	

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# SHEET 2 - CENTRAL SECTION



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New pedestrian crossing location. 1.8m wide with natural coloured textured style tactile paving. 3no. bollards to be included on the southern side.

New pedestrian crossing location. 1.8m wide with natural coloured textured style tactile paving.

Surface water drainage channel to be created within the new paving.

Remove existing sign assembly. Install new wide based black post with black lantern and One Way sign. Other existing signs to be replaced with black reverse versions.

Amend road markings to suit. Existing post to remain. One Way signs to be replaced with black reverse version.

3no. bollards to highlight the build out during the hours of darkness.

Paint existing offset bracket black to match the post. Give Way sign and No Entry sign to be replaced with black reverse versions.

Remove sign post.

Remove existing One Way sign from lamp column. Erect new One Way signs, both with black reverse and install new black lantern.

Amend bus stop markings (20m long)

Upgrade both sign assembly's to black posts and black reverse signs.

Replace existing One Way sign and lantern on lamp column with black reverse versions.

Grey post to be replaced with black. Existing sign to be moved onto the new post.

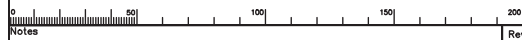
### LEGEND

- New kerbline. note - existing kerbs could be taken up and relaid, however some new kerbs will be required (style to be matched as best possible). OR new Silver Grey coloured granite kerbs throughout.
- New granite sett cobble paving.
- New Yorkstone paving.
- Key pedestrian dropped kerb locations with tactile paving.
- Proposed road gully.

**\*Refer to sheet 4 for the palette of proposed materials.**

### NOTES

- 1) Pedestrian dropped kerbs are to be provided across all side roads and accessways (not shown).
- 2) New footway widths to be 1.8m wide minimum.
- 3) Existing on-street parking restrictions are to remain unchanged. (yellow lines not shown).
- 4) Existing road markings at junctions and into adjacent roads as shown in grey to be refreshed.
- 5) Street lighting is due to be upgraded with conservation style units during 2014. This is as part of Surrey County Council's on-going lighting programme.
- 6) Widths shown are proposed.



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

Drawn by	JPD	Sig.	JPD	Date	25.9.13
Checked by	AG	Sig.	AG	Date	25.9.13
Approved by		Sig.		Date	

Project	PEDESTRIAN ENHANCEMENTS WEST STREET DORKING
Drawing	GENERAL ARRANGEMENT (SHEET 2 - CENTRAL SECTION)

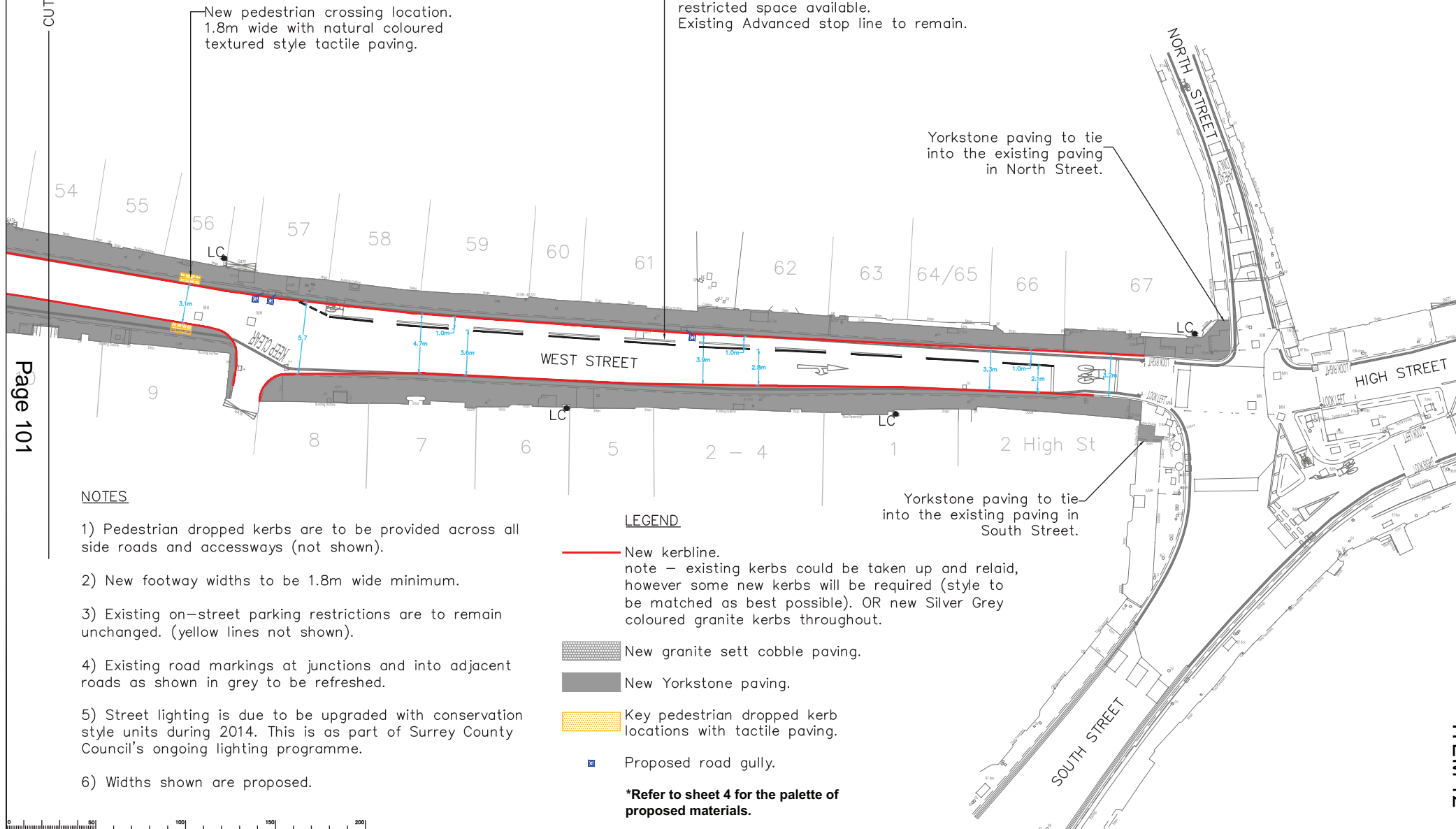
Project No. PC0324  
Contract Sheet No. PC0324\_06  
Drawing No. PC0324\_06  
Classification CONSULTATION

SURREY COUNTY COUNCIL  
CONSULTATION

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# SHEET 3 - EASTERN SECTION

CUT LINE








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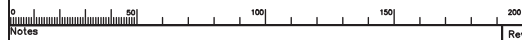
### NOTES


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- 4) Existing road markings at junctions and into adjacent roads as shown in grey to be refreshed.
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- 6) Widths shown are proposed.

### LEGEND

-  New kerbline.  
note - existing kerbs could be taken up and relaid, however some new kerbs will be required (style to be matched as best possible). OR new Silver Grey coloured granite kerbs throughout.
-  New granite sett cobble paving.
-  New Yorkstone paving.
-  Key pedestrian dropped kerb locations with tactile paving.
-  Proposed road gully.

**\*Refer to sheet 4 for the palette of proposed materials.**



Rev.	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date	North Point
											


Drawn by	JPD	Slg.	JPD	Date	25.9.13
Checked by	AG	Slg.	AG	Date	25.9.13
Approved by		Slg.		Date	

Project: PEDESTRIAN ENHANCEMENTS  
WEST STREET DORKING

Drawing: GENERAL ARRANGEMENT  
(SHEET 3 - EASTERN SECTION)

Scale: 1:200 AT A2

SHEET 3 OF 4



Project No. PC0324  
Contract Sheet No. PC0324\_06  
Drawing No. PC0324\_06  
Classification: CONSULTATION

ITEM 12

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)****DATE: 5 MARCH 2014****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. RECENT COMPLETED PROJECTS:**

- 2.1 Several projects have taken place within the last 3 months, here are a couple of examples of the projects

### **Cafe Melange**

A £1,500 grant contributed towards the art and craft group, Cafe Melange. The group meets in Turner House Sheltered Housing. The group enables older people to share their skills and helps them to develop further skills.

This project benefits the residents of Beare Green, which is a very rural community with a poor transport network. This funding will provide 24 x 2 hour sessions with an artist, and help the group to purchase a storage cupboard, and art supplies.

### **Bookham CCTV**

A £2,000 grant will contribute towards replacing the current CCTV camera which is at the South end of Bookham High Street. The costs of this project include receiver and data equipment to enable the images to be viewed by the CCTV control room at Reigate Police Station.

Bookham Residents Association and the Police are in support of this project and the proposed solution will meet residents' requirements as it would enable real-time viewing by the CCTV control room and the ability to zoom in on vehicle registration plates and faces.

**3. ANALYSIS:**

- 3.1 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.

**4. OPTIONS:**

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

**5. CONSULTATIONS:**

- 5.1 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.

**6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 6.1 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.
- 6.2 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.

**7. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 7.1 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.

**8. LOCALISM:**

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

**9. 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

**10. CONCLUSION AND RECOMMENDATIONS:**

10.1 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.

**11. WHAT HAPPENS NEXT:**

11.1 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

**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.

Helyn Clack	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£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		
	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	06/12/2013
	EF800210077	Rusper & Newdigate Bridleways Ass	All weather surface-for section of Bridleway 310 Newdigate	£100.00		19/12/2013
	EF700219315	Brockham Parish Council	Maintenance of Big Field Ditch, Brockham	£500.00		24/01/2014
			BERT-Brockham Emergency Response Team-support villagers and locals when flooding is imminent	£1,200.00		12/02/2014
	EF700219643	Buckland Parish Council	Buckland Village Green Enhancement	£2,000.00		24/01/2014
	EF700219594	Brockham Young Farmers	Equipment		£500.00	12/02/2014
	EF800214051	Cafe Melange	24x2hr sessions with an artist & purchase of art equipment	£1,500.00		12/02/2014
	EF800214664	SATRO	Primary Science Wshops at The Wield & North Downs Primary Schs	£600.00		12/02/2014
	EF800215199	Newdigate Pavilion & Scout Hut Appeal	Building of a new cricket pavilion		£3,000.00	12/02/2014
	EF800215379	Newdigate Parish Council	Newdigate Community Centre Modernisation Project	£1,000.00		
	EF700221675	Charlwood Pavilion	Lockers, benches & equipment for Charlwood Pavilion	£967.00	£1,533.00	
	EF700221730	Newdigate Infant School	Improvements to Swimming Pool	£1,000.00		
	EF700222094	Charlwood Son et Lumiere	Sound and video equipment for the production of Son et Lumiere	£1,000.00		
	EF800216082	Brockham Choral Society	Website re-basing and re-development	£1,000.00		
	EF700221734	United Response	Movers & Shakers Afterschool club for children with disabilities	£509.00		
			<b>BALANCE REMAINING</b>	<b>£0.00</b>	<b>£0.00</b>	

Stephen Cooksey	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£12,876.00	£5,833.00	
	EF300369284	Surrey County Council	Looked after Children	£500.00		30/10/2013
	EF700216450	Friends of Dorking	Christmas Tree Lights		£1,500.00	19/12/2013
	EF300375090	Surrey County Council	Dorking Deepdene cycle signs		£600.00	
	EF700221094	Holmwood Parish Council	Clearing of War Memorial	£1,894.00		
	EF700222100	DDOS-Green Room Theatre	Green Room Theatre Club room renovation	£5,000.00		
	EF700222847	Mole Valley Arts Alive Festival	Mole Valley Arts Alive Festival	£2,000.00		
	EF800217258	Mole Valley District Council	The Deepdene Trail - purchase of a storage container		£3,000.00	
			<b>BALANCE REMAINING</b>	<b>£3,482.00</b>	<b>£733.00</b>	

Clare Curran	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£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		15/11/2013
	EF700220338	Mole Valley District Council	Bookham CCTV		£2,000.00	30/01/2014
	EF700221734	United Response	Movers & Shakers Afterschool club for children with disabilities	£2,141.60		
	EF800215261	Bookham Youth & Comm Centre	Repairs to entrance; side patio; ramp & railings	£467.00	£2,533.00	
	EF800217138	All Aloud! Community Choir	Advertising costs in order to make the Choir more widely known	£800.00		
			<b>BALANCE REMAINING</b>	<b>£4,467.40</b>	<b>£0.00</b>	

**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.

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				REVENUE	LC CAPITAL	DATE PAID
Tim Hall	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</b>	
	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		15/11/2013
	EF800206841	Leatherhead Youth Project	BFree Youth Cafe		£2,000.00	15/11/2013
	EF800205470	Epsom & Ewell Foodbank	Leatherhead Foodbank	£1,000.00		15/11/2013
	EF700214199	Pitstop Leatherhead	Purchase of furniture and a cooker	£1,002.00	£1,233.00	25/11/2013
	EF800204244	Churches Together in Leatherhead	Leatherhead Foodbank	£500.00		06/12/2013
			Delivery of three performances at Therfield School regarding teenage pregnancy, body image and addictions	£1,600.00		10/01/2014
	EF700216680	Peer Productions	Freestyle Youth Camp-sports/games/skills workshops and a time away for young people who may not otherwise be able to afford holidays	£1,000.00		24/01/2014
	EF800212858	Liquid Connection	Mentoring Scheme at Therfield School	£1,000.00		24/01/2014
	EF800212966	SATRO	PC Technology for Older People in Leatherhead	£1,000.00		12/02/2014
	EF700221035	Age Concern - Mole Valley North	Movers & Shakers Afterschool club for children with disabilities	£474.00		
	EF700221734	United Response	Advertising costs in order to make the Choir more widely known	£500.00		
	EF800217138	All Aloud! Community Choir				
		<b>BALANCE REMAINING</b>	<b>£0.00</b>	<b>£0.00</b>		

				REVENUE	LC CAPITAL	DATE PAID
Christopher Townsend	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</b>	
	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		15/11/2013
	EF300372983	Ashtead Youth Centre	Mountain Bike Training Course	£75.00		02/01/2014
			Residential trip for young people with autism & ASD on personal hygiene and sexual relations education	£2,000.00		02/01/2014
	EF300372990	Ashtead Youth Centre	Installation of a Defibrillator		£900.00	30/01/2014
	EF800206457	Ashtead Cricket Club	Delivery of three performances at St.Andrews School on health & social issues including body image and addictions	£1,600.00		24/01/2014
	EF700219855	Peer Productions	Primary Science Workshops	£750.00		24/01/2014
	EF800213569	SATRO	Delivering one Performance at West Ashtead Primary Sch-health & social issues relating to addictive behaviour	£650.00		
	EF800216565	Peer Productions Additions Project				
			<b>BALANCE REMAINING</b>	<b>£2,946.00</b>	<b>£4,933.00</b>	

				REVENUE	LC CAPITAL	DATE PAID
Hazel Watson	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	<b>£5,833.00</b>	
	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
	EF400183174	Surrey County Council Highways	St.Martin's School, Dorking, Signs		£1,500.00	
	EF700217301	Abinger Parish Council	Play Equipment for Walliswood Playground	£2,667.00	£4,333.00	02/01/2014
	EF300375102	Surrey County Council	Box Hill School wig-wag signals	£3,500.00		12/02/2014
	EF400186834	Malthouse Youth Centre	External Notice Board	£1,000.00		29/01/2014
	EF800215240	Dorking Town Management	Dorking Town Map	£643.00		
	EF800216844	Malthouse Youth Centre	Anti-bullying Mural	£800.00		

**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.

<b>BALANCE REMAINING</b>	<b>£3,246.53</b>	<b>£0.00</b>
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