

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 12 June 2013
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

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

Borough / District Members:

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

OPEN FORUM

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

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

Apologies were received from Councillor Valerie Homewood.

2/13 MINUTES OF PREVIOUS MEETING [Item 2]

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

3/13 DECLARATIONS OF INTEREST [Item 3]

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

(a) PUBLIC QUESTIONS [Item 4a]

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

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

(b) MEMBER QUESTIONS [Item 4b]

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

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

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

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

4/13 PETITIONS [Item 5]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Local Committee (Mole Valley) AGREED to:

Approve the Youth Task Group recommendation to award a funding agreement

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

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

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

Reason for Decision

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

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

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

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

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

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

The Local Committee (Mole Valley) AGREED to note:

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

Reason for Decision

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

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

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

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

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

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

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

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

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

The Local Committee (Mole Valley) AGREED:

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

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

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

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

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

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

Reason for Decision

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

member should be undertaken before going out to external consultation.

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

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

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

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

Reason for Decision

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

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

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

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

The Local Committee (Mole Valley) AGREED to:

(i) Note results of speed limit assessments undertaken.

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

a) A217 Reigate Road from Hookwood roundabout to 30mph speed limit terminals approximately 100m from A23 Longbridge Roundabout.
Reduce from 60mph to 40mph.

b) C62 Reigate Road from A217 Hookwood roundabout to C64 Povey Cross Road/Charlwood Road. Reduce from 40mph to 30mph.

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

roundabout. Reduce from 40mph to 30mph.

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

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

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

b) A217 Reigate Road from Mill Lane to Hookwood roundabout

The Local Committee (Mole Valley) AGREED to:

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

(v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the local Committee and the Local Divisional Member to resolve any objections received in connection with the proposals.

Reason for Decision

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

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

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

The Local Committee (Mole Valley) AGREED to:

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

Reason for Decision

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

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

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

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

The Local Committee (Mole Valley) AGREED:

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

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

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

Reason for Decision

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

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

Public Participation

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

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

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

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

Main Discussion

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

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

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

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

The Local Committee (Mole Valley) AGREED to:

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

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

rule any objections received in connection with the proposal.

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

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

Reason for Decision

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

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

The Local Committee (Mole Valley) AGREED to:

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

Reason for Decision

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

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

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

The Local Committee (Mole Valley) AGREED to:

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

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

Reason for Decision

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

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

The Local Committee (Mole Valley) AGREED to:

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

Reason for Decision

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

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

The recommendation tracker was noted.

Meeting ended at: 16:55

Chairman

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 JUNE 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PUBLIC QUESTIONS

DIVISION: MOLE VALLEY



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

Progress on speed reduction

Please give details of progress on the following speed reduction schemes:

- A24/A29 – What data has been collected on the impact of the recent introduction of a 50 mph limit on these roads south of Dorking? Have any conclusions been reached about the extent to which this has succeeded in reducing speed taking into account the other safety measures introduced as well? When will the Committee review the data and reach conclusions?
- Hookwood speed limit reduction – What progress has been made in gathering data to assess the potential for a scheme to reduce limits in the Hookwood area as set out in the residents' petition and subsequently discussed by the Committee? When is this expected to come forward for decision?
- Parkgate Road, Newdigate – Following the question from Mrs Glynn at the last Local Committee, what progress has been made in obtaining data to assess the request for a lower speed limit?
- Pebble Hill, Betchworth – What progress has been made in developing proposals to reduce speed and improve safety on this road following the residents' petition to the December meeting of the Committee?

Response from SCC HighwaysTeam:

A24/A29

The A24 and A29 are on the programme to be monitored following implementation of the new speed limits. Monitoring will include liaison with Police who have been carrying out enforcement. The results will be reported to the Chairman and Vice Chairman of the local committee and the Divisional Member for review.

Hookwood speed limit reduction

Subject of report to this Local Committee (June 2013).

Parkgate Road, Newdigate

The Area Highways Manager has visited the resident. It is proposed that officers will carry out a speed survey during the summer. The results will be reported to the Chairman and Vice Chairman of the local committee and the Divisional Member for review.

Pebble Hill, Betchworth

A sign audit has been carried out. Design of measures is in progress, in liaison with the Police, including improvements to signs and road markings.

Question from Mrs Wendy Crozier, Dorking Hills resident

I am pleased to see that there is to be a district wide parking review and would ask that the following be considered. There are currently double yellow lines on one sides along the full length of Chichester Road in Dorking, including the part that runs alongside the boundary of Denbies Wine Estate. There is no obvious reason for the latter. In addition, there is a single yellow line along the full length of the other side of Chichester Road (except the parts where there are double yellows both sides. These are near the junctions with major roads and do make sense.) Along its length, the single yellow line has a variety of restrictions throughout the day, presumably to prevent commuter parking and parking by the users of Ashcombe School. Chichester road is a wide road that is very quiet with all houses having private off road parking.

I would request that you consider removing all parking restrictions along Chichester Road, with the exception of the areas nar junctions with the two major roads and (possibly) a short restricted area near the nursery school entrance.

Response from SCC Parking Team:

The restrictions, historically, would have been implemented through necessity. However changes in environment often mean that some restrictions can lose their significance.

Surrey County Council's Parking Team would have to carry out a detailed survey of the area before coming up with any recommendations. These would then need to be submitted to committee and have to go through a consultation process.

The legal process involved in introducing or changing parking controls requires us to consult with residents, businesses and other stakeholders, after which, we have to amend the traffic regulation order, so that our enforcement staff can take action against people parking illegally. This whole process - from start to finish - does take some months to progress.

MVLC 12 June 2013

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 JUNE 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: MEMBERS QUESTIONS

DIVISION: MOLE VALLEY



Question from Stephen Cooksey, Member for Dorking and the Holmwoods

1. Would the appropriate officer please confirm that remedial work will be undertaken to resolve the flooding problems at the Deepdene Roundabout in Dorking during the current financial year and when it is expected that those works will be undertaken?
2. When safety measures were implemented in Blackbrook Road during the last financial year a review of their effectiveness was promised when they had been in place for a year. Could the Committee now be informed of the date at which that review will be undertaken?
3. Obstructive parking on an evening and particularly on a Sunday has been a problem in Dorking High Street for some years and recently Dorking Town Centre Forum raised this as an issue which required urgent resolution. Could the Committee be informed about what progress is being made to resolve this problem?
4. Can the Committee be informed in some detail about the programme for the implementation of pavement improvements in West Street, Dorking including the funding arrangements that are now in place?
5. Cycling on the pavement except in specifically designated areas is illegal. However that rule is regularly disregarded by cyclists and the behaviour of a small minority of cyclists on the pavement causes serious concern to many people particularly those who are elderly and infirm. One issue that has been raised regularly by residents is the lack understanding about where a designated area begins and ends and I have frequently been asked whether the signage at the beginning and end of these zones can be made clearer. Can this issue, which is one of increasing concern, be addressed in a way that will encourage everyone to understand where cycling on the pavement is permitted?

Response from SCC Highways Team:

1. Deepdene Roundabout is on the capital drainage programme for the current financial year. Design is currently in progress and it is anticipated works will be completed by March 2014.
2. The measures in Blackbrook Road were implemented in November 2012. 'After' speed surveys are on the South East Area team's programme to be carried out once the measures have been in place for 12 months.
3. On the agenda for this meeting there is a paper in which the committee is asked to approve the establishment of a parking task group, in recognition of the importance of parking as an issue. Within the proposed terms of reference for the task group there is a section defining its role, part of which is to reduce the town centre congestion that currently exists in evenings and on Sundays. Another part of its role is to work together and consult with communities and residents about options and opportunities for parking (in car parks and on street). As the situation on the High Street in the evenings and at weekends is specifically mentioned, the task group will presumably consider it a priority and report its findings to this committee in due course.
4. The topographic survey has been carried out and a letter has been sent to the property owners to seek their co-operation in carrying out a cellar survey, which is programmed to be carried out during the week commencing 10th June. A ground penetration radar survey is also going to be undertaken.

Work on the scheme design for West Street is being progressed by the Design Team in consultation with the Mole Valley District Council Conservation Officer. The Local Committee Chairman, Vice-Chairman and divisional Member will be consulted on the proposal and, subject to their approval; public consultation is programmed to take place in October/November 2013.

It is intended to report the results of the consultation to Local Committee in December 2013 and seek approval to take forward a scheme for implementation in the last quarter of the financial year.

At this stage, implementation costs are unknown. However, developer funding has been identified by both Mole Valley District Council and Surrey County Council which can be used to finance the scheme. It will not be known until the scheme design has been finalised and costs estimated if there are sufficient monies to fund the total scheme this financial year or a phased approach will be required.

5. Signs that can be placed on the public highway are prescribed by the Traffic Signs Regulation and General Directions 2002 and includes the signs associated with shared cycle/pedestrian facilities.

At the March Local Committee, a public question was asked by the Mole Valley Cycle Forum regarding signing of the shared footway on the A24 London Road opposite Dorking Station. Officers will be working with the Cycle Forum to identify how the signing can be improved at this location, within the constraints of the traffic signs regulations.

If there are other specific locations of concern to the divisional Member, Officers would be pleased to take a similar approach and work with the Cycle Forum to review the signing.

MVLC 12 June 2013

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 JUNE 2013

LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: PETITIONS

DIVISION: MOLE VALLEY



PARKING THE MOUNT, FETCHAM

This petition of 65 signatures was submitted by Mr Anthony Gibson

The residents of The Mount, Fetcham, Surrey. There has been a worrying increase in the number of vehicles parking at the bottom of The Mount (Cobham Road end). It is only a question of time before there is an accident and somebody gets hurt. We therefore ask Surrey County Council to take action to stop this dangerous parking/

Response from SCC Parking Team:

Proposals have been included in this year's parking review (coming to the Mole Valley Local Committee on the 12 June 2013), which should alleviate any problems with obstructive / dangerous parking in The Mount, Fetcham.

The legal process involved in introducing or changing parking controls requires us to consult with residents, businesses and other stakeholders, after which, we have to make a traffic regulation order, so that our enforcement staff can take action against people parking illegally. This whole process - from start to finish - does take some months to progress.

SPEED LIMIT REDUCTION, PIXHAM LANE, DORKING

This petition of 223 signatures was submitted by Mr John Hammond

We the undersigned petition Surrey County Council to introduce a 20mph speed limit in Pixham Lane, Dorking.

Pixham Lane is the spine of Pixham community. It attracts large volumes of through traffic (300-400 vehicles/hr to 600 in busy periods), much exceeding the current 30mph limit.

Danger points include: The rail bridge to the A25: residents on the east side have no pavement, exiting directly onto a narrow road with poor visibility. A car overturned here recently, just missing demolishing a house front. Drivers frequently ignore traffic lights at the bridge. Vehicles exit Pixholme Grove and the Old School community centre on a blind bend. Care homes with elderly residents, a pre-school group and the church with vulnerable pedestrians. Use by many recreational walkers and cyclists exploring Box Hill.

The Residents Association have run a Community Speedwatch group for the last 4 years, and have recorded speeds over 60mph in the Lane.

The Lane is 0.7 miles long; a 20 mph limit would cause no significant increase in journey times while benefiting road safety.

Response from SCC HighwaysTeam:

Background

Pixham Lane (the B2038) links the A24 London Road to the north at the Denbies Roundabout and the A25 Reigate Road to the south. It is currently subject to a 30mph speed limit and has street lighting for its entire length. All traffic movements are permitted at the north end, whilst there is no right turn permitted at the south end onto the A25. Pixham Lane is a current bus route.

There are existing features and measures in Pixham Lane to influence driver behaviour. A community speed watch initiative has been implemented in Pixham Lane whereby the Police work with local volunteers to monitor vehicle speeds. There is an electronic vehicle activated sign displaying vehicle speed, mounted on the lighting column near the property 'Pixham Mill'. A priority give way pinch point is situated near the entrance to property 'Purbrook', with priority for northbound traffic. The layout at the railway bridge provides traffic signals for single way alternate flow.

Recorded data for personal injury collisions over the three year period to June 2013 shows zero injury incidents in Pixham Lane.

Surrey's road safety team monitors reported personal injury collisions and identifies locations for discussion at the Road Safety Working Group (RSWG), which comprises road safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. Although Pixham Lane does not meet the criteria with regards to numbers of recorded personal injury collisions, it has been raised as an agenda item at the RSWG.

Pixham Lane is on the Police Speed Management Plan for monitoring. The Police carried out surveys in April/May 2013. Average recorded speeds showed 29mph northbound and 28mph southbound. Observations of traffic

movements have indicated that lines of parked vehicles may contribute to localised higher speeds.

Experience has shown that lowering a speed limit on its own will not guarantee that average speeds will be reduced. If a speed limit is set much lower than the existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise. The police have limited resources to enforce speed limits. Surrey's speed limit policy recommends that a speed limit should only be reduced on its own where existing speeds are close to the proposed new limit. In terms of 20mph limits, this will only be authorised if the average free flow speed at a representative site does not exceed 20mph. The Surrey CC speed management policy is currently under review.

Proposals

It is proposed that Officers carry out a parking review to determine if alterations to, or enforcement of, the existing layout would improve the traffic conditions in Pixham Lane. The results will be reported to the Chairman and Vice Chairman of the local committee and the Divisional Member for review.

MVLC 12 June 2013

This page is intentionally left blank