

Agenda

Mole Valley
Local Committee

Welcome to Mole Valley Local Committee

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



Discussion

- | | |
|--|------|
| Awarding of 14-19 preventative youth work contract
<i>Jeremy Crouch</i> | 2:45 |
| On street parking review
<i>David Curl, Stephen Clavey</i> | 3:15 |
| A217 Reigate Road speed limit reduction
<i>John Lawlor</i> | 4:00 |

Venue

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

Date: Wednesday, 12 June
2013

Time: 2.00 pm

You can get involved in the following ways

Get involved

Ask a question

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

Write a question

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

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

Sign a petition

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

Thank you for coming to the Local Committee meeting

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

Email: victoria.jeffrey@surreycc.gov.uk

Tel: 01372 371662



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

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

Borough Council Appointed Members

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

Chief Executive
David McNulty

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

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

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

This is a meeting in public. If you would like to attend and you have any special requirements or queries regarding the webcasting, 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 - 10)

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.

1. Parking on The Mount, Fetcham
2. Speed limit reduction to 20mph, Pixham Lane Dorking

6 AWARD OF THE LOCAL PREVENTION FRAMEWORK (YOUTH) [EXECUTIVE FUNCTION]

(Pages 11 - 18)

To award the Local Prevention Framework contract for Mole Valley

aimed at preventing young people becoming Not in Education, Employment or Training (NEET)

- 7 PERFORMANCE UPDATE ON THE CURRENT LOCAL PREVENTION FRAMEWORK CONTRACT [EXECUTIVE FUNCTION]** (Pages 19 - 28)
- To receive an update on the performance of the Local Prevention Framework for 2011-13 and the changes to the administration of Youth Small Grants.
- 8 MOLE VALLEY ON STREET PARKING REVIEW [EXECUTIVE FUNCTION]** (Pages 29 - 104)
- For the Local Committee to review and agree the proposal for on-street parking restrictions in the 2013-14 parking review.
- 9 HIGHWAYS SCHEMES UPDATE [EXECUTIVE FUNCTION]** (Pages 105 - 116)
- To update the committee on the progress of highways schemes for 2012/13.
- 10 A217 REIGATE ROAD, SPEED LIMIT REDUCTION [EXECUTIVE FUNCTION]** (Pages 117 - 128)
- To reduce the speed limit on the A217 from 50mph to 40mph.
- 11 CAPITAL ITS VIREMENT [EXECUTIVE FUNCTION]** (Pages 129 - 132)
- To allow the Area Highways Manager to vire money between the different capital schemes to improve delivery.
- 12 PROJECT HORIZON [NON-EXECUTIVE FUNCTION]**
- For the Local Committee to note the 5 year capital maintenance programme for Mole Valley.
- 13 DEPARTMENT FOR TRANSPORT CYCLE BID [EXECUTIVE FUNCTION]** (Pages 133 - 140)
- To agree the consultation process and give approval for the Traffic Regulation Orders for the cycle scheme of Leatherhead to Ashted.
- 14 DECISION ON LOCAL COMMITTEE SUBSTITUTES [EXECUTIVE FUNCTION]**
- Under the County Council's Constitution (Part 4. Standing Orders, Part 3 40 (f)) no substitutes are permitted for district/borough council co-opted members of local committees, unless a local committee agrees otherwise at its first meeting following the Council's annual meeting and in relation to all meetings in the following year, upon which named substitutes will be appointed to the Local Committee on the nomination of the relevant district/borough council.
- The Local Committee is therefore asked to decide whether it wishes to co-opt substitutes in the municipal year 2013/14.
- 15 LOCAL COMMITTEE TASK GROUPS [NON-EXECUTIVE]** (Pages 141 -

FUNCTION]

146)

To form the Local Committee Task Groups and nominate members to the task groups.

16 COMMUNITY SAFETY FUNDING [EXECUTIVE FUNCTION]

The Local Committee has been delgated £3,226 of funding for spending in line with the Mole Valley Community Safety Partnership's identified priorities.

The Local Committee is asked to authorise the Community Partnership Manager to be responsible for the expenditure in accordance with the Local Committee's decision.

17 RECOMMENDATIONS TRACKER [NON-EXECUTIVE FUNCTION]

(Pages 147 -
150)

To review the progress of previous recommendations and decisions made by the Local Committee.

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 6 March 2013
 at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

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

Borough / District Members:

- * District Councillor Valerie Homewood
- * District Councillor Raj Haque
- * District Councillor Philip Harris
- * District Councillor Chris Hunt
- * District Councillor Simon Ling
- * District Councillor Charles Yarwood

* In attendance

Open Forum

An open forum was held at the start of the meeting; topics discussed ranged from updates on petitions from previous committees, flooding on the Deepdene roundabout and signage on cycle routes.

59/12 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllr Charles Yarwood and Cllr Chris Hunt. Cllr Rosemary Dickson substituted for Cllr Hunt.

60/12 MINUTES OF PREVIOUS MEETING [Item 2]

It was requested that the name of the Hookwood speed petitioner be corrected from Mrs Barker to Mrs Baker.

It was requested that the spelling of Westcott be amended.

Following the proposed amendments the minutes were agreed.

61/12 DECLARATIONS OF INTEREST [Item 3]

Mr Tim Hall declared an interest for item 10 as he is a council appointed trustee of the Leatherhead Youth Project.

(a) PUBLIC QUESTIONS [Item 4a]

Mr Billard received a written response and as he was unable to attend, Mr Mudell was representing the cycle forum. The supplementary would be bought up in item 9.

Mrs Glyn received a written response from officers and Mr Ward asked a supplementary question on her behalf. Mrs Glyn wanted further information on when the speed assessment would be undertaken, what type of information would this report on and would it include distribution of speeds?

Officers confirmed they were looking to undertake the speed assessment within the next two weeks and this would assess vehicles travelling in both directions, type of vehicles using the road, clarity of road markings and road signs.

The divisional member confirmed she has spoken with residents on Parkgate Road and was aware of the issues on this road and other rural roads of high speed limits and poor sight lines. Most residents feel that extending the 30mph speed limit to the Surrey Oaks pub would improve the situation. It was also felt that a community speedwatch would help to improve the situation.

Mr Agius received a written response from officers and had no supplementary.

Mr Ward received a written response and thanked officers for the information provided.

Mr Carr received a written answer and requested further information on whether it would be possible to take back the retaining wall and use sheet piling?

Officers responded that a present there is a retained wall with sheet piling and a brick frontage, however this doesn't have to weight bear the same amount as the stairs. Either solution would require land gain which would be a lengthy process and has been problematic in the past.

Annex A

(b) MEMBER QUESTIONS [Item 4b]

Questions were submitted by Mrs Watson and Cllr Haque.

Mrs Waston thanked officers for their responses and had no further questions.

Cllr Haque requested if timescales could be given for the proposed work. The Area Highways Manager confirmed these would be provided shortly for the Chairman and divisional member.

Annex B

62/12 PETITIONS [Item 5]

Mrs Wilson from Lincoln Road Residents' Association presented a petition on the parking issues faced in Lincoln Road, Dorking and the surrounding residential road. She received a written response and highlighted the concern of residents who are often found without parking or needing to be able to move their cars to ensure they are not ticketed yet despite the current restrictions designed to prevent commuter parking this is still an issue despite space in the station car park.

Mrs Watson, the Councillor for Dorking Hills acknowledged the issue and welcomed the response from officers. Mrs Curran highlighted the formation of the parking task group later on the committee's agenda designed to look at such issues in Mole Valley.

Annex C

63/12 HIGHWAYS SCHEME PROGRESS REPORT [EXECUTIVE FUNCTION] [Item 6]

The Area Highways Manager gave an update on the Local Structural Repair schemes which were yet to be completed. All schemes are now finished or will shortly commence. The exception is The Priory in Ashted, due to issues with the proposed treatment, alternatives will need to be found and this scheme will now be done in early in the new financial year.

Concerns were raised with regards to parking restrictions and lines being put in place. Officers confirmed that this was due to the need for some areas to be readvertised, however as this was now completed work to put the new lines should be shortly underway.

Councillors also expressed concern over the flooding issue on the A24 as this had required for the road to be shut on several occasions and this is a key strategic road for Mole Valley. Officers confirmed that this was a key priority for next year and that the flooding and drainage plan would soon be confirmed.

The Local Committee AGREED to:

- i. Note the report for information

Reason for Decision

The committee were happy to note the report and thanked officers for the work undertaken this year.

64/12 PROJECT HORIZON UPDATE [NON-EXECUTIVE FUNCTION] [Item 7]

The Projects and Contracts Group Manager presented to the committee on the proposals of Project Horizon, a 5 year capital road maintenance plan. This gives a £120m investment in Surrey's roads over the next 5 years. Officers have given contractors a year fixed programme, to prevent down time and are looking to source a better material for local roads so they can lay roads quicker.

A full list of roads will come to the committee in June to be published.

Councillors agreed that public consultation would be vital in this. They also welcomed the new powers over vehicle relocation as this should prevent part completion of roads. Feedback has been received from some parishes on the draft list and divisional members welcomed this feedback. Meetings will be held with County Councillors to confirm roads.

The Local Committee AGREED to:

- i. Note the information given

65/12 FIRE AND RESCUE SERVICE PUBLIC SAFETY PLAN [NON-EXECUTIVE FUNCTION] [Item 8]

The Surrey Fire and Rescue Service Group Manger updated the committee on the end of the two year action plan and the new action plan that is due to commence.

There are proposals in Epsom & Ewell and Horley to make changes to the current provision. Whilst this is not directly affecting Mole Valley it will impact on the north and south of the district. Consultation has been undertaken with residents and they are awaiting the result. 24/7 cover will remain at Horley until the proposed move to a new sites in Salfords. 2 appliances will be maintained in Epsom and Ewell with 24/7 service. There are no proposed changes to the Painshill site in Cobham.

Councillors raised queries as to whether the increase in volunteers had created a reduction in full time, paid staff. Officers reassured the committee that the 80 new volunteers had not come at the expense of full time, paid staff. Councillors were pleased with the work undertaken in Horley to guarantee service was continued following the withdrawal of West Sussex.

The Local Committee AGREED to:

- i. Note the progress to date on items in the Action Plan for 2011-13
- ii. Provide feedback on proposed Action Plan for 2013-16.
- iii. Consider those items that will be the subject of further public consultation at the appropriate time.

Reason for Decision

The Local Committee noted the good work of the fire service and appreciated the clarification on the changes to the service in Epsom and Ewell and Horley.

66/12 DEPARTMENT FOR TRANSPORT CYCLE INFRASTRUCTURE IMPROVEMENTS BID [EXECUTIVE FUNCTION] [Item 9]

The Road Safety Manager introduced the plans which had been submitted to the Department for Transport to provide high quality cycling schemes in Surrey. The proposed schemes are felt to improve the safety for all cyclists.

At present we do not know if we have been successful, however we hope to be notified shortly.

The divisional member for Leatherhead and Fetcham East expressed support for the Leatherhead Town Centre scheme, however was concerned about some of the aspects of the Leatherhead to Ashtead route and whether a shared footpath and cycleway would be feasible due to pavement width. It was also highlighted that this would pass several sheltered housing schemes and the proposed route would impact on their residents.

Mole Valley Cycle Forum expressed concerns with regards to the Leatherhead to Ashtead route as there are currently many obstructions on the road and previous attempts to introduce cycling routes had not succeeded. The Forum asked if due consideration had been given to the Linden Pitt Path route.

The divisional member for Ashtead also expressed concerns with regards to the Leatherhead to Ashtead cycle route due to the proposed crossing on the A24, however it was acknowledged this would be a more appropriate solution than the Linden Pitt Path route due to the expense this would incur.

The Road Safety Manager acknowledge concerns over the width of pavement and impact on residents' of the sheltered housing schemes and reassured the committee that it would be fully segregated path instead of a joint path as in previous schemes. Where there are existing obstacles, these will be relocated to allow a clear route. The routes proposed in the bid were the routes which best fit the DfT criteria, other routes were looked at in the initial scoping phases.

Councillors felt that given some of the questions raised the committee it would not be appropriate to approve the schemes today, however they were aware that postponing until future meetings could pose problems due to the delay to timescales. The Chairman of the committee suggested that if required a special meeting could be convened to agree the plans.

The member for Leatherhead and Fetcham East proposed the addition of a recommendation to ensure consultation with local residents, businesses, the Mole Valley Cycle Forum and Local Committee. This was seconded by the member for Dorking and the Holmwoods.

The Local Committee AGREED to:

- i. Approve the cycle scheme proposals for Leatherhead Town Centre, subject to the outcome of the funding bid
- ii. Approve the cycle scheme proposals for Epsom Road and Leatherhead Road between Leatherhead and Ashtead, subject to the outcome of the funding bid

SUBJECT to the additional recommendation below.

The Local Committee AGREED to ADD an additional recommendation of:

- i. **Should the bid be successful, detailed design will proceed and residents, businesses, the Mole Valley Cycle Forum, Chairman of**

the Mole Valley Local Committee, Vice-Chairman of Mole Valley Local Committee and the divisional member directly affected by the proposals will be consulted, to inform the design prior to construction. If required the design will come to the Mole Valley Local Committee for approval prior to construction.

Reason for Decision

The local committee felt that the proposals for Leatherhead Town Centre would be a positive contribution to the local area; however the committee felt that prior to construction of the Epsom Road and Leatherhead Road routes further consultation was required with local residents and members. Depending on the outcome of the consultation the Epsom Road and Leatherhead Road scheme may need to come back to the local committee for approval prior to construction. This will be decided by the Chairman, Vice-Chairman and divisional member.

67/12 YOUTH LOCAL PREVENTION FRAMEWORK CONTRACT SPECIFICATION [EXECUTIVE FUNCTION] [Item 10]

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

The Chair of the Youth Task Group drew the committee's attention to the inclusion of the Bookham as an area of need in the specification, alongside North Leatherhead and the LINKS area, south of Dorking. Concerns were expressed with the mechanisms used to identify those at risk of becoming Not in Education, Employment or Training (NEET).

Officers recognised this had been an issue in the previous round however this was being addressed for the second round by a duty to work in partnership to identify those at risk, being placed on the successful providers.

The Local Committee AGREED to:

- i. Approve the allocation of £17,000 to Personalised Prevention (see 1.3a for details).
- ii. b) Approve the local needs specification (Annex A) to be considered by providers focusing on the identified needs of Mole Valley and the geographical neighbourhoods prioritised by the Youth Task Group.

Reason for Decision

The Local Committee were happy with the specification that had been produced and noted the inclusion of Bookham as an area of need.

68/12 MOLE VALLEY LOCALISM PILOT UPDATE [NON-EXECUTIVE FUNCTION] [Item 11]

The Chairman of the Committee raised concerns about the lessening of pace with regards to the Localism work and felt it was time for this to be renewed. Members of the Committee agreed that the impetus on certain strands of the pilot had been lost.

Officers agreed that co-ordination hadn't been as strong as had been hoped, however they confirmed that work had been ongoing and they would arrange for groups to meet shortly.

The Local Committee AGREED to:

- i. Note the work undertaken this year on the Localism pilot
- ii. Support the ongoing work of the Localism pilot
- iii. Agree the removal of the Youth and Troubled Families strands from the pilot and for the work to continue as business as usual.

Reason for Decision

The Local Committee noted that some strands of work had lost impetus but looked forward to the progress in the new municipal year.

69/12 MOLE VALLEY PARKING TASK GROUP [EXECUTIVE FUNCTION] [Item 12]

The Chairman updated the committee on the background context for the task group. Mole Valley District Council recently agreed their car parking strategy for off street parking. It was felt that a joined up approach to parking would better service the needs of those in the local area.

Members welcomed this and felt it would be an appropriate way forward.

The Local Committee AGREED to:

- i. Agree to the Mole Valley parking task group being constituted at the first Local Committee meeting of the new municipal year.

Reason for Decision

The Local Committee acknowledged that parking is often a key issue for residents and it is felt that by working closely with the district council through the task group that a more comprehensive approach to parking can be achieved.

70/12 LOCAL ALLOCATIONS [EXECUTIVE FUNCTION] [Item 13]

The Team Leader for the East highlighted the tabled bids of Cannon Court Park Recreation Footpath, Critique of Flood Risk Assessment of Tanners Meadow and Save Barnett Wood Lane Allotments.

The Committee agreed the bids detailed in the papers and the tabled bids of Cannon Court Park Recreation footpath and Critique of Flood Risk Assessment Tanners Meadow.

Following officer advice the committee agreed to vote on the approval of the Save Barnett Wood Lane Allotments subject to the name of the bid being amended to: **To allow Barnett Wood Lane Allotment Holders to form an association. Due to a conflict of interest the Chairman stood down for this item and the Vice-Chairman took the chair.**

The vote was carried with 3 in favour and 3 abstentions.

Following the vote the Chairman resumed the chair.

The Chairman expressed the wish that any surplus members' allocations go to the Looked After Children's Bursary, though this was to be agreed on an individual member basis.

The Local Committee AGREED to:

- i. the items recommended for funding from the Local Committee's 2012/13 Member Allocation funding, as set out in section 2 of the report and summarised below:

Organisation	Project Title	Amount
Buckland Parish Council	Refurbishment Of Buckland War Memorial	£2,000
Mole Valley District Council	Cotmandene Conservation Project	£5,000
Ashtead Peace Memorial Hall	Sound Bites for Ashtead Peace Memorial Hall	£5,000
Ashtead Cricket Club	Parsons Mead Development	£5,000
Betchworth Parish Council	Betchworth Burial Ground Jubilee Pavilion	£3,000
Satro	Primary Science Workshops - Eastwick Infant And Junior School	£1,500
The Vine Project	Fix It Project	£1,000
The Harvest Community Church	Multimedia Project	£2,187
Dorking Concertgoers Society	Concert In Dorking Halls	£1,434
Bookham Residents Association	Electronic Sign Bookham High Street	£3,000
Brockham Choral Society	Replacement Staging Trailer	£500

- ii. Note the expenditure previously approved by either the Community Partnerships Manager or the Community Partnerships Team Leader under delegated powers, as set out in section 3.
- iii. Note any returned funding and/or adjustments set out within the report and at Appendix 1.

The Local Committee AGREED the two tabled bids of:

**Cannon Court Recreation Ground Footpath at £6,233
Critique of Flood Risk Assessment for Proposed Residential
development at Tanners Meadow, Strood Green at £500**

The Local Committee AGREED the tabled bid of:

**Save Barnett Wood Lane Allotments and surrounding green belt in
Leatherhead £296.04**

SUBJECT to the amendment of the project title to:

To allow Barnett Wood Lane Allotment Holders to form an association

Reason for Decision

The Local Committee were happy to agree the item and support the groups through their allocations.

71/12 RECOMMENDATION TRACKER [NON-EXECUTIVE FUNCTION] [Item 14]

The recommendation tracker was noted.

Meeting ended at: 4.30 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12/06/2013

LEAD OFFICER: GARATH SYMONDS



SUBJECT: LOCAL PREVENTION FRAMEWORK – TASK GROUP RECOMMENDATION

DIVISION: MOLE VALLEY

SUMMARY OF ISSUE:

The recommendation for the of award of funding is the culmination of several months' work by the Youth Task Group that will result in services being commissioned by the local committee in response to local need. The focus of the work will be to reduce the risk factors that are predictors of young people becoming Not in Education Employment or Training (NEET) in Mole Valley.

The Local Committee is responsible for commissioning services to prevent young people becoming Not in Education, Employment or Training within their local area. The Youth Task Group has recently met and received presentation from a range of potential suppliers. This papers sets out their recommendation as to who the funding should be awarded to.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked 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
- (ii) Leatherhead Youth Project for 39% of the contract value (£25,828pa) to prevent young people from becoming NEET in Mole Valley

REASONS FOR RECOMMENDATIONS:

The recommendations will support the council's priority to achieve full participation; that is for 100% of young people aged 16 to 19 to be in education, training or employment.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Prevention Framework (LPF) is an allocation of £66k per annum (pa) to the SCC local committee in Mole Valley to commission outcomes to work with young people most at risk of becoming NEET, prepare them for participation and prevent them becoming NEET. The allocation is based on the number of young people who are NEET or at risk of NEET in the borough/district with an adjustment for the number of youth centres. LPF provision is for services delivered outside of the school day.
- 1.2 The LPF delivers against the county council's expectation that where possible local youth services will be commissioned locally, in line with the government's localism agenda. In furtherance of this agenda the Local Committee convened a Youth Task Group to act in an advisory capacity through the procurement process with representation from young people, County Members, District Members, community stakeholders and support from County and District Officers.
- 1.3 The purpose of the local prevention framework is to prepare young people for participation and prevent them becoming NEET. It works with young people of secondary school age, who are most at risk of becoming NEET and complements the functions of the Youth Support Service that has a clear focus on young people who are currently NEET or who are currently in the youth justice system.

2. ANALYSIS:

- 2.1 The provider solutions were sought in a competitive process involving four stages:



2.2 A needs assessment workshop was held on 24th January 2013 with representation from young people, elected members and other local stakeholders. The workshop was able to consider the data on NEET young people, young people at risk of NEET and youth offending, information from the Index of Multiple Deprivation (IMD) and the perspective and experience of the workshop participants.

2.3 The Local Committee approved the LPF Specification for Mole Valley on 6th March 2013. This included the following key priorities:

- **Mental Health** – Projects to support young people with mental health needs, poor social skills, low self esteem, aspirations and motivation.
- **Teenage Pregnancy** - Projects to prevent teenage pregnancy and projects which support teenage parents (mums and dads) to remain in education.
- **Transport** - Support for young people who are unable to access provision due to a lack of transport causing social isolation and contributing to young people becoming NEET.
- **Drugs and Alcohol** - Support for young people where substance misuse is impacting on their future employability and resilience to remain in mainstream education.

2.4 The following key identified neighbourhoods were highlighted by the Task Group:

- Holmwood Ward
- Leatherhead North
- Bookham

2.5 In addition the Task Group asked that bidders met the follow key criteria when bidding:

- Bids should demonstrate how providers are going to promote their services and engage with young people. Use of appropriate media to communicate with young people is desirable.
- Projects must work alongside the Supported Families Programme, Youth Support Service, Surrey Police, and create links with Youth Centres.
- Projects must deliver during the school holidays, weekends and evenings to young people in addition to term-time out of school hours.
- Providers should form strong links with local schools and existing alternative provision education provision, including non-statutory education services. Projects should have links with Education Welfare Officers and police truancy patrols.
- Projects should not duplicate existing provision within the Mole Valley area and should enhance or add value to existing services.
- Provision should be developed in one or more of the areas listed above and have the capacity for district wide referrals, to ensure any young person in Mole Valley can access the provider's service(s).

2.6 The Local Committee agreed the recommendation on needs and priorities as set out above at its meeting held on 6th March 2013.

2.7 Following the March committee the funding opportunity was published and widely publicised, reaching at least 96 voluntary organisations across the County, inviting as many bidders as possible to submit bids in response to the needs and priorities identified. A provider event for the South East was held on 18th March and was well attended. Three bids were received and all were short-listed for presentation to the task group on 20th May 2013.

The Task Group consisted of both County and Borough/District elected members. In addition young people, YSS and Commissioning and Development officers were present. The Task Group received presentations from each provider, followed by questions to each provider on their bid. Following all the provider presentations a discussion was held to form the recommendation to the Local Committee.

2.8 The shortlisted bidders were Catch 22, Leatherhead Youth Project and Reigate and Redhill YMCA, which are not for profit organisations.

2.9 Following the presentations by the three bidders the Youth Task Group recommended that:

Reigate and Redhill YMCA should receive 61% (£40,172pa) of the funding available.

Leatherhead Youth Project should receive 39% (£25,828pa) of the funding to deliver in the Leatherhead area.

3. OPTIONS:

3.1 The committee is asked to:

- a. Approve the award of 100% of available funding to the two providers.

The Committee is asked to approve the award of funding to the providers as recommended by the Youth Task Group. This will ensure young people receive a service from September 2013.

Should the Committee opt not to approve the recommendations, SCC would need to reopen the bidding process, which would mean a delay in the appointment of a provider.

4. CONSULTATIONS:

4.1 There has been wide ranging consultation with young people, staff, and partner agencies. Members have been consulted through the Local Committee Youth Task Group

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 It is anticipated that local commissioning will offer better value for money in that the outcomes commissioned will be more closely aligned to local need.

5.2 Funding is subject to the annual budget setting process for the County Council and is subject to change.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The devolved commissioning budget is likely to be targeted on groups who are vulnerable or at risk. An Equality Impact Assessment has been completed for this re-commissioning cycle to assess the impact of this commission on young people with protected characteristics.

7. LOCALISM:

7.1 The Local Prevention Framework is at the heart of Services for Young Peoples commitment to localism. The LPF involves local young people, elected members and wider stakeholders in decision making.

8. OTHER IMPLICATIONS:

8.1 Crime and Disorder implications

It is anticipated that this commission is likely to target young people in this priority group.

8.2 Corporate Parenting/Looked After Children implications

It is anticipated that this commission is likely to target young people in this priority group.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Local Committee is asked to approve the recommendation of the Youth Task Group for the award of a grant for a twenty four month period from 01 September 2013 to the following providers:

Reigate and Redhill YMCA for £40,172pa (61% of available funding)

Leatherhead Youth Project for £25,828pa (39% of available funding)

10. WHAT HAPPENS NEXT:

10.1 Following the anticipated approval by the committee there will be a five day 'stand-still' period, after which the grant for Mole Valley will be awarded to Reigate and Redhill YMCA and Leatherhead Youth Project. This commission will start on 1 September 2013, ensuring a swift start to delivery of services to young people. The Youth Task Group will have the option of meeting twice per year, where updates will be provided on the performance of the provider.

Contact Officer:

Jeremy Crouch, Contract Performance Officer - 07968 832437

Consulted:

Mole Valley Youth Task Group

Annexes:

Sources/background papers:

06 03 13 Mole Valley Local Committee Paper: Youth Local Prevention Framework Contract Specification



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 17/06/2013

LEAD OFFICER: Garath Symonds, Assistant Director for Young People

SUBJECT: Services for Young People Commissions in Mole Valley 2012/13

DIVISION: ALL

SUMMARY OF ISSUE:

The purpose of this report is to update the Local Committee on progress towards participation for all young people in Mole Valley in post-16 education, training and employment during 2012-13. This is the overarching goal of Services for Young People (SYP) and our strategy to achieve it is set out in 'The young people's employability plan 2012-17'.

In particular this Local Committee report focuses on how the different commissions managed by the Commissioning and Development Team have contributed to this goal, keeping in mind that these are only a part of the system that is working to increase participation. Please note that the majority of detailed performance information is provided in two Appendices to this report.

Next steps have also been included to set out how we will keep the Local Committee informed about developments and our progress during the year ahead.

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

REASONS FOR RECOMMENDATIONS:

The Local Committee has an important part to play in supporting the local development of Services for Young People, ensuring that the service provides the right support to young people in local communities. In particular they have an important formal role in relation to the Local Prevention Framework.

1. INTRODUCTION AND BACKGROUND:

- 1.1 This report is for information. It provides: a summary of the participation of young people in Mole Valley; an overview of how the different commissions have performed during the year; and a brief outline of how the Local Committee will be kept informed of our progress during 2013/14.

- 1.2 2012/13 has been a year of transition in Services for Young People, during which a range of new commissions and services that prepare and help young people to participate in education, training and employment when they leave school have been established. At the end of March 2013, this new system of services had reduced the number of young people who are not in education, employment or training (NEET) by 12% when compared to the same time last year - a real success for young people in the county.

2. ANALYSIS:

- 2.1 The appendix to this report provides a more detailed overview of the performance of Services for Young People in Mole Valley, but some key headlines have been included below for information.
- 2.2 The number of young people who are NEET in Mole valley has reduced from 76 in March 2012 to 57 in March 2013, meaning Mole Valley has the second lowest proportion in the county (2.5%). The number of young people whose current activity is unknown has also reduced from 191 to 145 in the same period.
- 2.3 Both Mole Valley Local Prevention Framework providers have delivered strongly in their work to engage and support young people who have been identified as most at risk of becoming NEET when they leave school. The Leatherhead Youth Project engaged 76 young people in an average of 34.6 sessions of activity per young person, the highest level achieved by any provider in the county. Alongside this, The Youth Consortium has engaged with 99 young people during the year, 167% more than their agreed performance.
- 2.4 Surrey County Council Youth Centres in Mole Valley delivered 1,472 hours of youth work during 2012-13, compared to 1,204 hours during 2011-12, an increase of more than 20%. Alongside this, the quality of youth work is also improving, as evidenced by progress towards the Surrey National Youth Agency (NYA) Quality Mark.
- 2.5 61 of the 66 young people who were identified as at risk of becoming NEET in Year 11 have been successfully supported into post-16 education, training and employment, the second highest proportion in Surrey.
- 2.6 The local Skills Centre has exceeded expectations, providing training to 17 young people who would otherwise have been NEET in the first half of the academic year.
- 2.7 During the year, the Commissioning and Development Team has worked alongside our different providers to ensure they are delivering to a high standard and improving outcomes for young people. The Team has taken a risk-based approach to managing performance, allowing those providers that are performing well to flourish and develop, whilst bringing robust challenge and appropriate support to address areas of underperformance.

3. OPTIONS:

- 3.1 There are no options in relation to this 'for information' report.

4. CONSULTATIONS:

- 4.1 During 2012-13 there has been wide ranging consultation with young people, staff, and partner agencies. The Youth Engagement Contract has secured feedback from more than 35,000 young people across Surrey in relation to different aspects of SYP services, the information we provide and local issues. Members have been consulted through the Local Committee Youth Task Group, Youth Steering Groups at some of our Youth Centres and were central to the review of the Local Prevention Framework completed early this year. The feedback from these different consultations has directly contributed to the development of services during the year.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The budget allocated to each of the commissions managed by the Commissioning and Development Team in Mole Valley is provided in the Appendix.
- 5.2 It is anticipated that the local commissioning of the Local Prevention Framework, which is currently underway, will offer better value for money, as the outcomes commissioned will be more closely aligned to local needs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Through local commissioning and needs analysis we focus our resources on identifying and supporting those young people who are most at risk of experiencing negative outcomes in the future. This group includes young people from a wide range of backgrounds and its make up often varies between different parts of the county.

7. LOCALISM:

- 7.1 Localism is at the heart of much of the activity commissioned and delivered by Services for Young People and all our services are co-produced (developed, designed and delivered) with young people from local communities. Particular examples of localism in action are the Local Prevention Framework, Small Grants programme and Steering Groups at Youth Centres.

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	Set out below
Safeguarding responsibilities for vulnerable children and adults	Set out below
Public Health	Set out below

8.1 Crime and Disorder implications

The Youth Support Service provides support to young people who have offended and those who are at risk of offending. Other Commissions within Services for Young People also play an early help role in reducing offending behaviour amongst young people, in particular the Local Prevention Framework and Centre Based Youth Work.

8.2 Corporate Parenting/Looked After Children implications

Young people who are looked after are a key target group for Services for Young People

8.3 Safeguarding responsibilities for vulnerable children and adults implications

Services for Young People plays a key role in safeguarding vulnerable children and young people in Surrey.

8.4 Public Health implications

Services for Young People deliver a number of services that improve the health of young people in Surrey, in particular providing them with information so that they make informed choices about healthy lifestyles, including sexual health.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This report and the information provided in the appendix have provided an overview of performance of Services for Young People in Mole Valley.

10. WHAT HAPPENS NEXT:

- 10.1 To keep the Local Committee informed about the progress of the Service during 2013/14, the Development Team will present one annual report to the Local Committee, attend two Youth Task Groups per year and circulate electronic quarterly progress reports to each Task Group Member.

Contact Officer:

Jeremy Crouch, Contract Performance Officer - 07968 832437.

Consulted:

Garath Symonds (Assistant Director for Young People), Frank Offer (Head of Commissioning and Development) and Ben Byrne (Head of the Youth Support Service)

Annexes:

Services for Young People in Mole Valley: Commission Performance Summary 2012/13
Mole Valley Youth Small Grants awards 2012/13

Sources/background papers:

- The young people's employability plan 2012-17

Services for Young People in Mole Valley Commission Performance Summary 2012/13



1 Performance narrative

1.1 Countywide overview

2012/13 has been a year of transition in Services for Young People, during which we have established a range of new commissions and services that prepare and help young people to participate in education, training and employment when they leave school. At the end of March 2013, this new system of services had reduced the number of young people who are NEET (not in education, employment or training) by 12% when compared to the same time last year - a real success for young people in the county.

1.2 Local performance story in Mole Valley

Looking at the county as a whole, Services for Young People has had a successful year, but the reason for this report is to tell the local story of how the different commissions managed by the Commissioning and Development Team have been making a difference to young people in Mole Valley. This means highlighting areas of strength, as well as where we want to develop during 2013/14.

Key achievements for the year

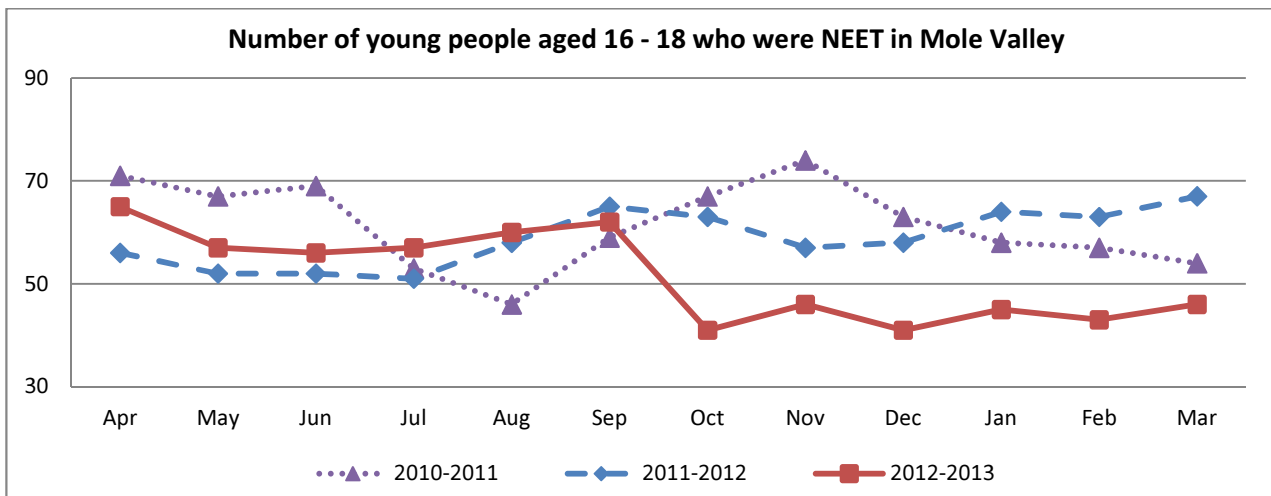
- The number of young people who are NEET has reduced from 76 in March 2012 to 57 in March 2013, meaning Mole Valley has the second lowest proportion in the county (2.5%). The number of young people whose current activity is unknown has also reduced from 191 to 145 in the same period.
- Both Mole Valley Local Prevention Framework providers have delivered strongly in their work to engage and support young people who have been identified as most at risk of becoming NEET when they leave school. The Leatherhead Youth Project engaged 76 young people in an average of 34.6 sessions of activity, the highest level achieved by any provider in the county. Alongside this, The Youth Consortium engaged with 99 young people, 167% more than their agreed performance.
- Surrey County Council Youth Centres in Mole Valley delivered 1,472 hours of youth work during 2012-13, compared to 1,204 hours during 2011-12, an increase of more than 20%. Alongside this, the quality of youth work is also improving, as evidenced by progress towards the Surrey National Youth Agency (NYA) Quality Mark.
- We have successfully supported 61 of the 66 young people who were identified as at risk of becoming NEET in Year 11 into post-16 education, training and employment, the second highest proportion in Surrey.
- Skills Centre recruitment has exceeded expectations, providing training to 17 young people in the first half of the academic year.

Key areas for development

- The Bridge Youth Centre has achieved Level 1 of the National Youth Agency Quality Mark. Ashted and the Malthouse centres are working towards this standard.
- As we have reduced the number of young people who are NEET in Mole Valley, there has been an increase in the length of time those remaining NEET have been out of education, employment or training. In March 2012 the average was 191 days, whereas in March 2013 it was 217. Bringing this down whilst continuing to reduce NEET will be a key challenge in 2013/14.
- 814 young people have accessed careers and education information, advice and guidance in Mole Valley Schools, during 2012/13. We will be looking to build on this further in 2013/14.

2 Participation of young people in Mole Valley

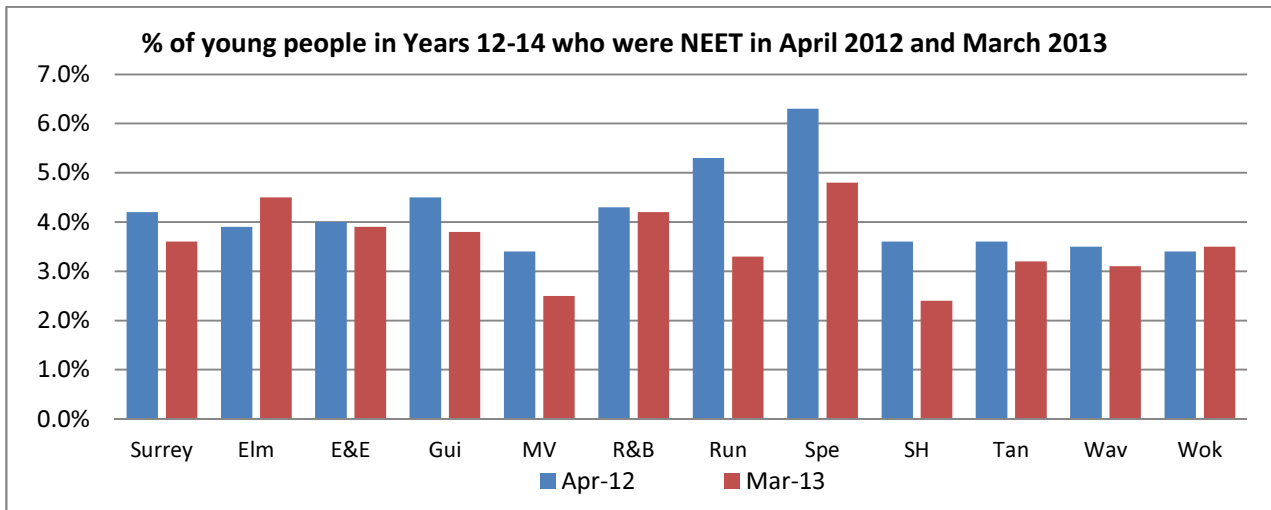
Since October, the number and proportion of young people who are NEET has been lower than it was for the same period in 2011-12. This represents real progress in improving outcomes for young people.



At the end of the year, Mole Valley had the second lowest proportion of young people who were NEET in Surrey, at only 2.5%, a significant improvement on 3.4% at the start of the year.

During the year, at least 89 young people moved from being NEET into post-16 participation in the district.

The district also ended the year with the second highest proportion of young people identified as at risk of becoming NEET in Year 11 who were participating in Year 12; at 92.4% (only 5 of 66 were NEET).



Alongside progress to reduce NEET, we have also reduced the number of young people in years 12-14 whose current activity was unknown from 191 in March 2012 to 145 in March 2013.

At the end of March, a third of young people who were NEET in Mole Valley had previously experienced at least one other period when they were NEET, higher than the countywide average of 26%.

Less than five young people who were identified as at risk of becoming NEET offended between April and December 2012.

3 How have our commissions performed during 2012/13?

Centre Based Youth Work (Total contract value 2012/13 £31,211 plus 5.52 Full-Time Equivalents)

Centre	Hours delivered	Young people engaged	Average attendances per young person	Level 1 of NYA Quality mark achieved?	Young people involved in governance	RONI and YRI young people engaged
Ashtead	585	310	9.3	No	26	46
Malthouse	116	143	6.1	No	0	38
The Bridge	663	283	10.2	Yes	37	69
Bookham (Satellite)	68	49	8.8	N/A	N/A	3

Local prevention framework

Provider	Contract Value 2012/13 (£)	Young people engaged	Average sessions per young person
Leatherhead Youth Project	49,000	76	34.6
The Youth Consortium	49,000	99	6.2

Year 11/12 Transition

Provider	Contract Value 2012/13 (£)	Young people engaged	Young people PETE in January 2013
East Surrey College	£41,000	54	49

Youth Engagement Contract

Provider	Contract Value 2012/13 (£) (pro-rated against 10-19 population)	Young people accessing U-Explore in Mole Valley Schools and post-16 learning providers	Young people accessing other online youth engagement services
Working Links	38,300	814	TBC

Youth Small Grants

The £17,000 allocated to the Mole Valley Local Committee for Youth Small Grants was allocated across 6 projects to support work with young people across the District. A full update on progress so far is provided in the other appendix to this report.

Skills Centres

The Mole Valley Skills Centre opened during 2012/13, with a view to providing formal training and support to young people who would otherwise be NEET. Recruitment to this centre in Mole Valley has exceeded expectations, providing training to 17 young people in the first half of the academic year.

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Mole Valley Youth Small Grant awards 2012/2013

All £17,000 allocated to Mole Valley Local Committee for Small Grants was allocated across 6 projects.

Organisation	Project	Award (£)	Status (April 2013)
Ashcombe Volleyball Club	Ashcombe Volleyball Club (Boys Development Programme)	3800	<p>All grant funds have been used in promoting and delivering a volleyball coaching and competition programme for boys aged 14-18.</p> <p>Group now regularly trains at the Ashcombe School twice a week and entered the National U15 championship. Two players have been approached to play for the SE England team.</p>
Ashtead Mini Colts	Ashtead Football Club	4500	<p>Grant funding used to train young people aged 16-18 as coaches. These young coaches are now helping to train younger players.</p>
Brockham Badgers FC	Brockham Badgers Football Club Coaching Program	4020	<p>Grant has been fully used to support almost 100 football training sessions and to train 4 young people as Level 1 coaches.</p>
Brockham Youth Council	Brockham Art Club	1430	<p>Grant is being used to buy art materials and to fund other weekly art club running costs. Young people aged 11-17 are attending in groups of up to 12. The grant will fund the programme until October 2013.</p>
Liquid Connection	Fishing Club	2000	<p>Grant fully used to purchase fishing equipment, licences and cover trip costs to take groups of 3-4 young people at a time to learn how to fish.</p> <p>The equipment is expected to be used for years to come and more trips will take place in Spring/Summer 2013.</p>
Surrey Federation of Young Farmers	Youth Development Programme 2012	1200	<p>Grant all used for:</p> <ul style="list-style-type: none"> • Junior weekend – water activities, sports and other games. • Competition events – 4 separate events with many competitions including some that are part of the National Young Farmers Competitions with winners progressing to area and national competitions. • Club and County Officer training - training of young people to hold roles

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE****DATE:** 12th June 2013**LEAD OFFICER:** Stephen Clavey, Senior Engineer - Parking Strategy and Implementation Team**SUBJECT:** Officer Report To Local Committee**DIVISION:** Mole Valley**SUMMARY OF ISSUE:**

Each year Surrey Highways receives requests to change existing or introduce new parking restrictions. These requests are compiled and reviewed in a district wide review every 12-18 months in Mole Valley.

This report sets out the locations proposed for the 2013/14 review and the committee is asked to approve statutory consultation for changes to on-street parking restrictions in Mole Valley.

Annex 1 contains a the list of locations with a statement of reasons for the Proposals and showing the suggested proposals

RECOMMENDATIONS:

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

- (i) The proposals in Annex 1 are 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

REASONS FOR RECOMMENDATIONS:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Parking Team carry out reviews of on-street parking restrictions across Surrey, with each district or borough having a review on a 12 to 18 month cycle. This is intended to keep on top of changes in travel behaviour and the built environment that can often change on street parking patterns.
- 1.2 Requests for changes to parking restrictions have been made by residents, councillors as well as emergency and public service organisations. These have been collated and used as the basis for this parking review.

- 1.3 The last parking review has been substantially implemented, however there have been delays in erecting the signs necessary to make some locations enforceable. This work is planned to be completed in June.
- 1.4 Work has also been substantially completed to make school keep clear markings enforceable by civil enforcement officers (CEOs). The statutory processes will be completed in conjunction with the remaining signs being erected in June.
- 1.5 The Traffic Regulation Orders (TRO) governing parking restrictions in the Borough are currently text based. This means the location of waiting and parking restrictions are written down in the orders. This system is not easy to understand or administer and it is planned to change to a plan based system following this review. This will make future reviews easier to manage and administer.

2. ANALYSIS:

- 2.1 As mentioned above, requests for changes to parking restrictions are made by residents, councillors as well as emergency and public service organisations. These initial requests are assessed following these two stages:
 - an initial “desktop” exercise to eliminate requests for restrictions that were clearly not practical or feasible.
 - site visits to all remaining locations.
- 2.2 Each feasible request was assessed based on several factors including road safety, localised congestion, access to shops and businesses, effect on emergency services and bus operators and Member and public concern/priority.
- 2.3 Following stage two of the review, some suggestions and requests were not progressed due to there being insufficient evidence to suggest there was parking a problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.4 The locations where officers consider new or amended restrictions may be of benefit are listed and shown on plans in Annex 1.
- 2.5 There have been requests for residents parking schemes in **Dorking** Town centre. Consequently it is planned to carry out some initial consultation in the Rothes Road/Hart Road and Church St./Myrtle Rd areas to see if residents parking should be introduced. This is likely to run separately to the main review so as not to hold it up.

- 2.6 Residents in **Hookwood** have been consulted about parking problems in the village over the last 12 months. A number of options have been considered to reduce the impact of airport parking in the village and to help residents and their visitors park more easily. The outcome of these consultations is shown on a plan in Annex 1.
- 2.7 Options considered included an overnight parking ban in Povey Cross Road, residents parking and day time restrictions in Withey Meadows, Malcolm Gardens and Forge Place. There were many differing views on each, and the proposals for statutory consultation are as follows:
- Povey Cross Road – the 4 hour parking limit is difficult to enforce because there is a 1 hour 'no return' period. It is planned to increase this to 'no return for 4 hours'. An over-night parking ban was not felt appropriate as residents also park in the road in the evening and at night.
 - It is proposed to introduce a 2 hour parking restriction (10.00-12.00 in the morning, Mon – Fri) in Malcolm Gardens and Forge Place. This should prevent all day airport parking and allow residents and their visitors to park on the road most of the day.
 - There was little support for reducing the restriction times in Reigate Road as these seem to be working adequately.
 - A potential development and the need to retain unrestricted parking space for residents means there are no proposals planned in Withey Meadows at the present time.
- 2.8 Mole Valley District Council are planning changes to some of their car parks in **Great Bookham**. This could lead to displacement onto the highway and so it is planned to co-ordinate work with the district council and target on street restrictions where problems arise. Recommendation vii allows any such proposals not included in the annex to be progressed in this way.
- 2.9 New parking restrictions were recently introduced in **Chart Lane**, Dorking to reduce obstructive parking. Nearby residents were supportive of the proposals, however there have been requests from school parents to relax the times and make access to the nearby school easier. It is planned to discuss this further with the local member and include any adjustments, if needed, in this review.

3. CONSULTATIONS:

- 3.1 The proposed changes to parking restrictions will require a traffic regulation order to be advertised as part of a statutory consultation process. As part of this, public notices will be displayed in the local

press and on streets where changes are planned. The councils website also plays an important part allowing residents to download and print plans showing all of the proposals. During the consultation period comments and objections can be submitted in response to the proposals and/or the making of the order.

- 3.2 In most cases some initial consultation and discussion with Members has taken place. Parking restrictions can affect a great number of highway users, residents and businesses so the recommendations in this report propose that if necessary, further changes to the proposals in Annex 1 can be made after the meeting. These need to be agreed by the Parking Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member. This will help ensure that the proposals meet the needs of the community as closely as possible when the statutory advertisement is made.
- 3.3 As with the last review it is planned to consult with residents in some roads about the possible introduction of resident permit parking. The current charge for permits is set at a minimum of £50 per year for the first vehicle and £75 per year for any subsequent vehicles. Visitors' permits are set at £2 per day per permit. Mole Valley District Council will operate these schemes and will be involved in their development.
- 3.4 As part of the advertising process, those areas that have been selected for the implementation of a residents permit scheme will be letter dropped with the full details of the proposals. Individual comments will then be collated and the results taken back to the Chairman, Vice Chairman and relevant member as part of an objection report.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The cost of carrying out borough/district parking reviews (officer time) is met by the Parking Team. However, implementation costs in total are likely to be £20,000 and are jointly met from Local Committee and parking team budgets. It is recommended that the Local Committee allocate £10,000 towards the cost of implementing the proposals in Annex 1 from their 2013/14 revenue budget.
- 4.2 Mole Valley District Council carry out the enforcement of on street parking restrictions for Surrey County Council. Under new agency agreements Mole Valley District Council is responsible for any deficit in the operation of CPE so any new restrictions should be carefully considered and take enforcement costs into account.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays

6. LOCALISM:

- 6.1 Many of the proposals in the report have been put forward by members of the community and all will be able to comment and have their say during the statutory consultation process.
- 6.2 Communities are represented by County Councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions.

7. CRIME AND DISORDER IMPLICATION:

- 7.1 There should be fewer instances of obstructive parking as a consequence of the proposals in this report

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 The highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network. It is recommended that the waiting restrictions in this report are progressed as they will help to:
- Improve road safety
 - Increase access for emergency vehicles
 - improve access to shops, facilities and businesses
 - Increase access for refuse vehicles and service vehicles
 - Ease traffic congestion
 - Better regulate parking

9. WHAT HAPPENS NEXT:

- 9.1 Where necessary, the parking team will carry out an informal consultation with residents where residents permit zones are proposed to better establish the level of support and the likely operational conditions. The outcome of this informal consultation will feed into the

statutory consultation and decisions on detail will be made in conjunction with chairman and vice chairman of the committee, local councillor and the parking team.

- 9.2 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. County Councillors will be involved in the decisions about whether restrictions should go ahead following statutory advertising.
- 9.3 Subject to any objections to the proposals being resolved, a traffic regulation order will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

Contact Officer: Stephen Clavey, Senior Engineer – SCC Parking Team
David Curl, Team Manager, SCC Parking Team

Consulted: The report details locations for consultation.

Annexes: There is one annexe containing a list and drawings of the locations proposed for statutory consultation.

Sources/background papers:

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ANNEX 1

STATEMENT OF REASONS AND DRAWINGS

Statement of Reasons for Implementation of Parking restrictions for Mole Valley (2013)

Drawing 1 – Craddocks Avenue / Cray Avenue / St Stephens Avenue	To prevent obstructive parking near the junctions and roundabout, to stop verge parking to increase forward visibility.
Drawing 2 – Woodfield Lane / Walters Mead	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 3 – Barnett Wood Lane	To prevent all day commuter parking, but to allow for the use of the church.
Drawing 4 – Woodfield Close / Elmwood Close	To prevent parking on one side of these narrow roads to allow greater access for larger vehicles, such as emergency vehicles and to prevent potential collisions.
Drawing 5 – Taylor Road / Barnett Wood Lane	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 6 – The Murreys	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 7 – Park Road / Greville Park Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 8 – Dene Road	To prevent obstructive parking opposite driveways and to prevent all day parking, but to allow parents to drop off and pick up pupils.
Drawing 09 – Parkers Lane / Rectory Lane / Blacksmiths Close	To prevent obstructive parking at the junctions and increase forward visibility for safer access and egress from junctions and accesses.
Drawing 10 – Old Court	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 11 – Harriotts Lane / Ottways Lane / Taleworth Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. To prevent obstructive parking during the daytime on this very narrow road.
Drawing 12 – Ottways Lane / Grange Road	(See Drawing 11 – above). To remove the existing double yellow line restriction on the west side and move it to the east side to allow greater ease for coaches turning out of St Andrews School.
Drawing 13 – Hazlemere Close / Waterfields	To prevent obstructive and all day parking for greater ease of access to residents.
Drawing 14 – Albany Park Road /	To prevent obstructive parking on the bend for safer progress along Dilston and Albany Park Road.










Dilston Road	
Drawing 15 – Kingscroft Road / Copthorne Road	<p>Previous requests for residents parking in this road. The recommendation is to make this area into a zone with no road markings. This will require a full consultation.</p> <p>To remove a section of double yellow lines from across the driveway of no.28 Copthorne Road.</p>
Drawing 16 – Kingston Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 17 – Station Approach	To create an area for drop off and pick up of commuters.
Drawing 18 – Emllyn Lane	To extend the double yellow lines across driveway to prevent obstructive parking.
Drawing 19 – Leret Way / Upper Fairfield Road / High Street / Middle Road	<p>Leret Way – to increase forward visibility when exiting The Swan Car Park.</p> <p>High Street – shoppers have complained about having to avoid moving vehicles whilst shopping on Sundays.</p> <p>Upper Fairfield Road / Middle Road – currently the only junction without protection markings – to increase forward visibility.</p>
Drawing 20 – High Street	(See Drawing 19 – above).
Drawing 21 – Dorking Road	To extend the double yellow lines to increase forward visibility when exiting The Priory.
Drawing 22 – Poplar Avenue / Highlands Road	<p>Highlands Road – vehicles parking in this location force moving vehicles on to the opposite pavement, thus creating a potential conflict with pedestrians – this section would allow vehicles to pull in and give way.</p> <p>Poplar Avenue – to prevent all day obstructive parking to allow access for refuse vehicles and even residents.</p>
Drawing 23 – Headley Road	To extend existing restriction to conform to the current length of white junction protection markings.
Drawing 24 – The Mount / Sycamore Close	Junction protection for greater ease of access and increased forward visibility. Single yellow, one hour restriction, to prevent all day obstructive parking by commuters.
Drawing 25 – School Lane / The Street	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 26 – The Street / Cobham Road	<p>Cobham Road - To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.</p> <p>The Street – to prevent obstructive parking and ease two way movement at this section of The Street.</p>
Drawing 27 – Cock Lane / Meadow	To prevent obstructive parking at the junction / bend and increase forward visibility for safer access and



Lane / Warrenne Road	egress from junctions.
Drawing 28 – A246 Guildford Road (slip road)	To prevent obstructive parking and allow residents to use the access road to reach their properties.
Drawing 29 – Leatherhead Road / Gilmais	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 30 – The Spinney / Eastwick Drive	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 31 – Eastwick Park Avenue / Lower Road / Eastwick Road	To prevent obstructive parking at the junctions and increase forward visibility for safer access and egress from junctions / accesses. Also to prevent vehicles parking in front of a property which is accessed directly from the carriageway in Eastwick Road.
Drawing 32 – The Street / East Street / Guildford Road / Leatherhead Road / Lower Road	To prevent obstructive parking at the junctions and increase forward visibility for safer access and egress from junctions. Also to create safe parking places along the narrow High Street.
Drawing 33 – Lower Shott / Dorking Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. Cul de sac on Gardeners Walk is regularly obstructive by vehicles preventing access.
Drawing 34 – Post House Lane	To prevent obstructive parking at the junctions and increase forward visibility for safer access and egress from junctions.
Drawing 35 – Mill Close / Church Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. Also to prevent obstructive parking near the Old Barn Hall.
Drawing 36 – Little Bookham Street / Merrylands Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. Single yellow lines to prevent obstructive parking along parts of Merrylands Road. Recent house fire necessitates access by larger emergency vehicles.
Drawing 37 – Little Bookham Street	To prevent obstructive parking near the junction and increase forward visibility for safer access and egress from junction.
Drawing 38 – Woodlands Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction required as far as access to garage car park.
Drawing 39 – Old London Road	To prevent obstructive parking at the junction with A24 and increase forward visibility for safer access and egress from junction, as well as removing parking which currently occurs on both sides of Old London Road and allow greater ease of movement for busses, etc.

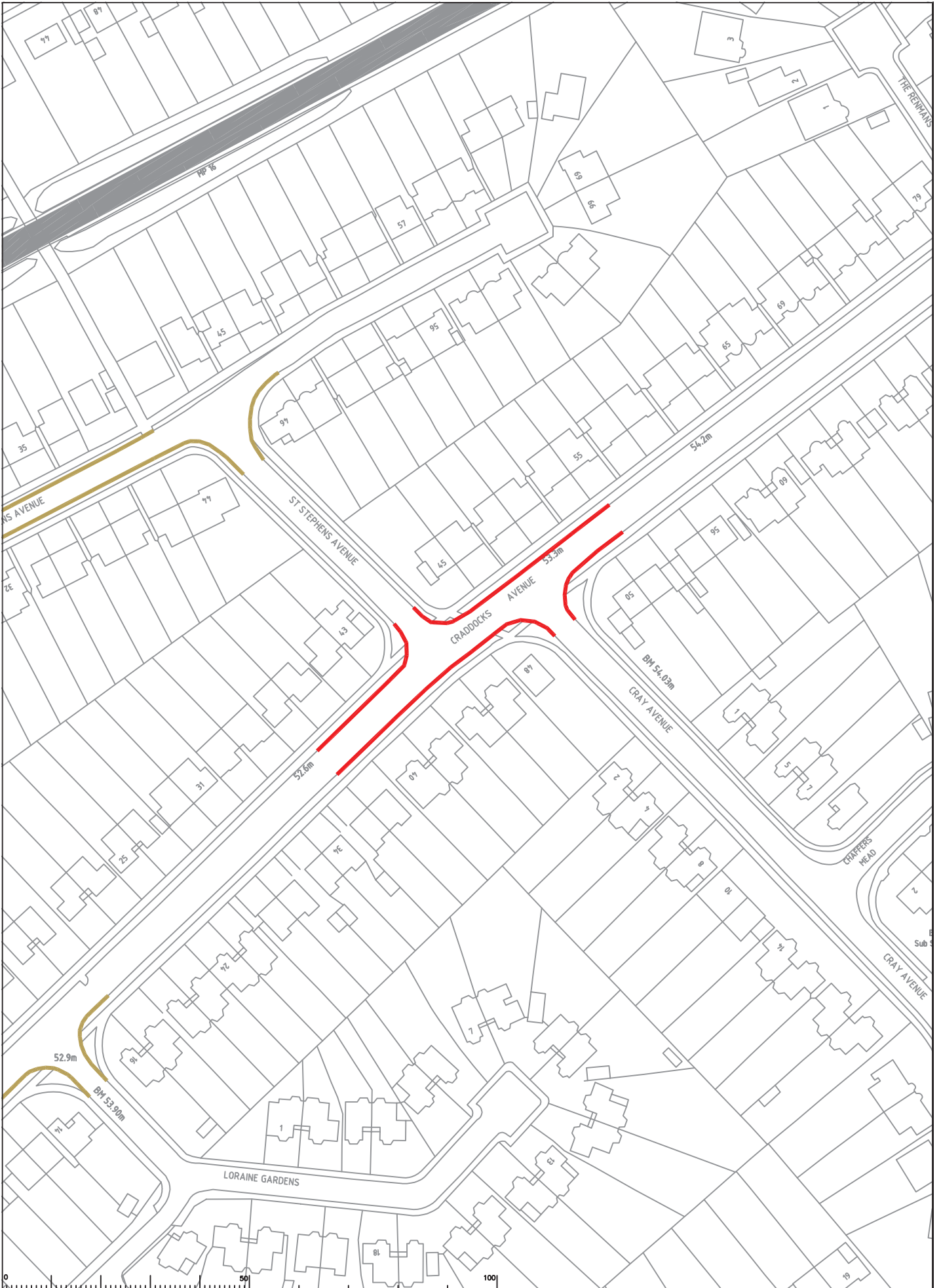
Drawing 40 – Woodlands Park	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 41 – Wheelers Lane	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. To continue restrictions up to the bend on this narrow section, up to the existing school keep clear markings.
Drawing 42 – Wheelers Lane / Warrenne Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. To also prevent verge parking in the first section of Warrenne Road.
Drawing 43 – Swan Hill Gardens / Pixham lane	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. To prevent parking on both sides in Swan Hill Gardens as this is a very narrow road with access issues.
Drawing 44 – Lincoln Road	Resident permit bays to prevent commuter parking and enable residents to park within a reasonable distance of their own properties.
Drawing 45 – Ranmore Road	To prevent parking between school zig-zag markings, to create a safe area for pupils.
Drawing 46 – Station Road / Myrtle Road	To prevent obstructive parking at the junctions and increase forward visibility for safer access and egress from junctions.
Drawing 47 – South Street	To prevent parking on both sides of South Street at this narrow section, especially on a Sunday, when we have received reports of clear progress along this section of carriageway.
Drawing 48 – South Street	(See Drawing 47 – above)
Drawing 49 – Chart Lane / Cleardene / Heath Hill / Cotmandene	Proposals for Chart Lane have not been shown on this plan, however we have had request to relax the proposals that have recently been introduced – the parking team asks if the Committee would like us to assess this change to the recent implementation. Cotmandene – to prevent obstructive and dangerous parking. Cleardene – to restrict parking to one side during the day time on this narrow road.
Drawing 50 – Marlborough Hill / Beresford Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 51 – Harrow Close / Harrow Road west	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 52 – Longfield Road /	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.

Drawing 53 – Broomfield Park / A25 Guildford Road	Broomfield Park - To extend the current double yellow lines across the pedestrian crossing area. A25 – to provide a 20 minute limited bay outside of the Post Office for greater customer turn around.
Drawing 54 – Westcott Street / Springfield Road	Westcott Street - To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. Springfield Road - To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction and to allow access for vehicles that service the Electricity Sub Station.
Drawing 55 – Tollgate Road / Claygate Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 56 – Goodwyns Road / Oak Ridge / Flint Hill	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 57 – Bentsbrook Road / Holmesdale Road / Spook Hill	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction. Single yellow line to prevent verge / pavement parking.
Drawing 58 – Holmesdale Road	To increase forward visibility on bend and allow buses to stop against the kerb at the bus stops.
Drawing 59 – Old Horsham Road / Paddock Grove / Greenfields Place / Merebank / Bregells Drive /	To prevent obstructive parking along Old Horsham Road at narrow sections.
Drawing 60 – Village Street / Underhill Road	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.
Drawing 61 – Stag Leys	To prevent obstructive parking at the junction and increase forward visibility for safer access and egress from junction.

Key:

-  No waiting at any time
-  No waiting Mon-Sun 8am-6.30pm
-  No waiting Mon-Sat 8am-6pm
-  No waiting Mon-Fri 10-11am
-  No waiting Mon-Fri 10am-2 pm & 4-6pm
-  No waiting Mon-Fri 8.30am-6pm resident permit holders only
-  No waiting Mon-Fri 9am-5pm resident permit holders only
-  Parking for 20mins, no return within 1hour
-  No loading at any time

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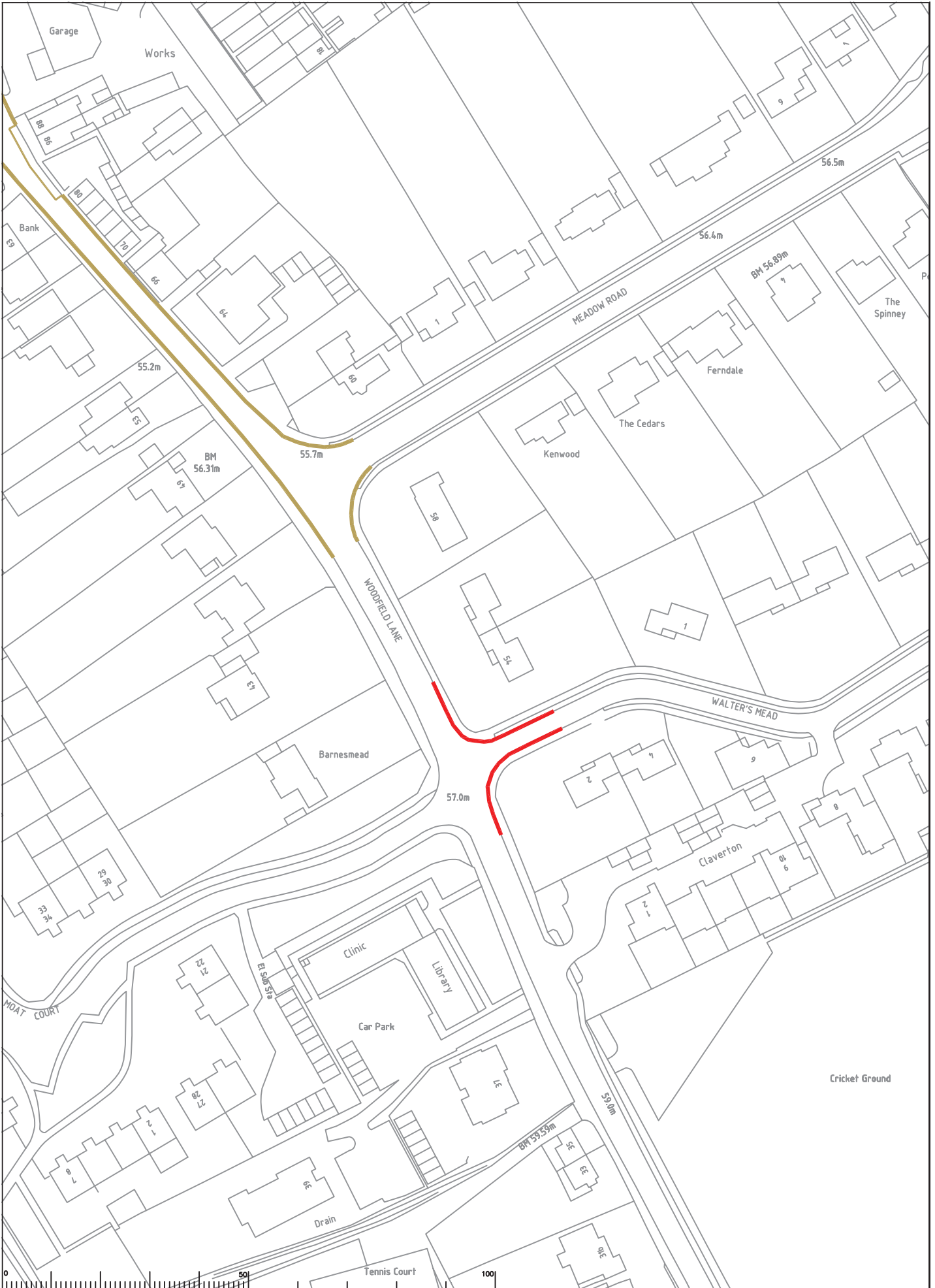
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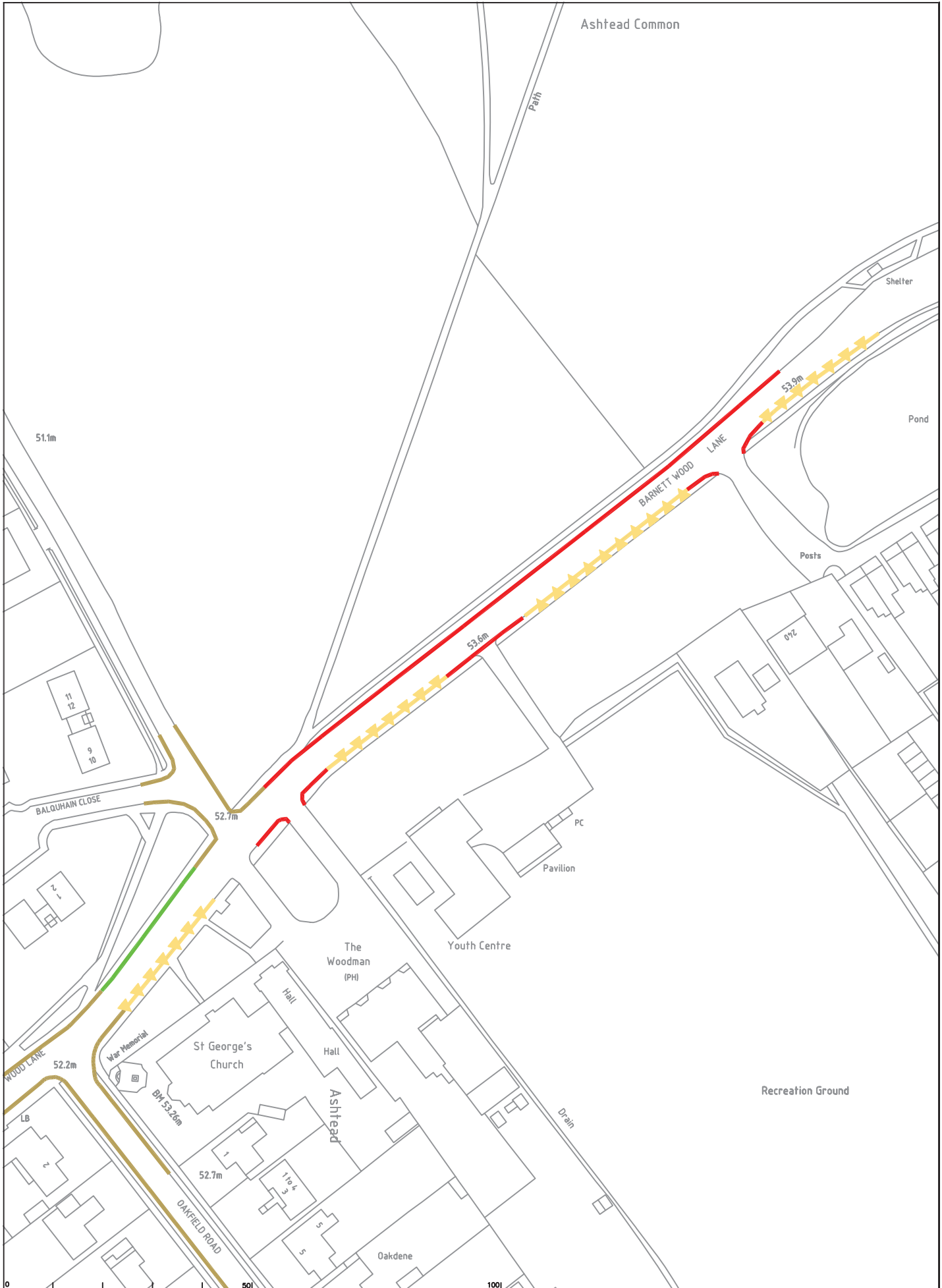
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 Date 07.05.13

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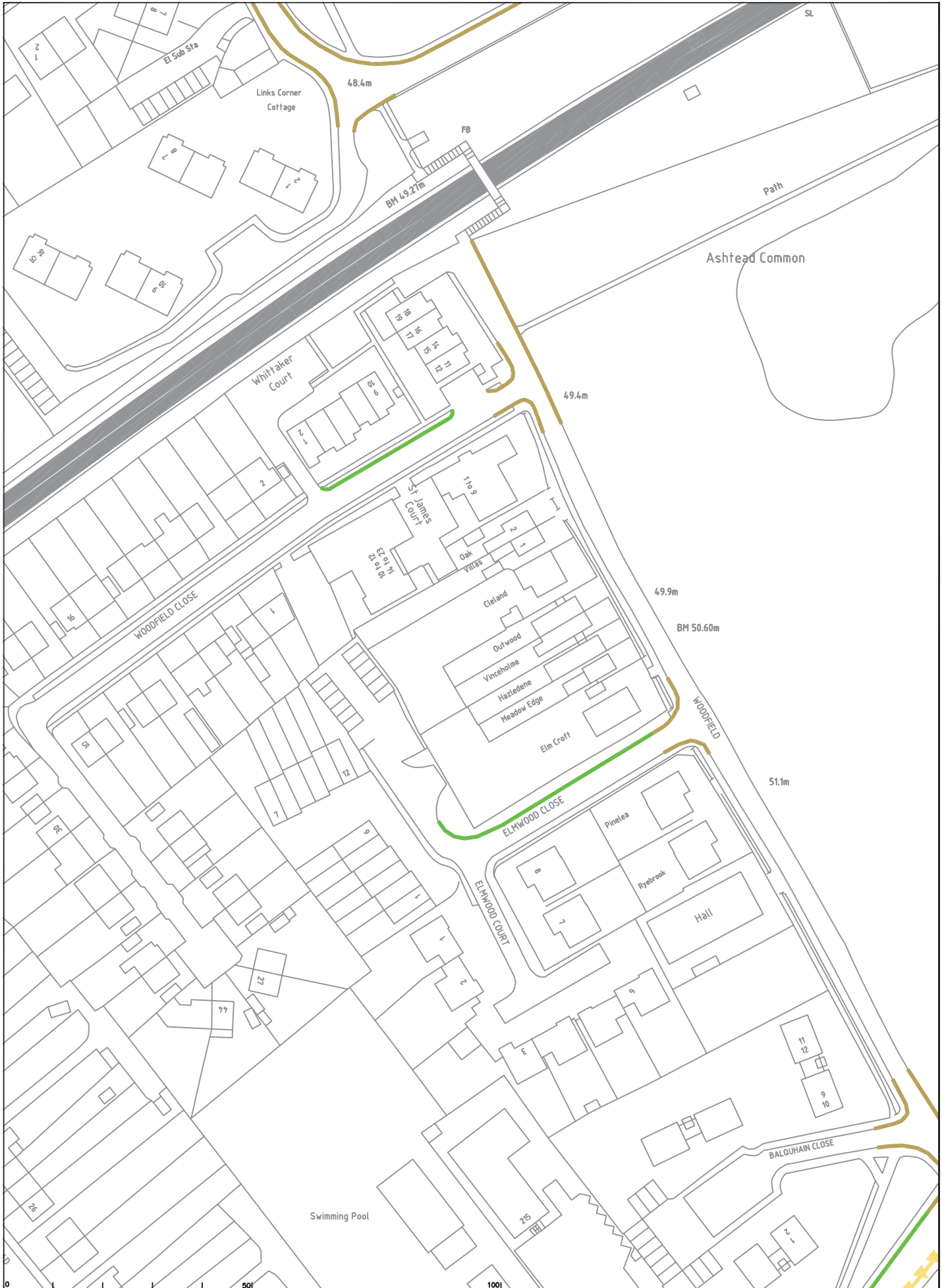
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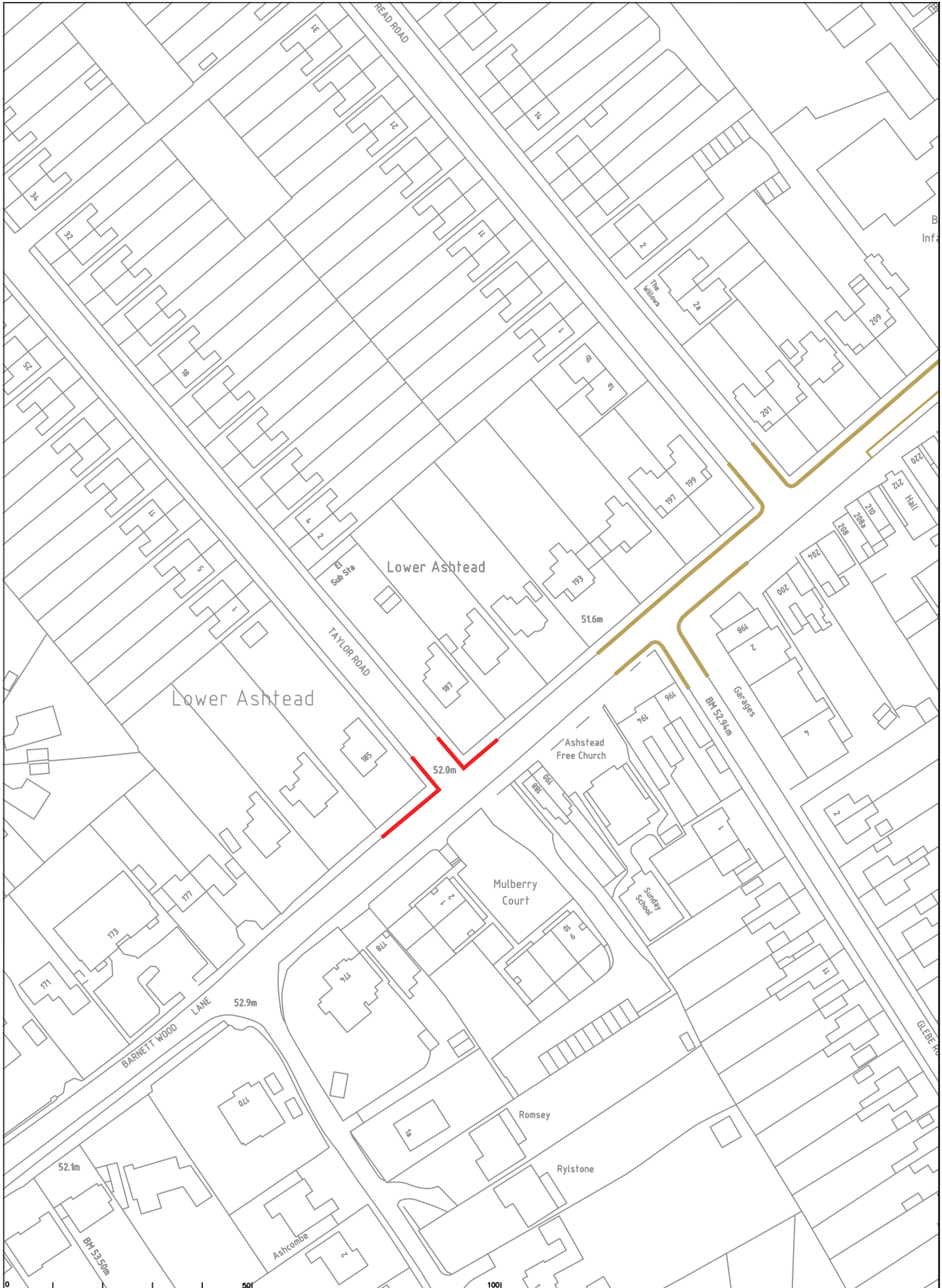
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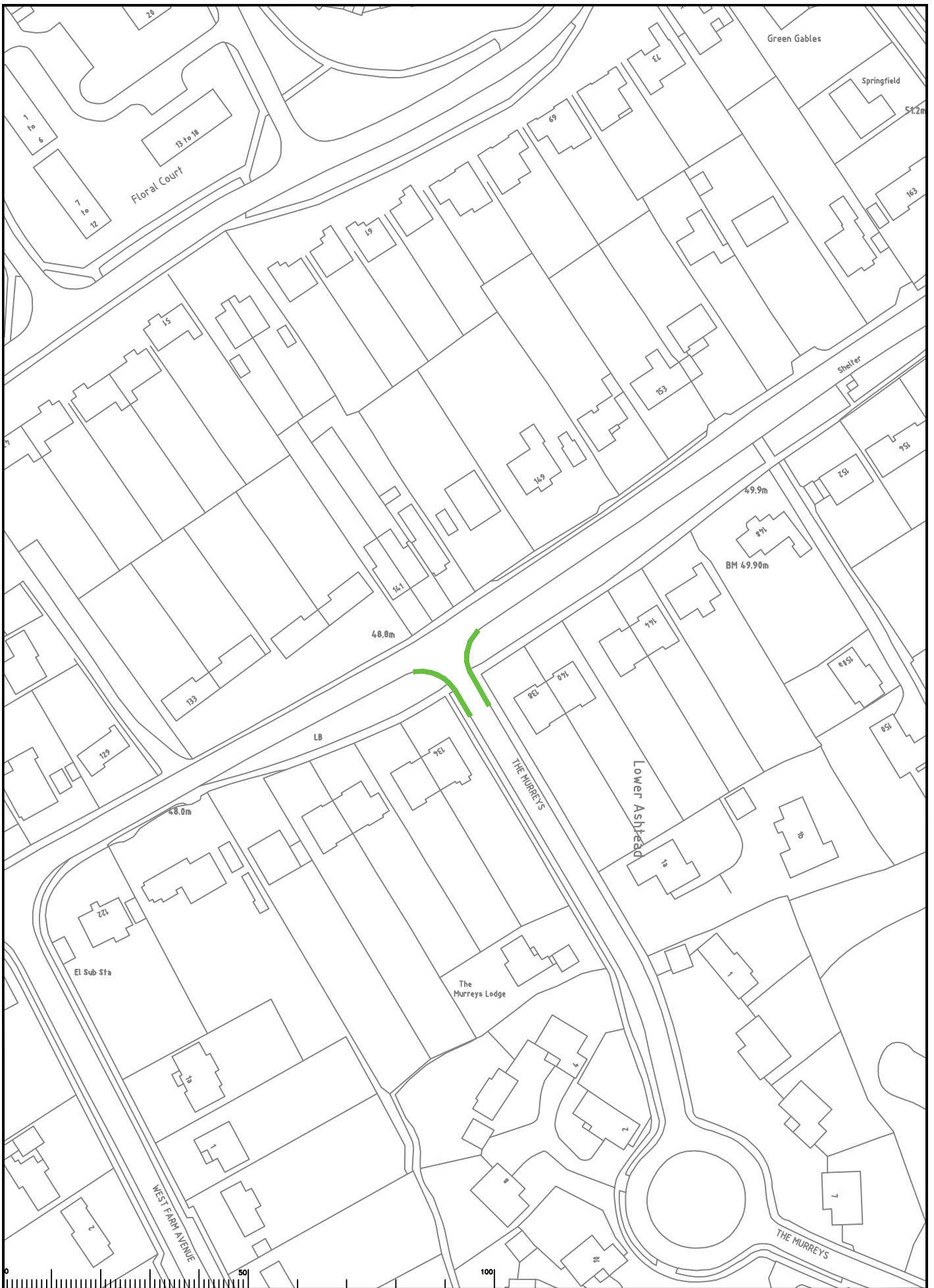
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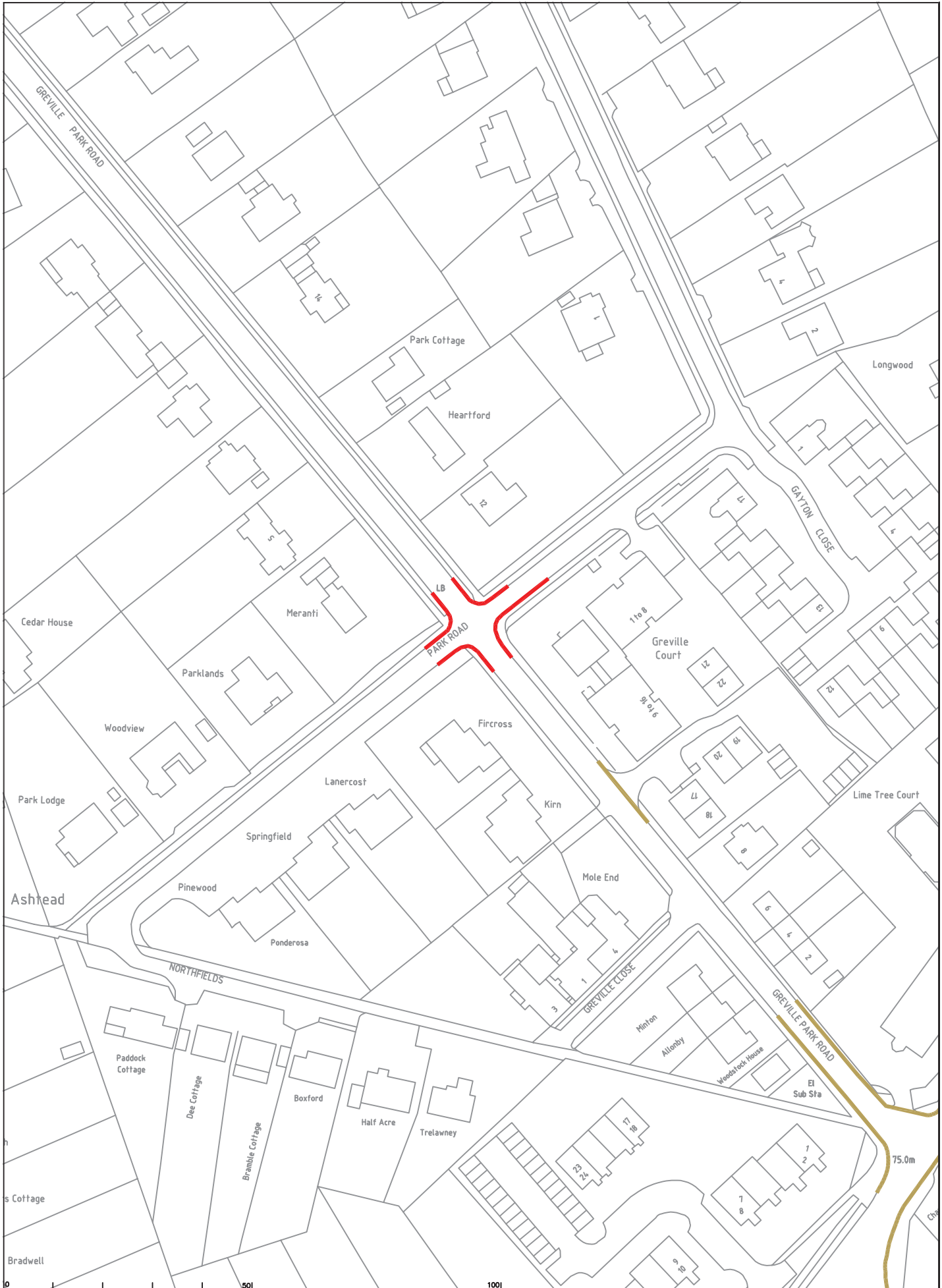
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 Drawing: JWB/C213/13/06/06

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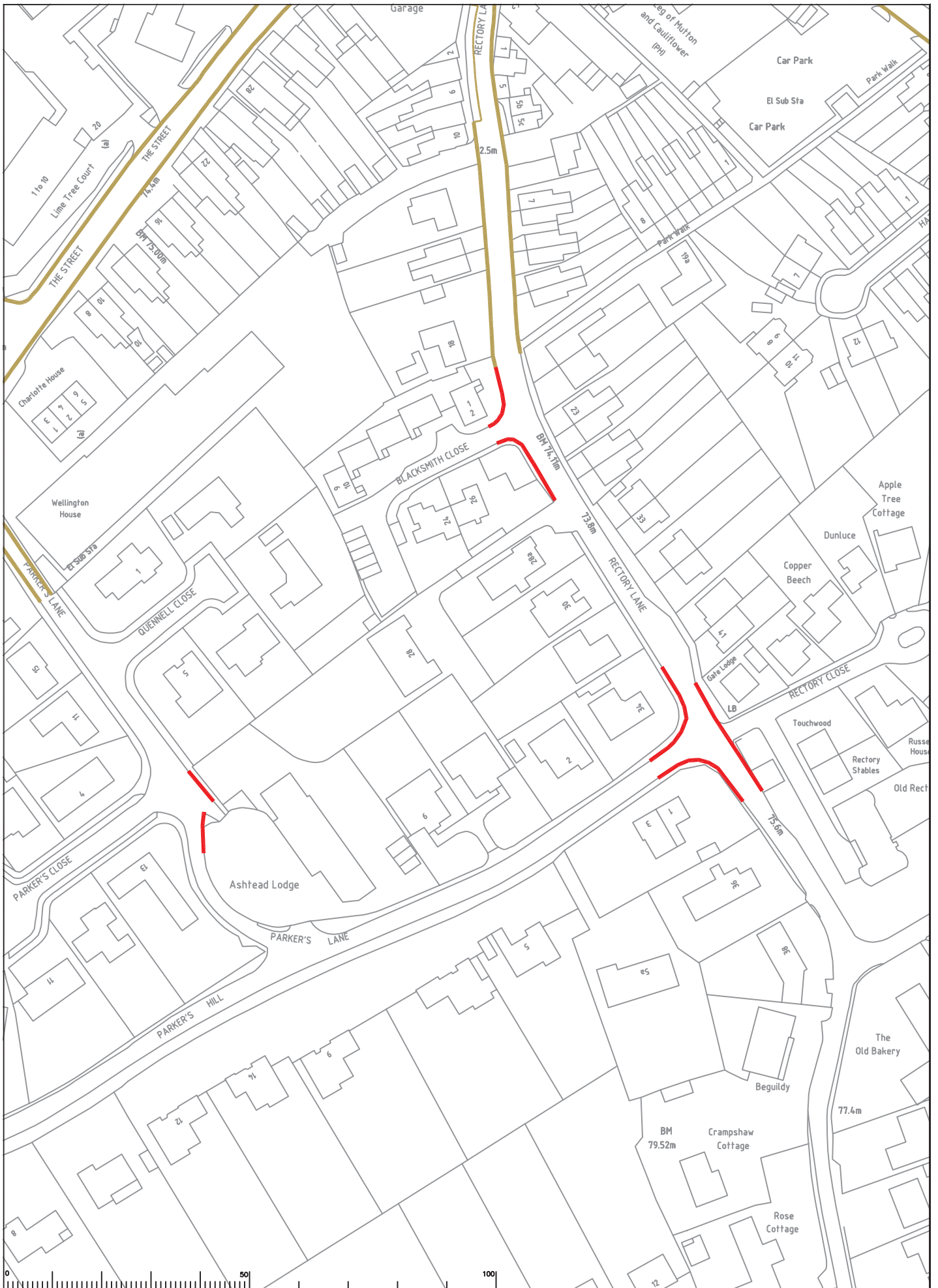
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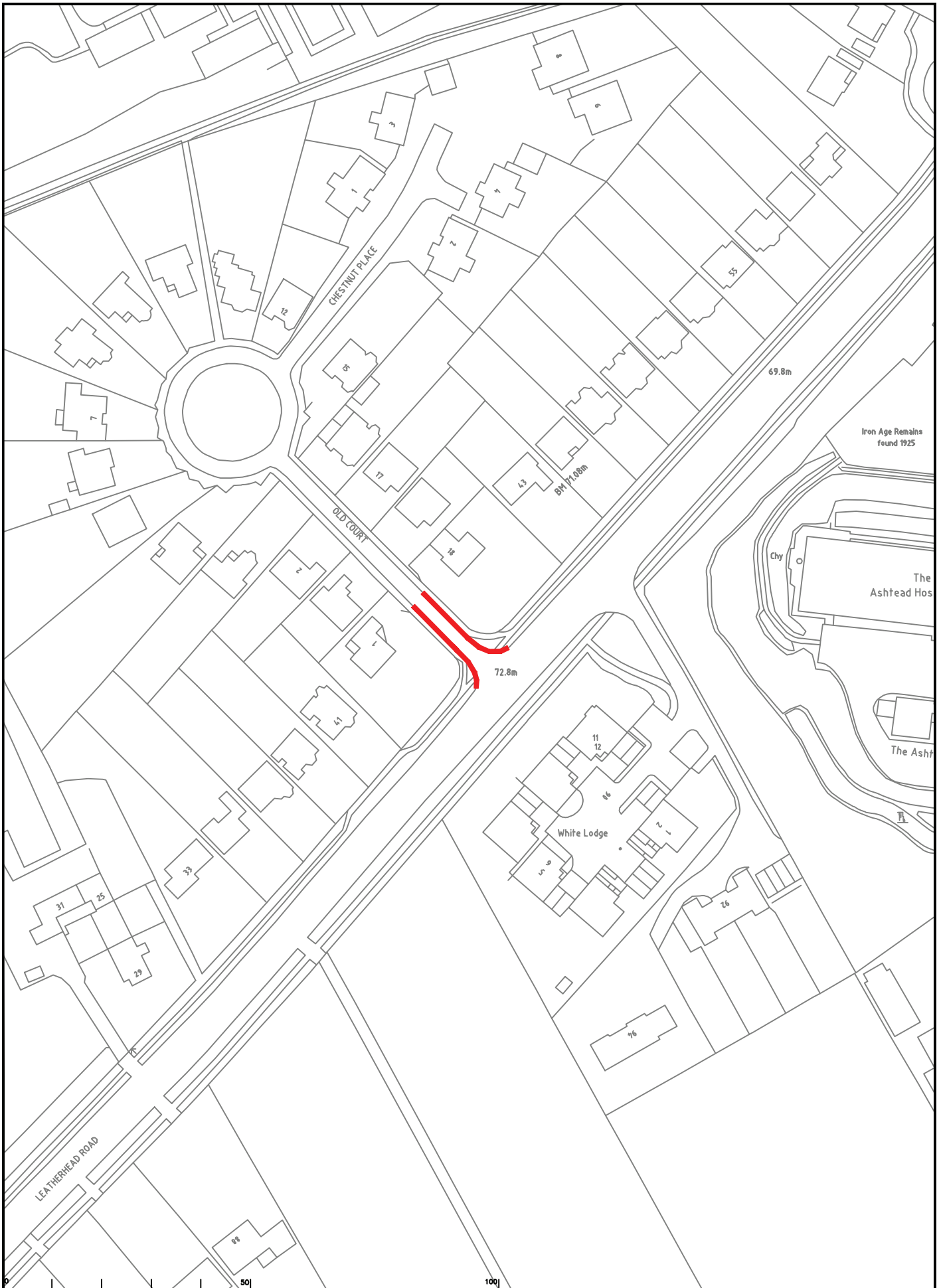
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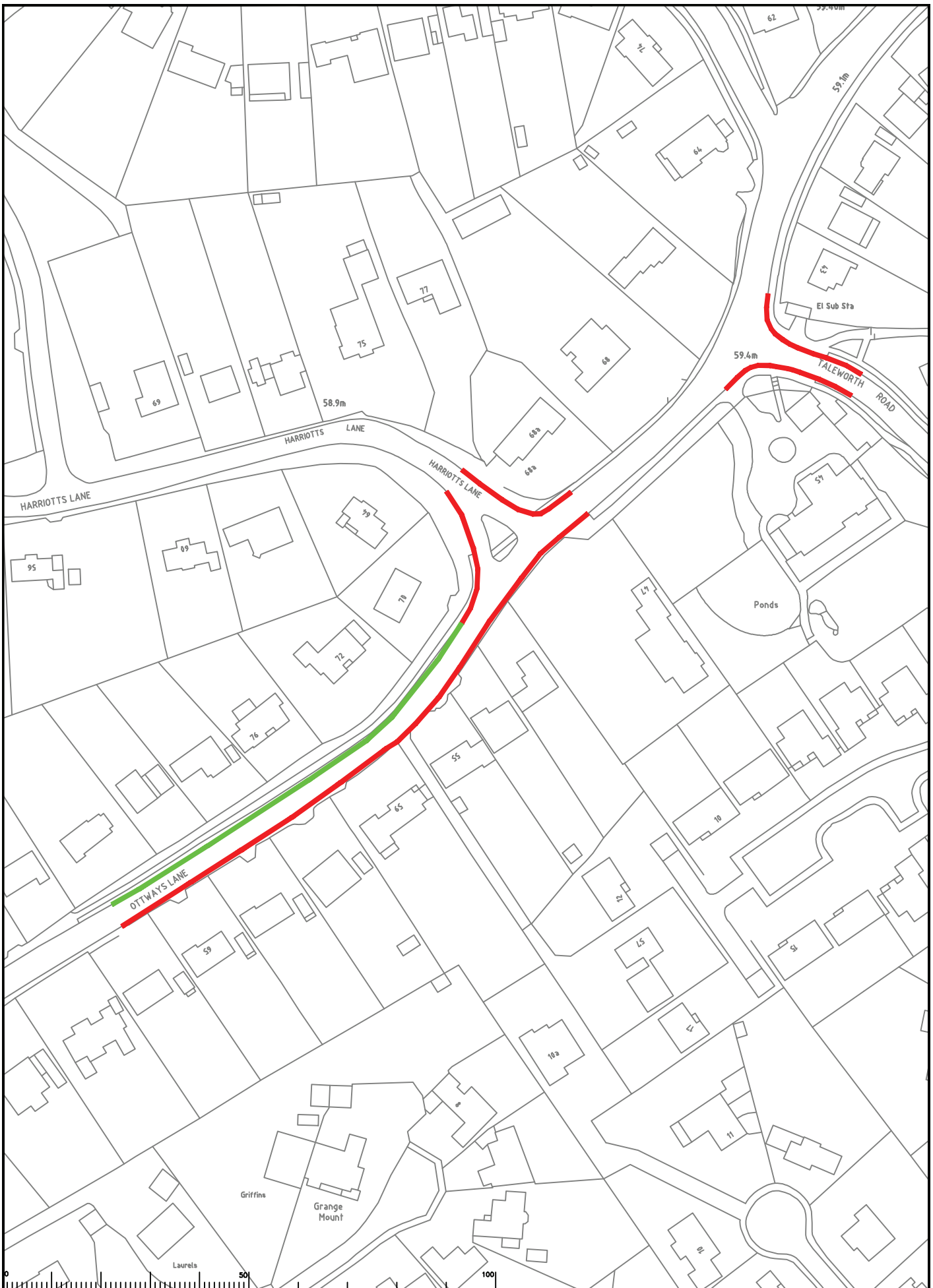
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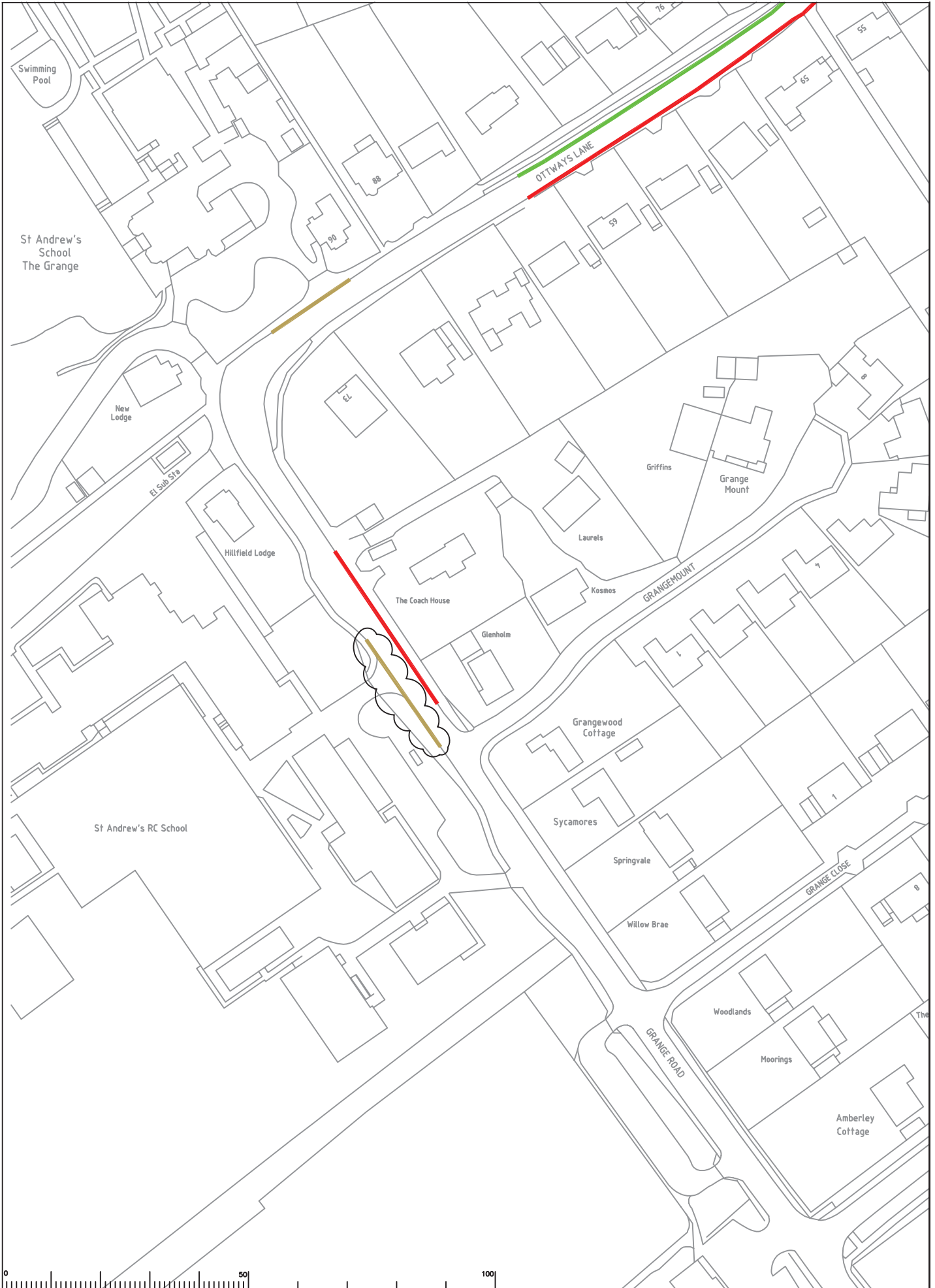
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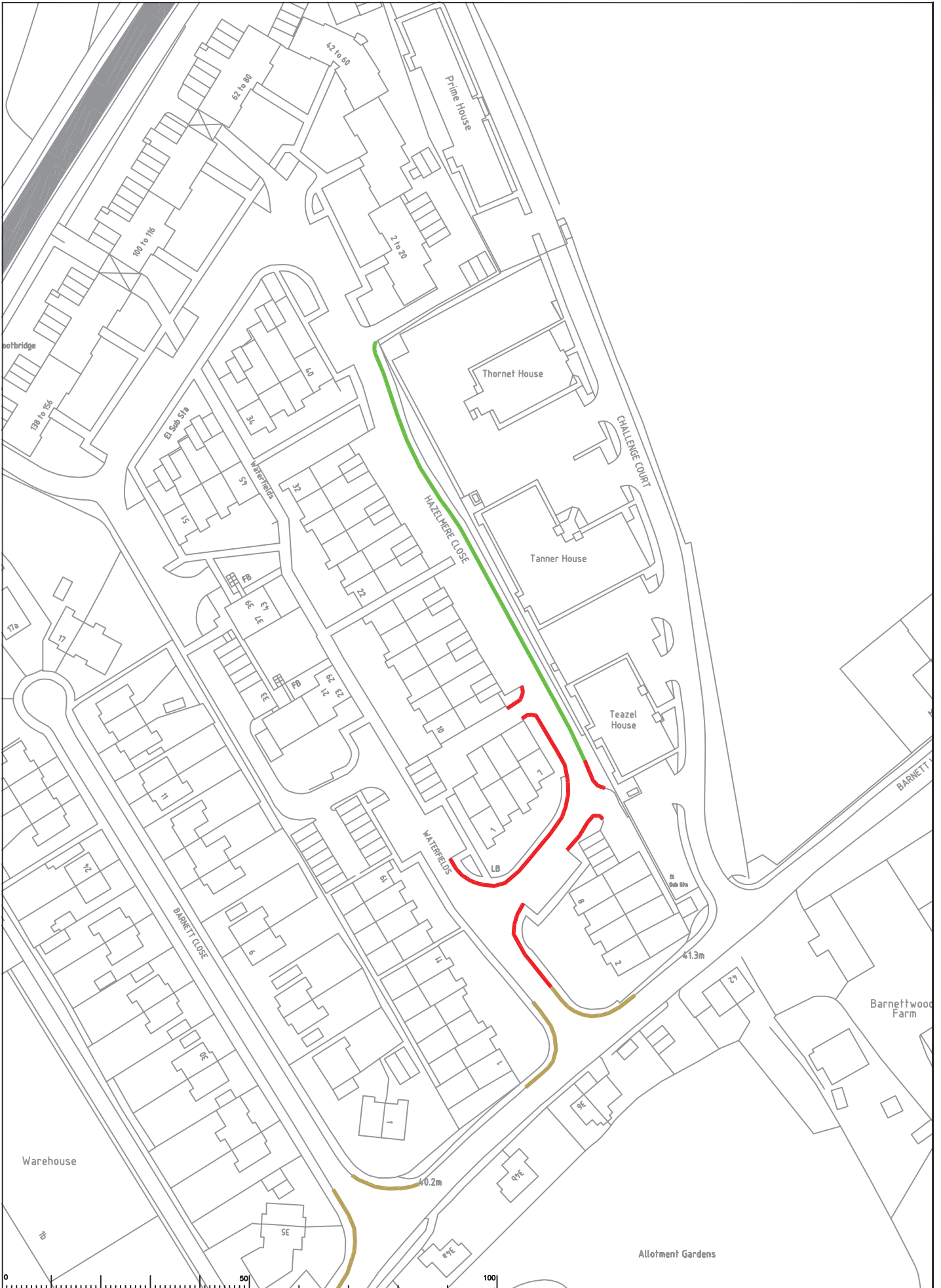
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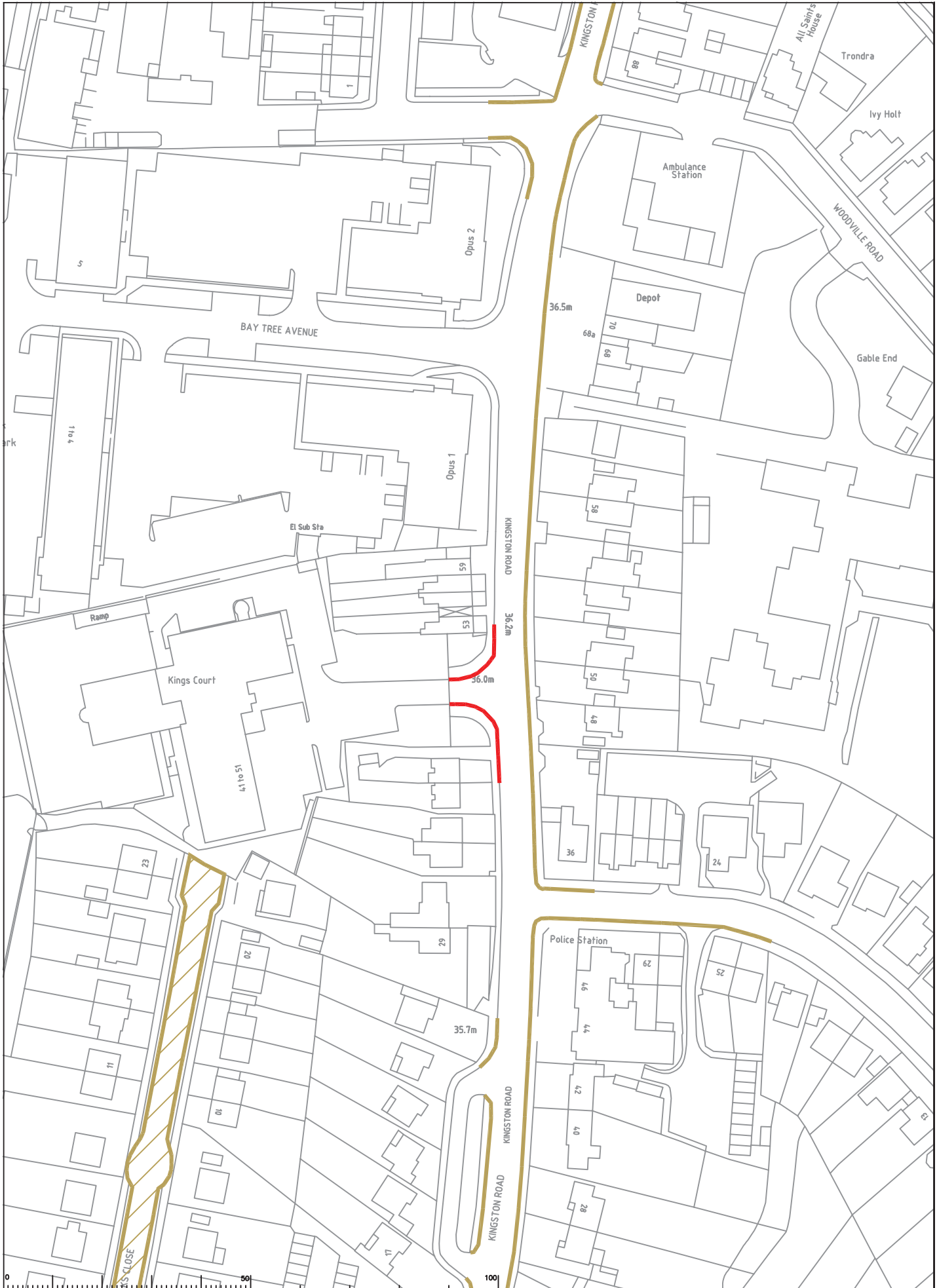
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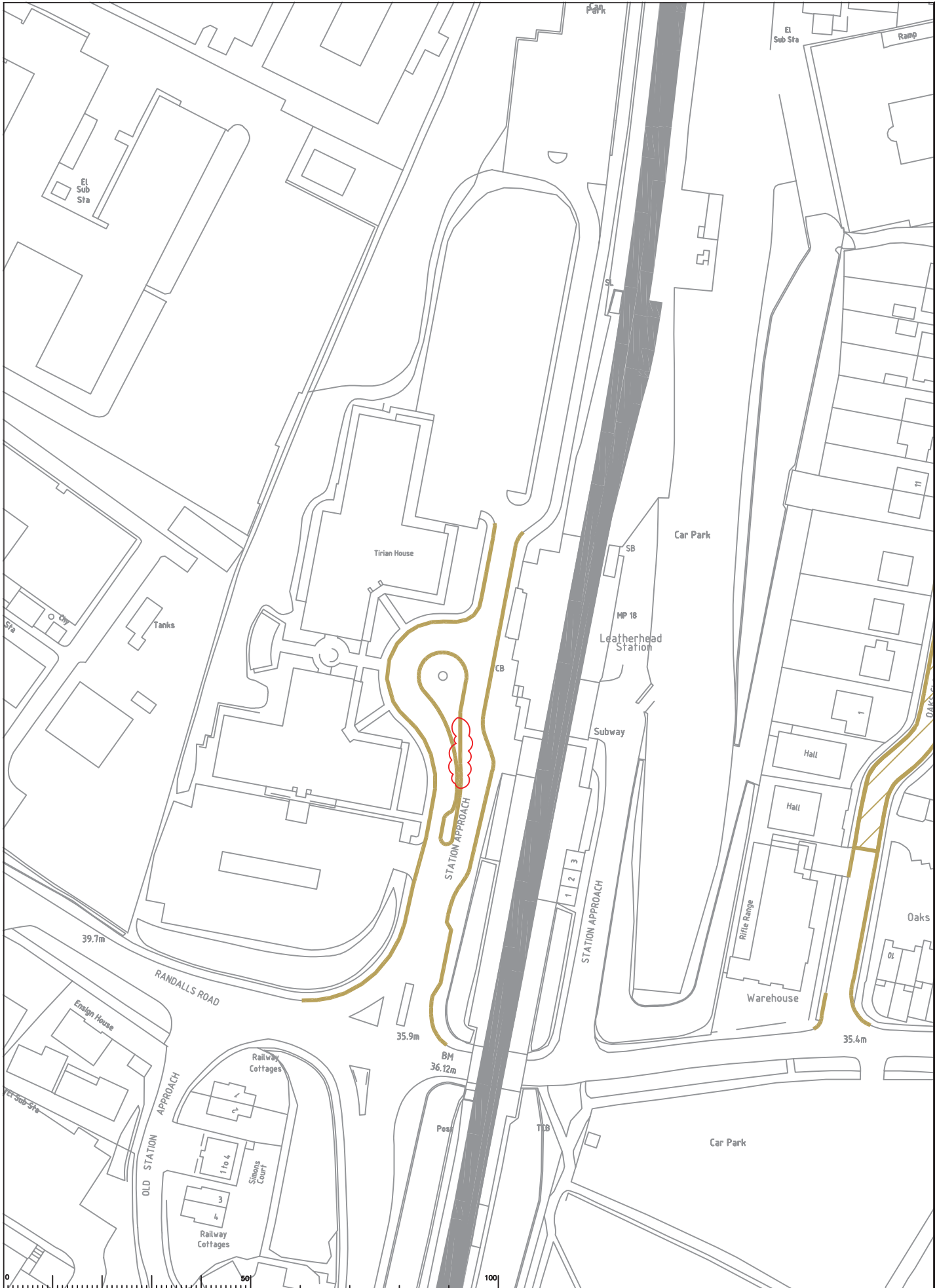
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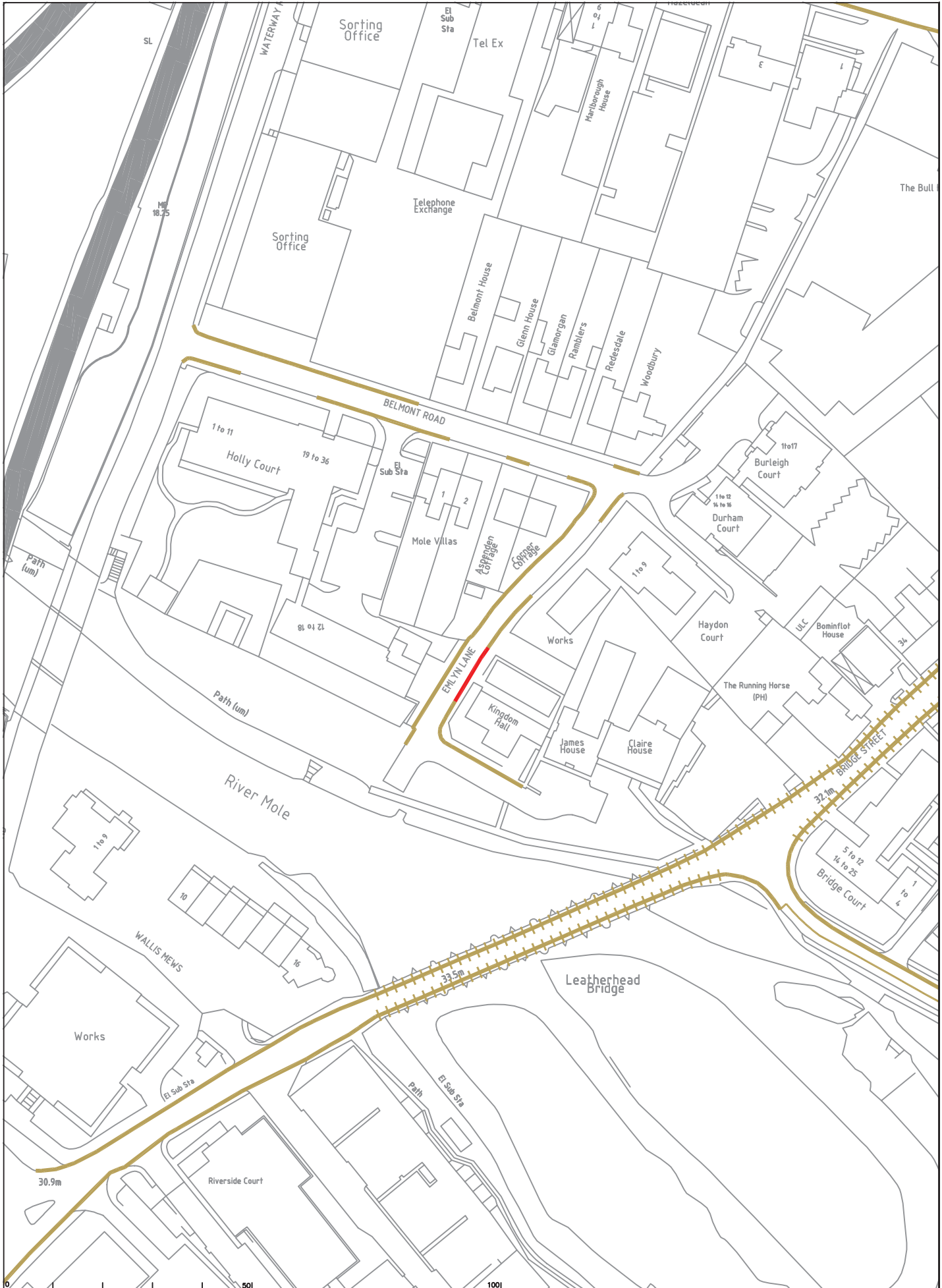
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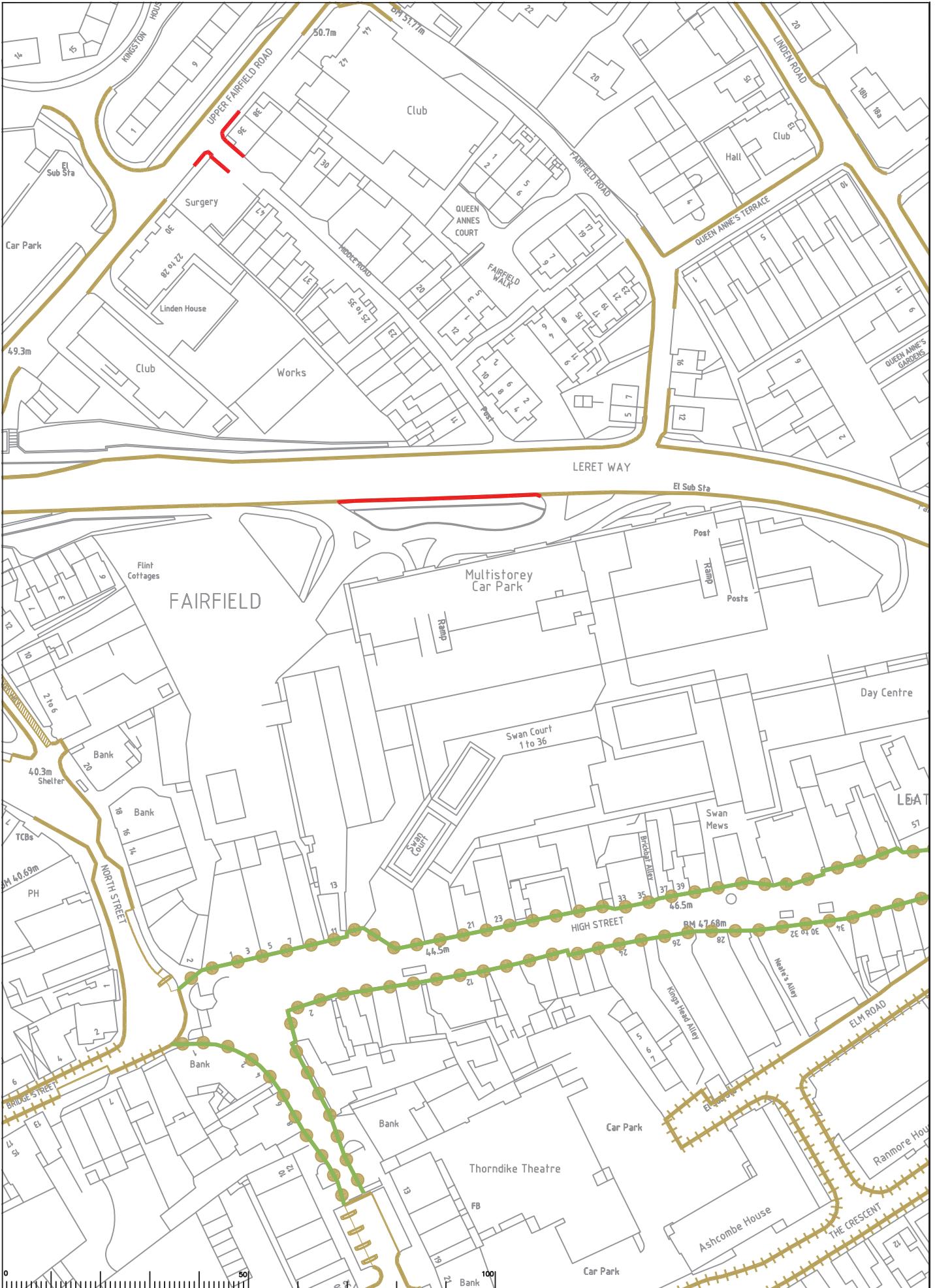
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Proposed Waiting Restrictions
Leatherhead

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 Drawing: Proposed Waiting Restrictions Leatherhead

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Proposed Waiting Restrictions
 Leatherhead

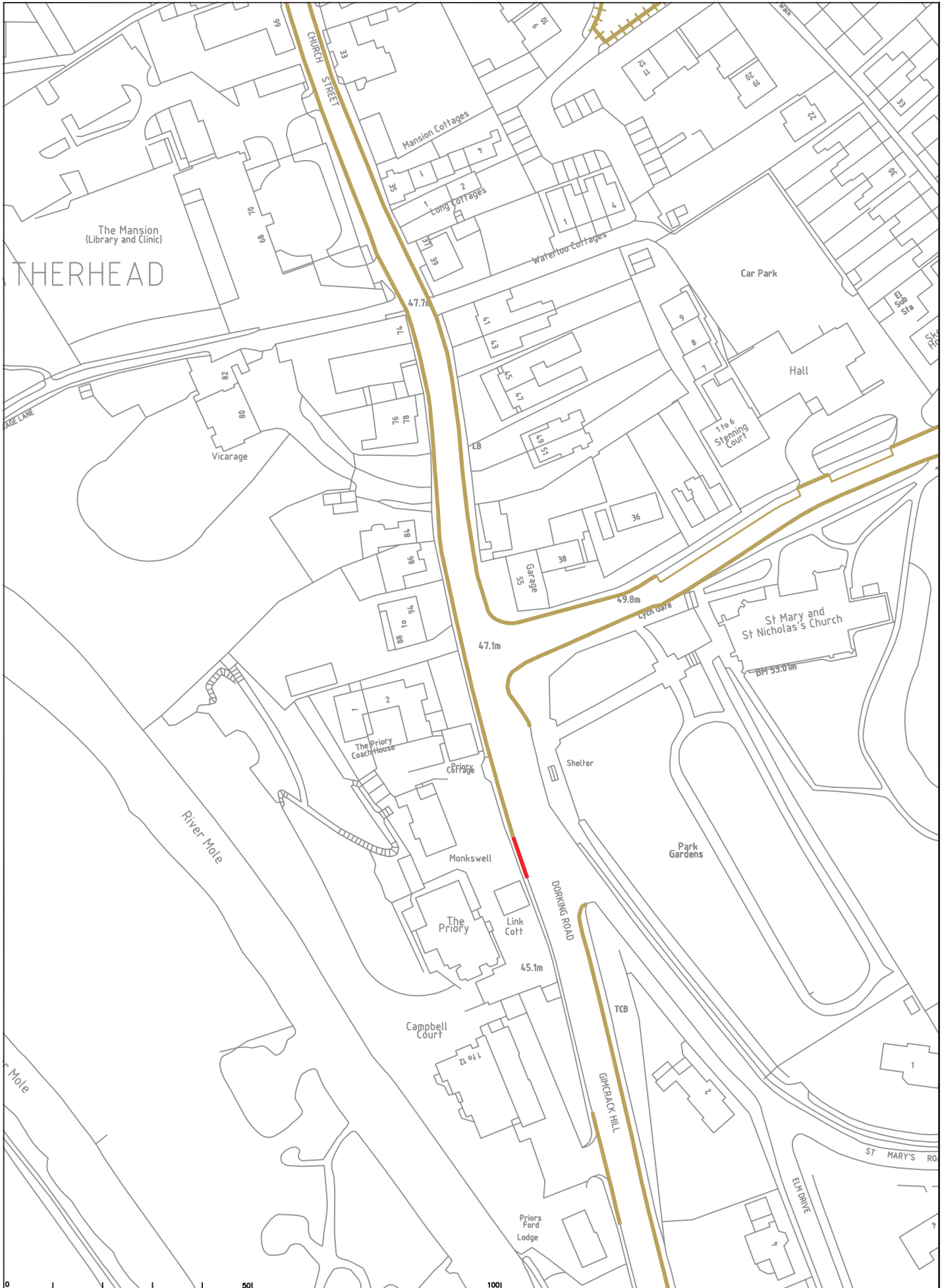
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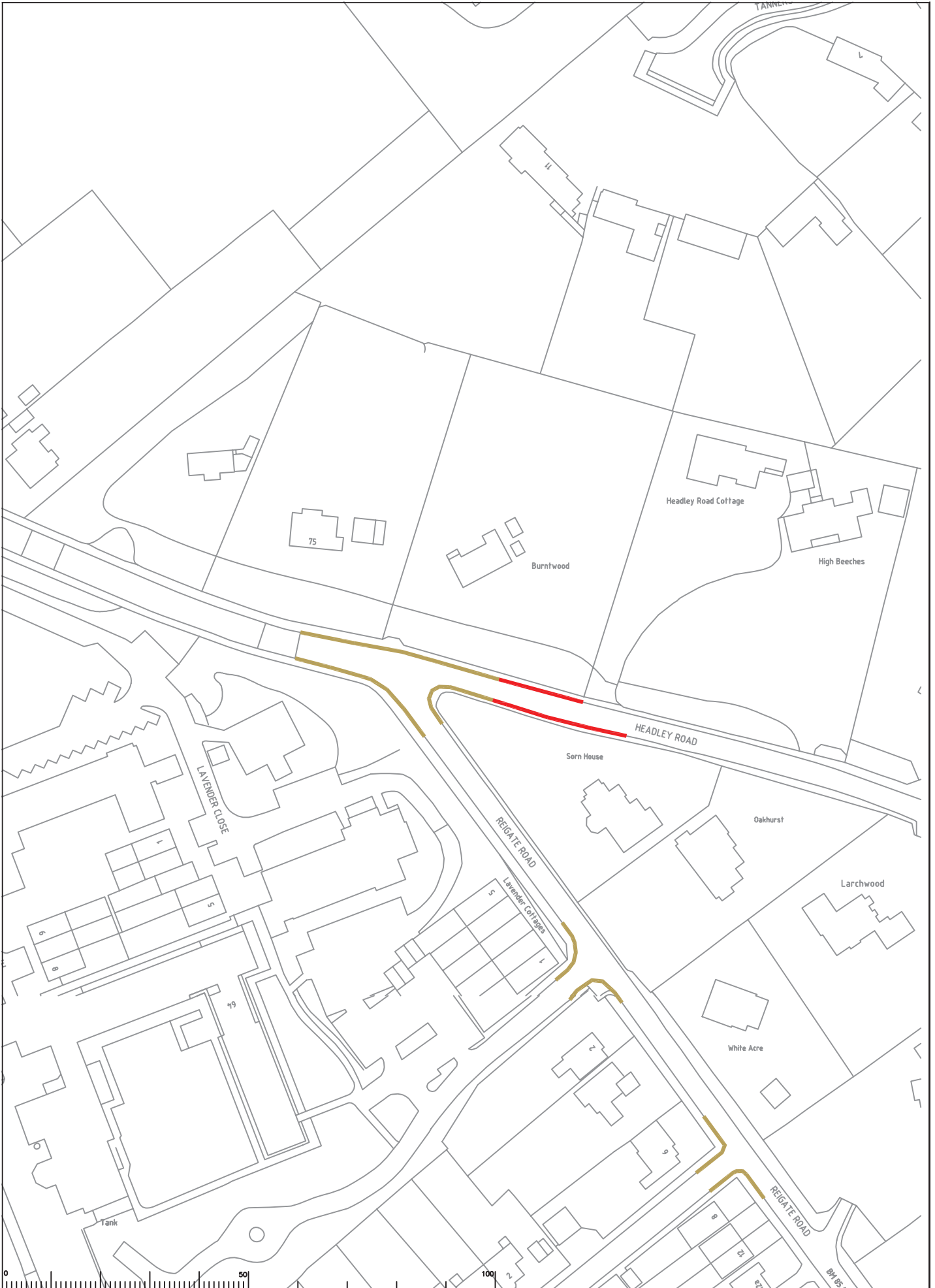
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Mole Valley Parking Review 2013

Proposed Waiting Restrictions
Leatherhead

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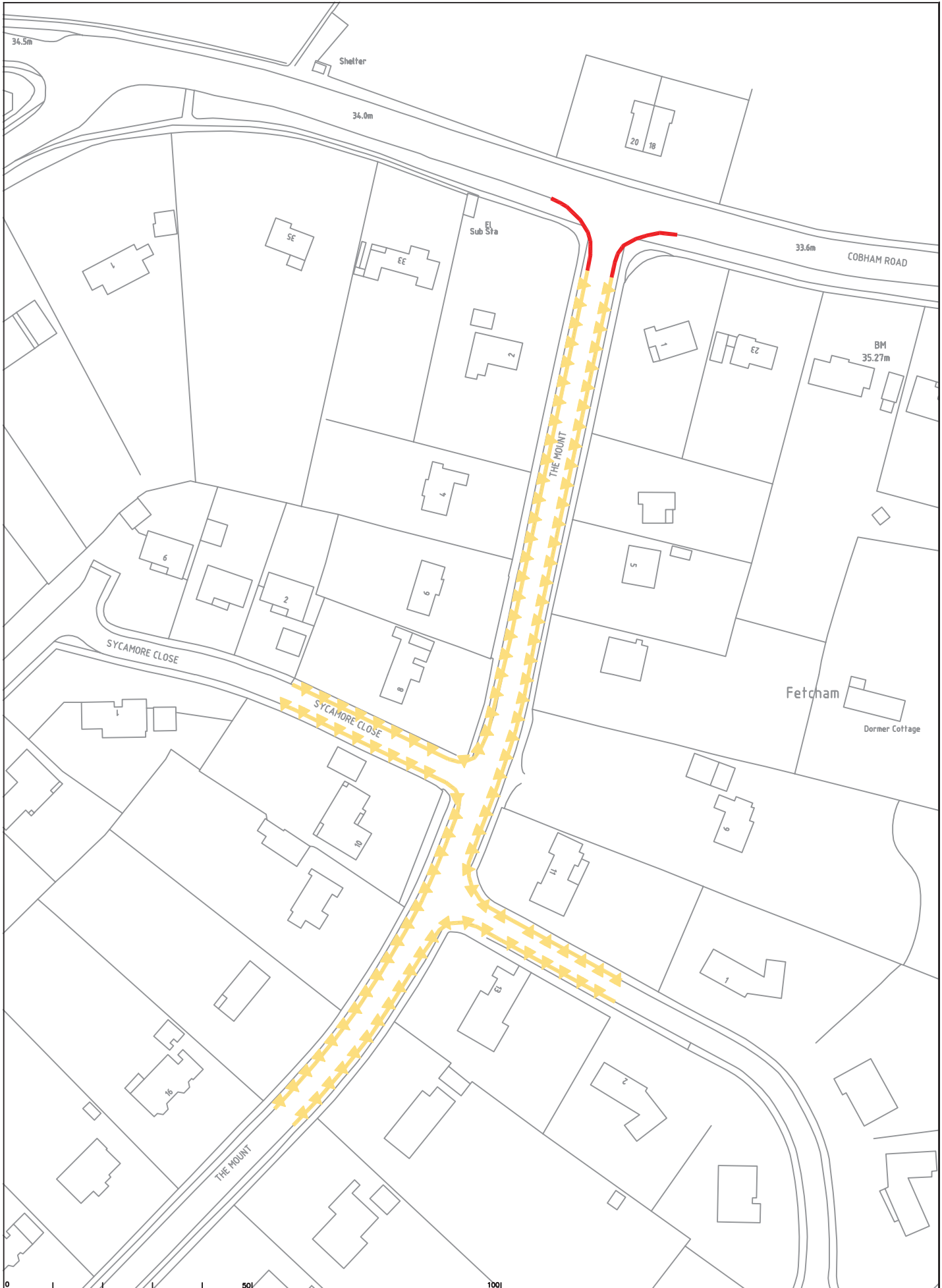
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Proposed Waiting Restrictions Fetcham

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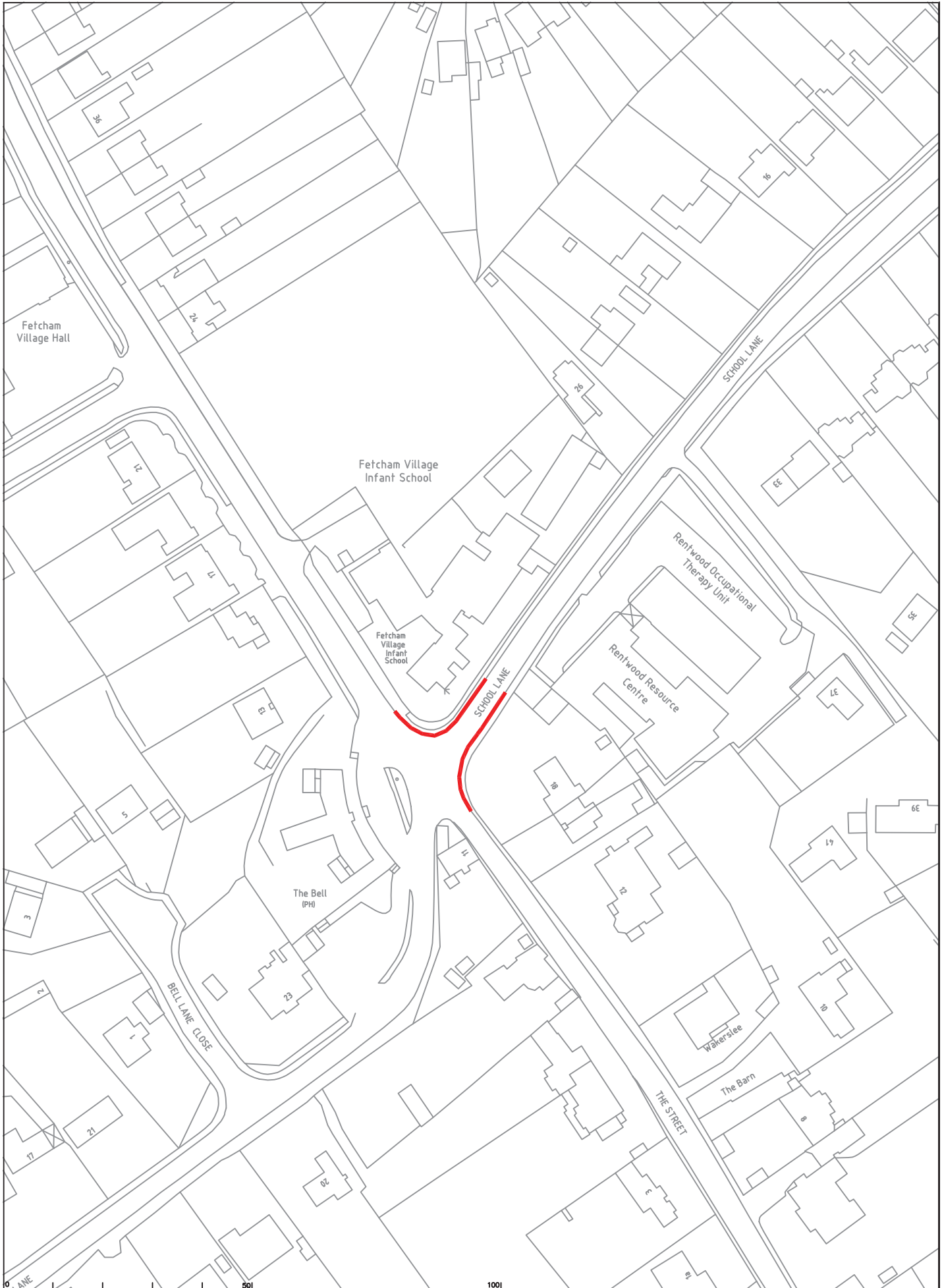
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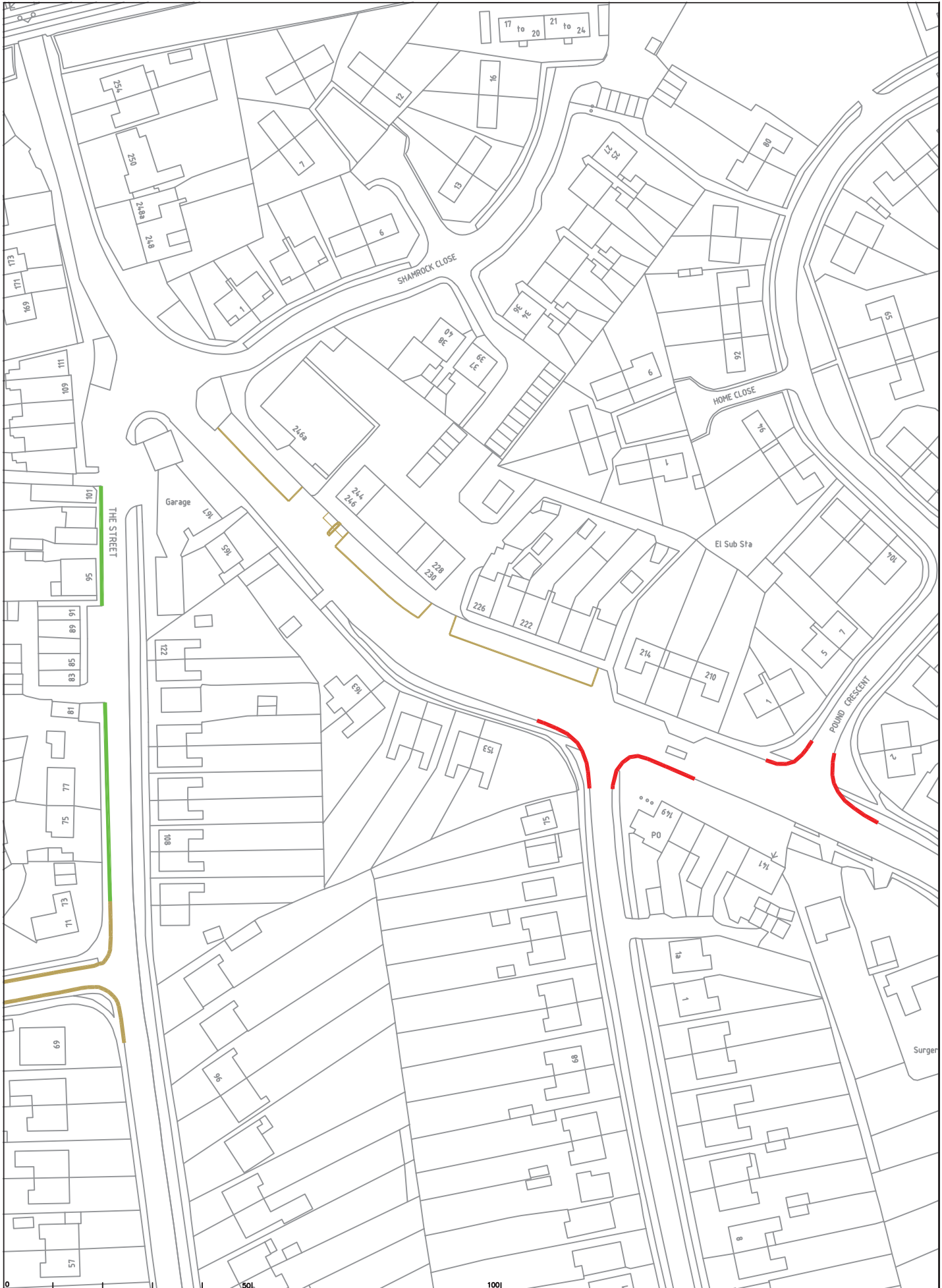
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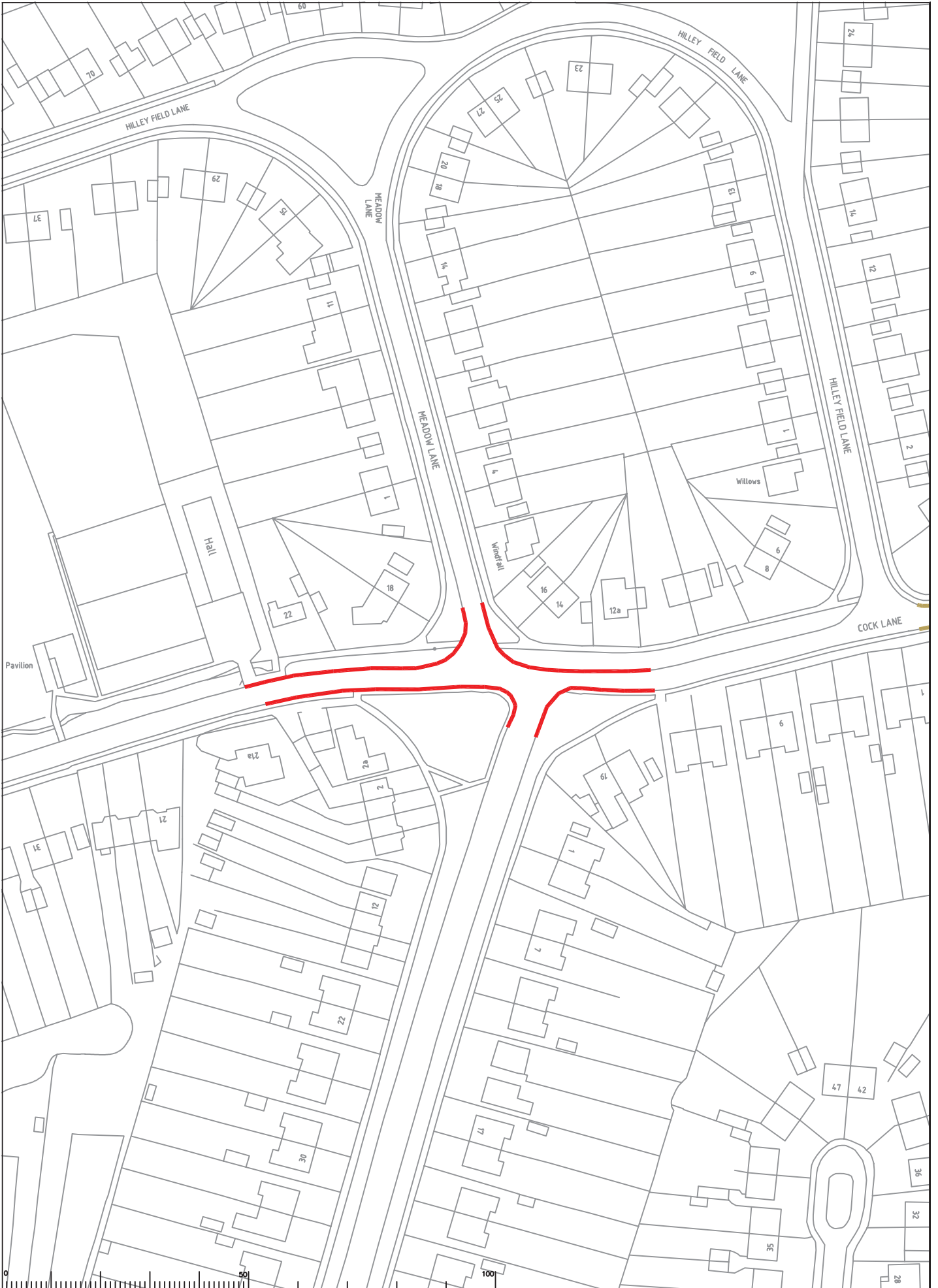
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Drawing: Proposed Waiting Restrictions Fetcham

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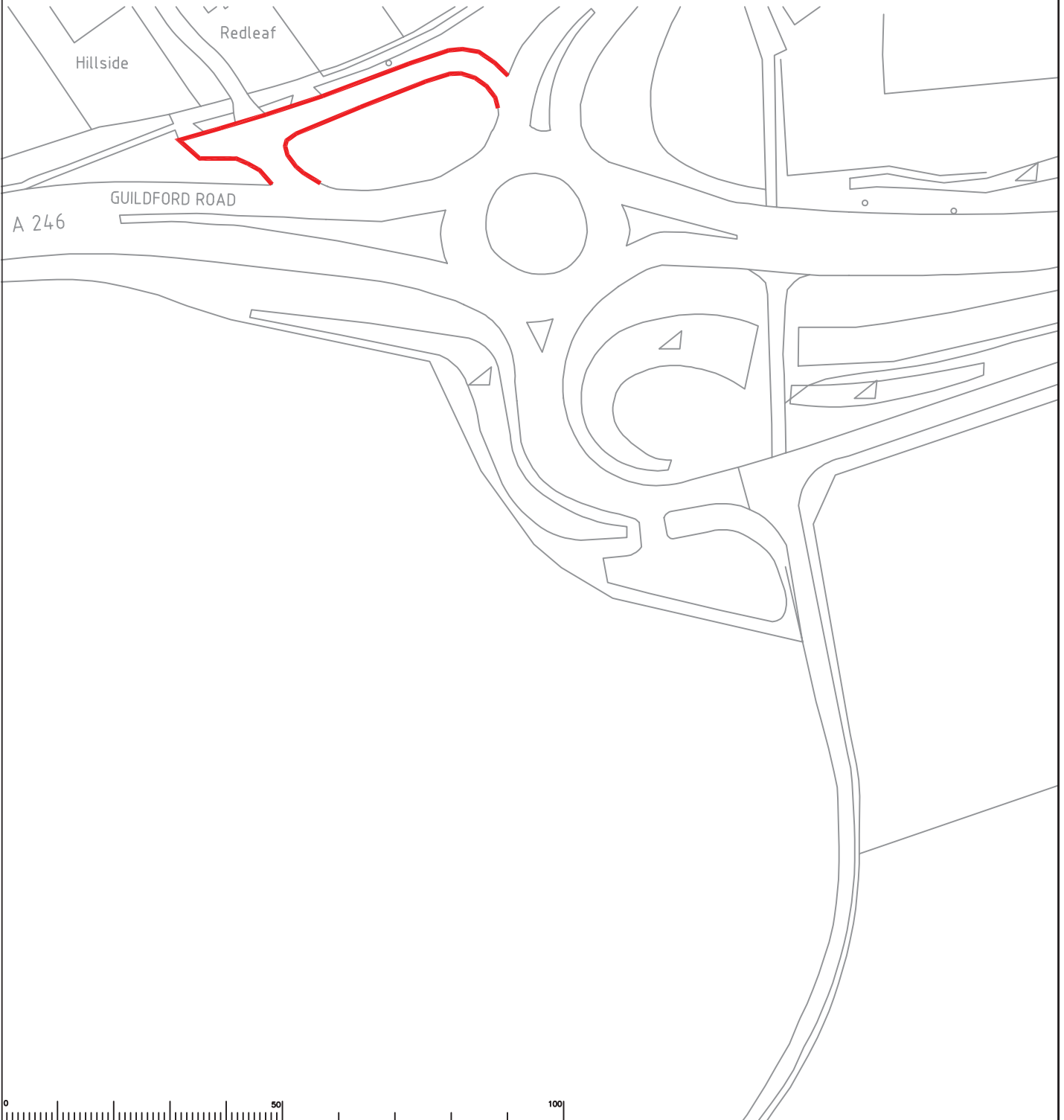
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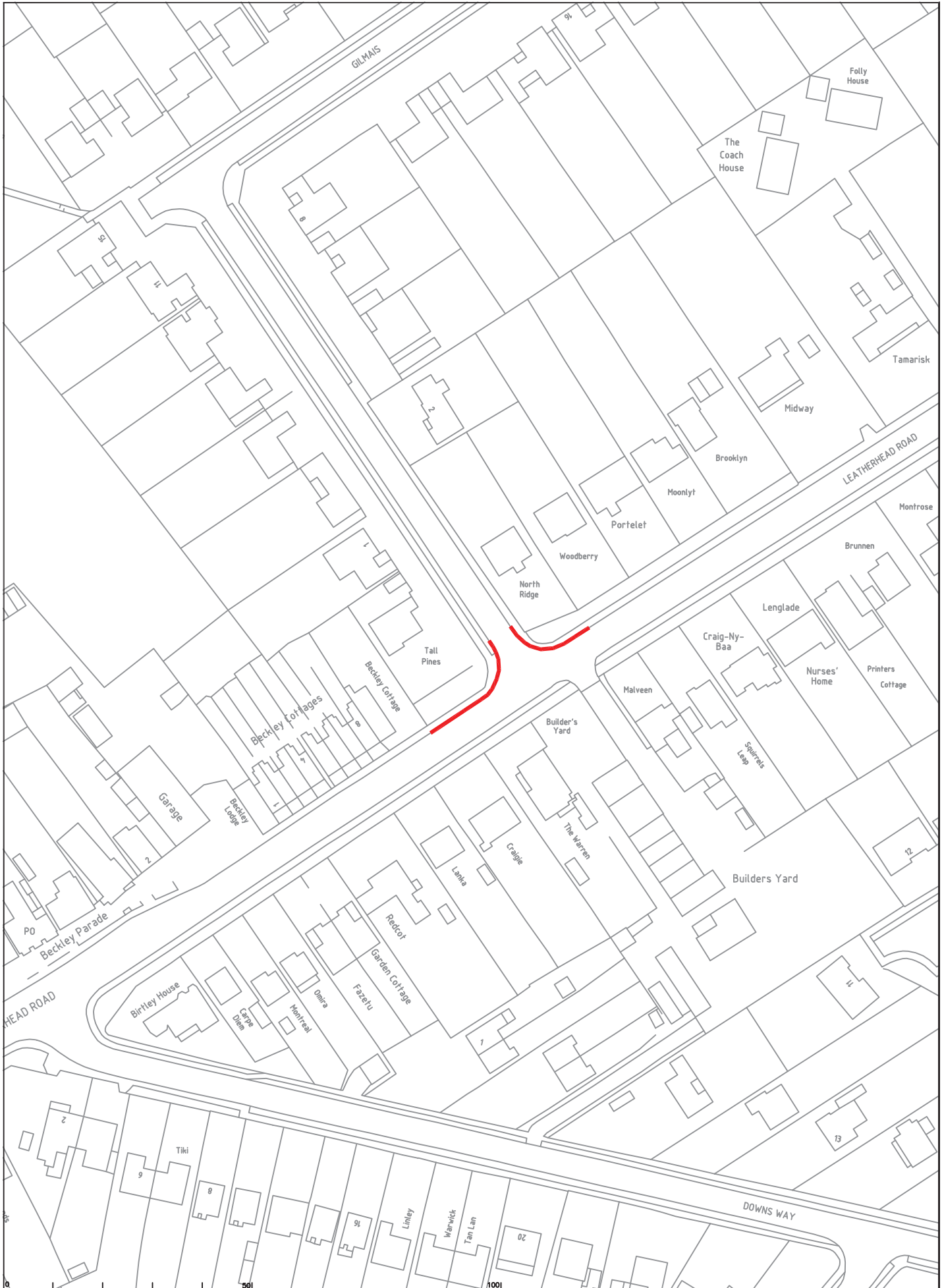
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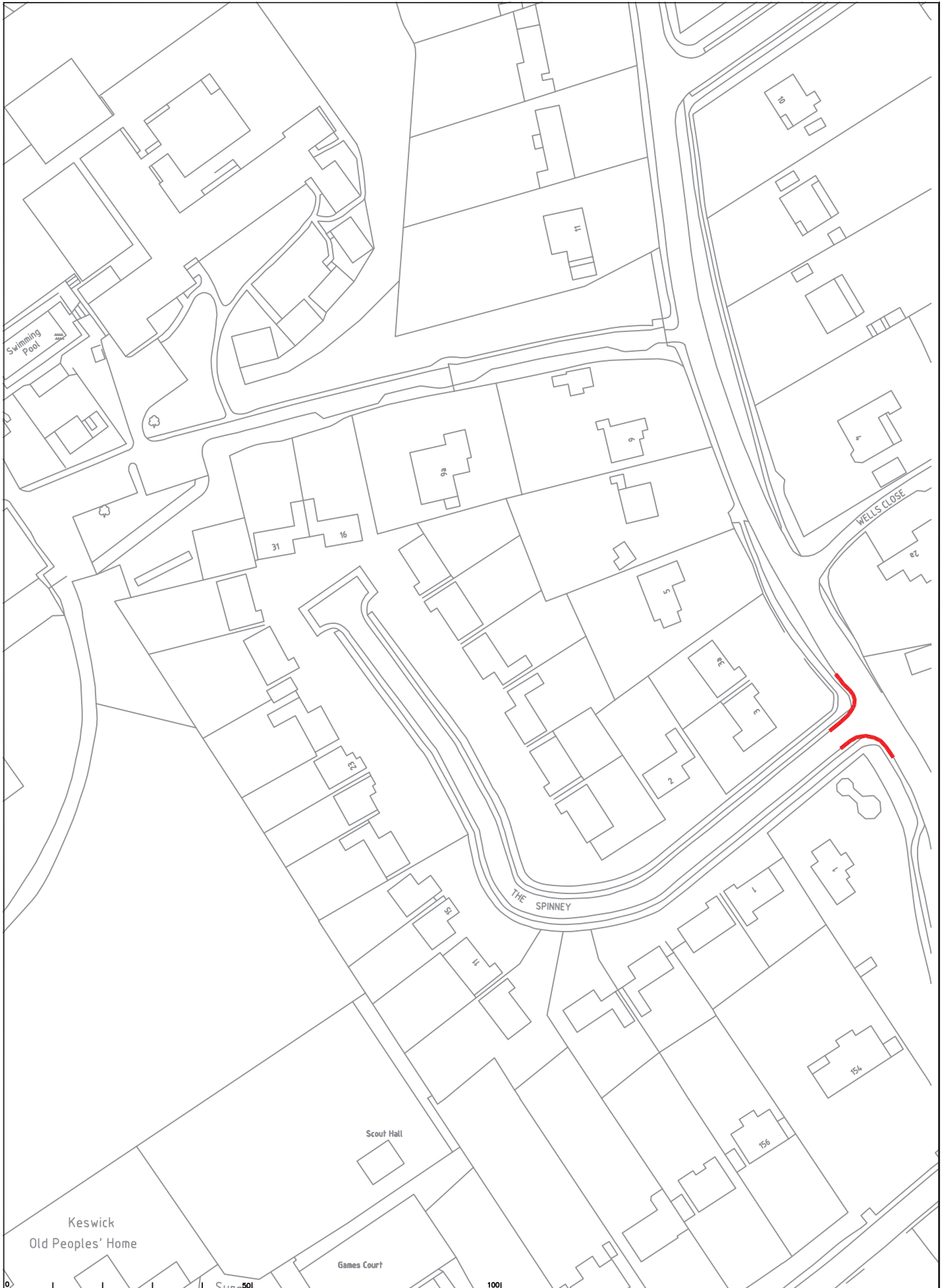
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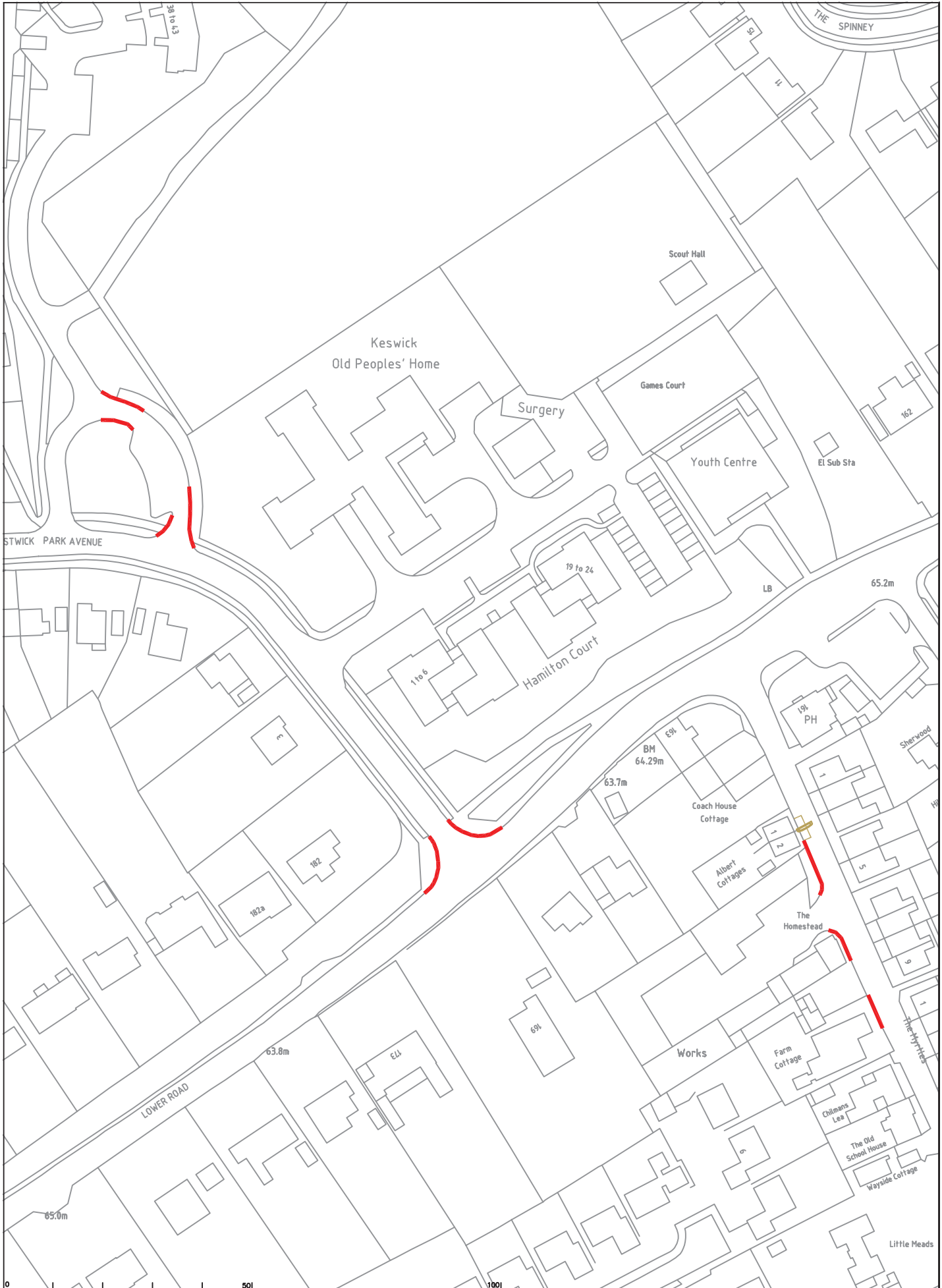
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 Sustainable Development
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Drawing: Proposed Waiting Restrictions Fetcham

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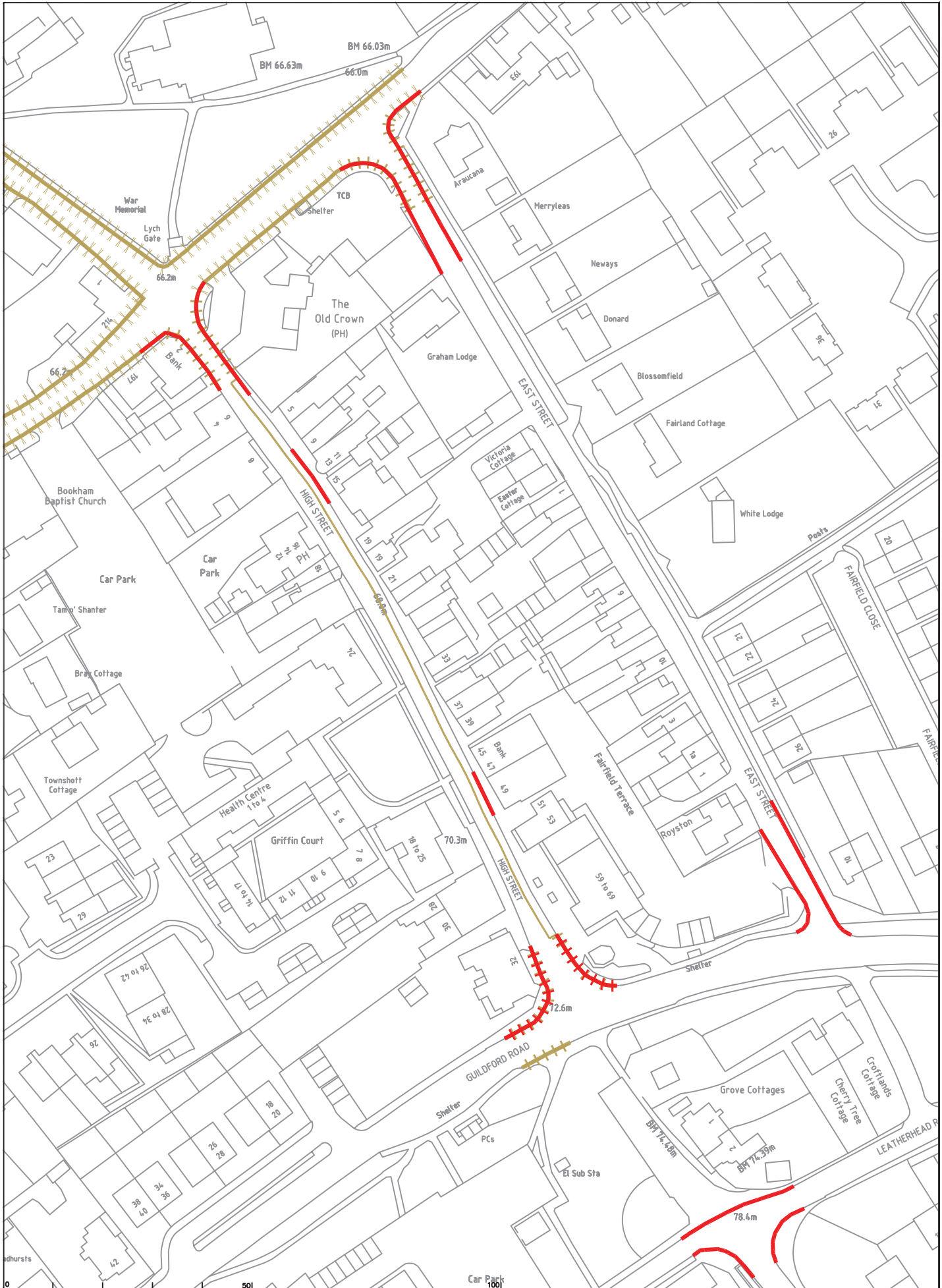
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 Proposed Waiting Restrictions
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Sustainable Development
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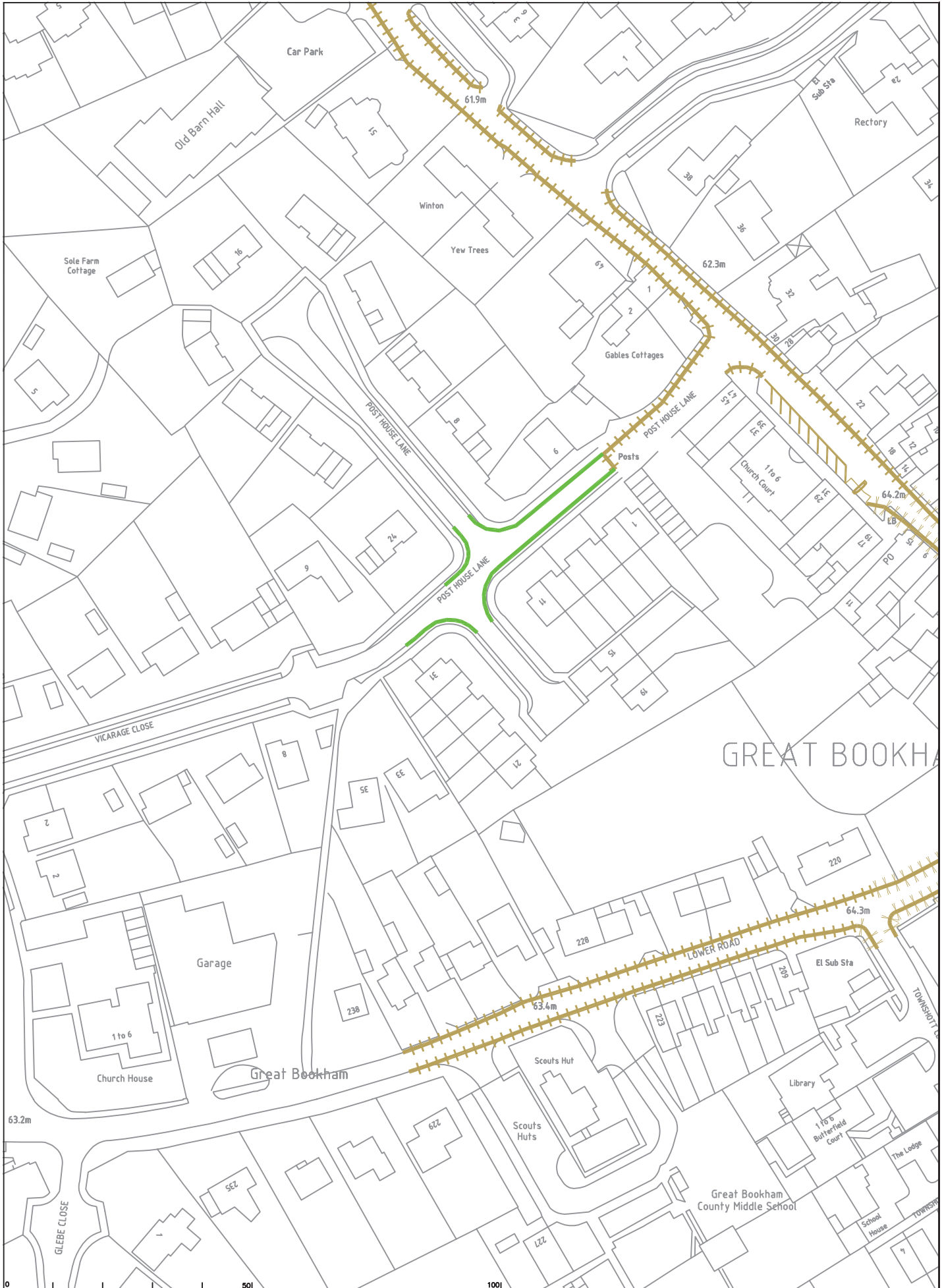
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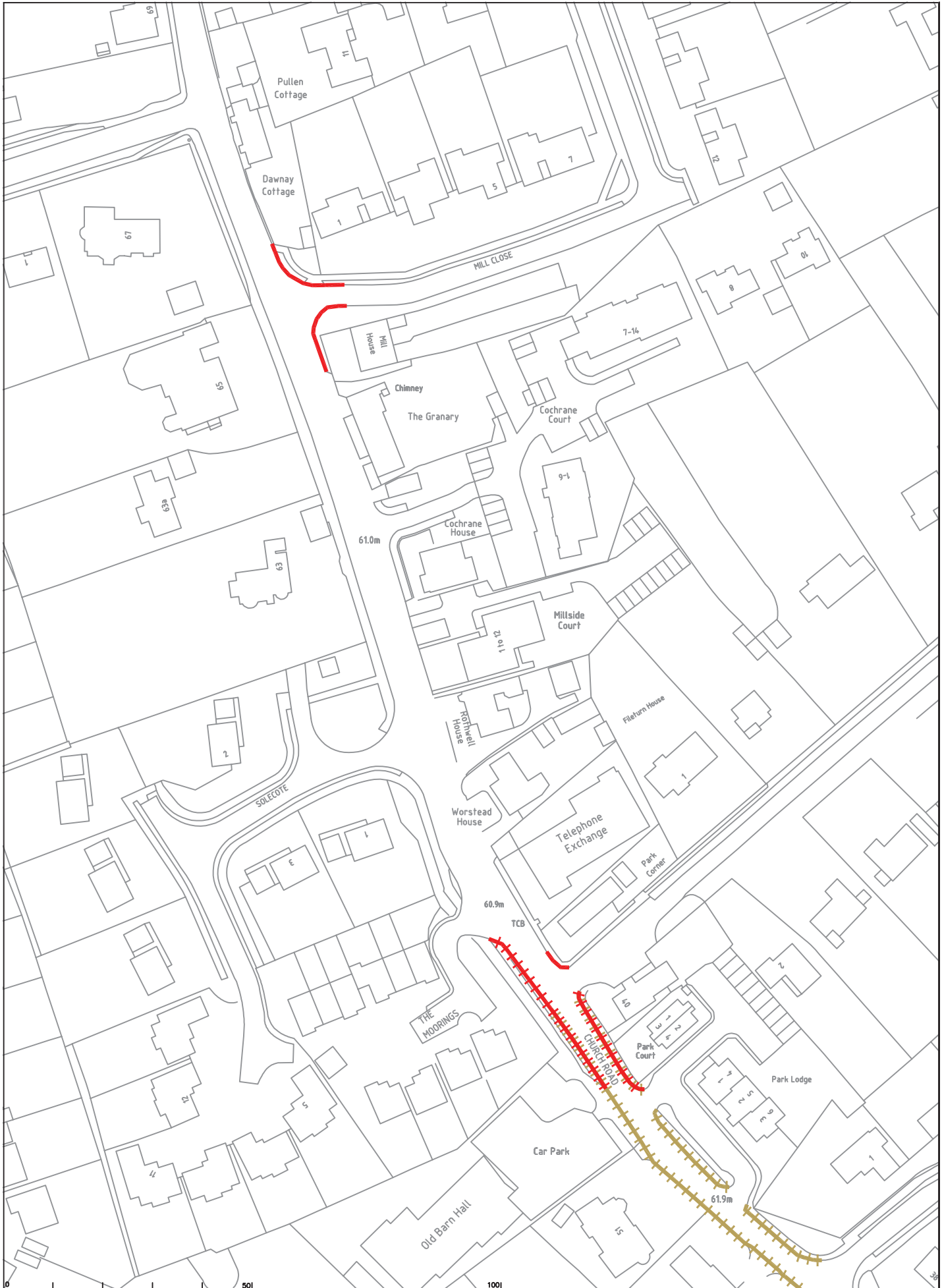
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Proposed Waiting Restrictions Fetcham

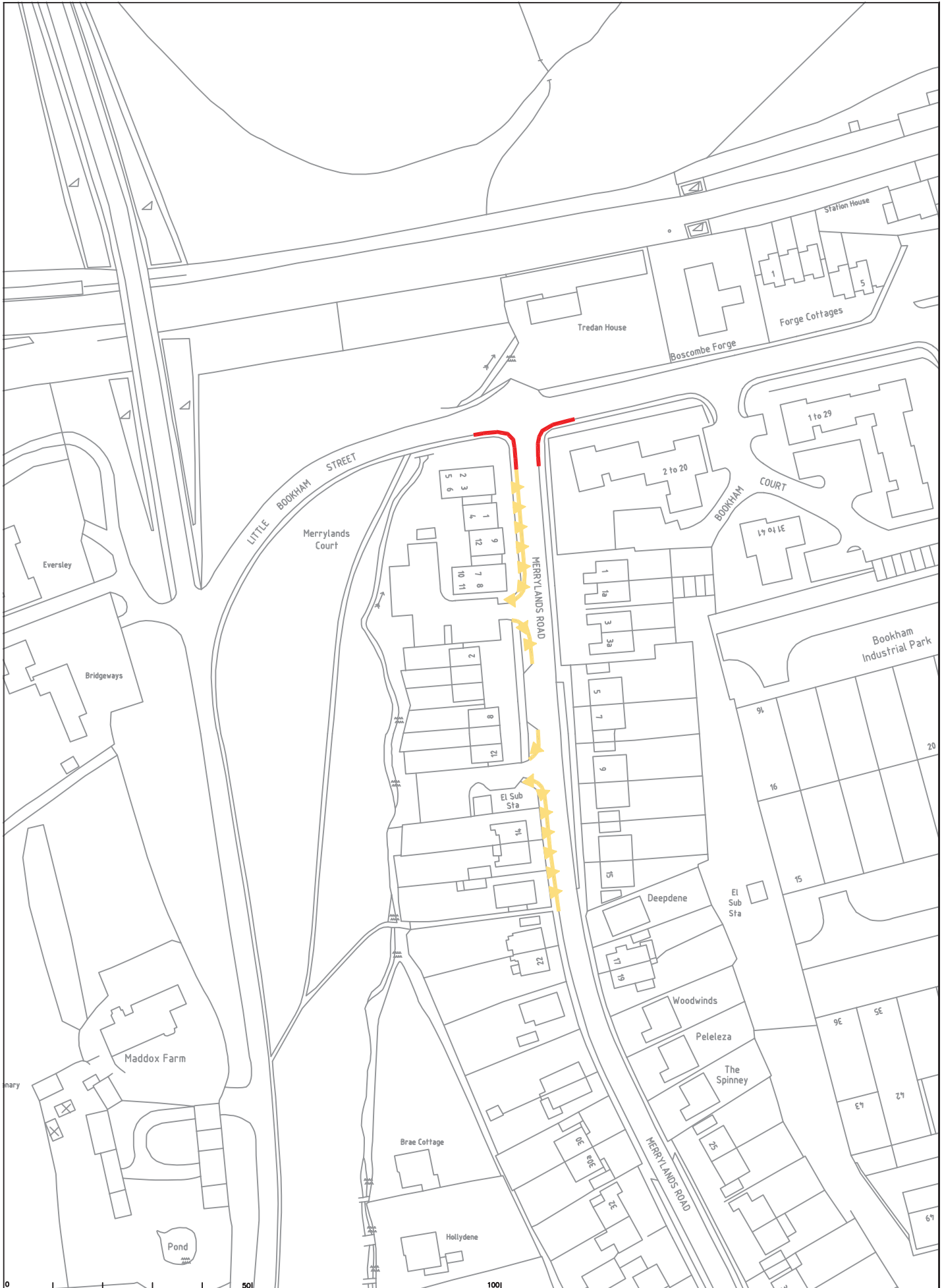
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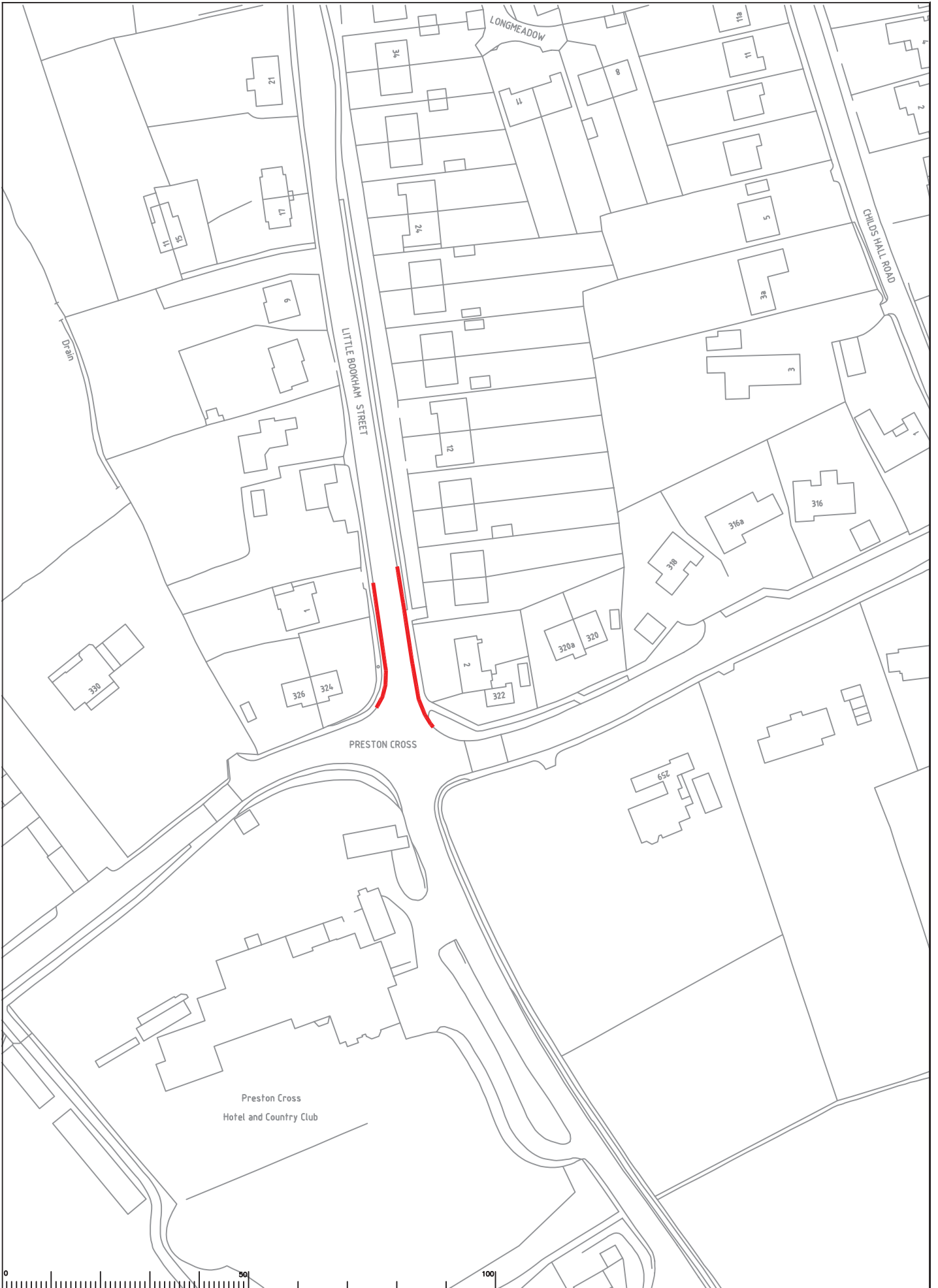
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 Drawing: Proposed Waiting Restrictions Fetcham

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Proposed Waiting Restrictions Fetcham

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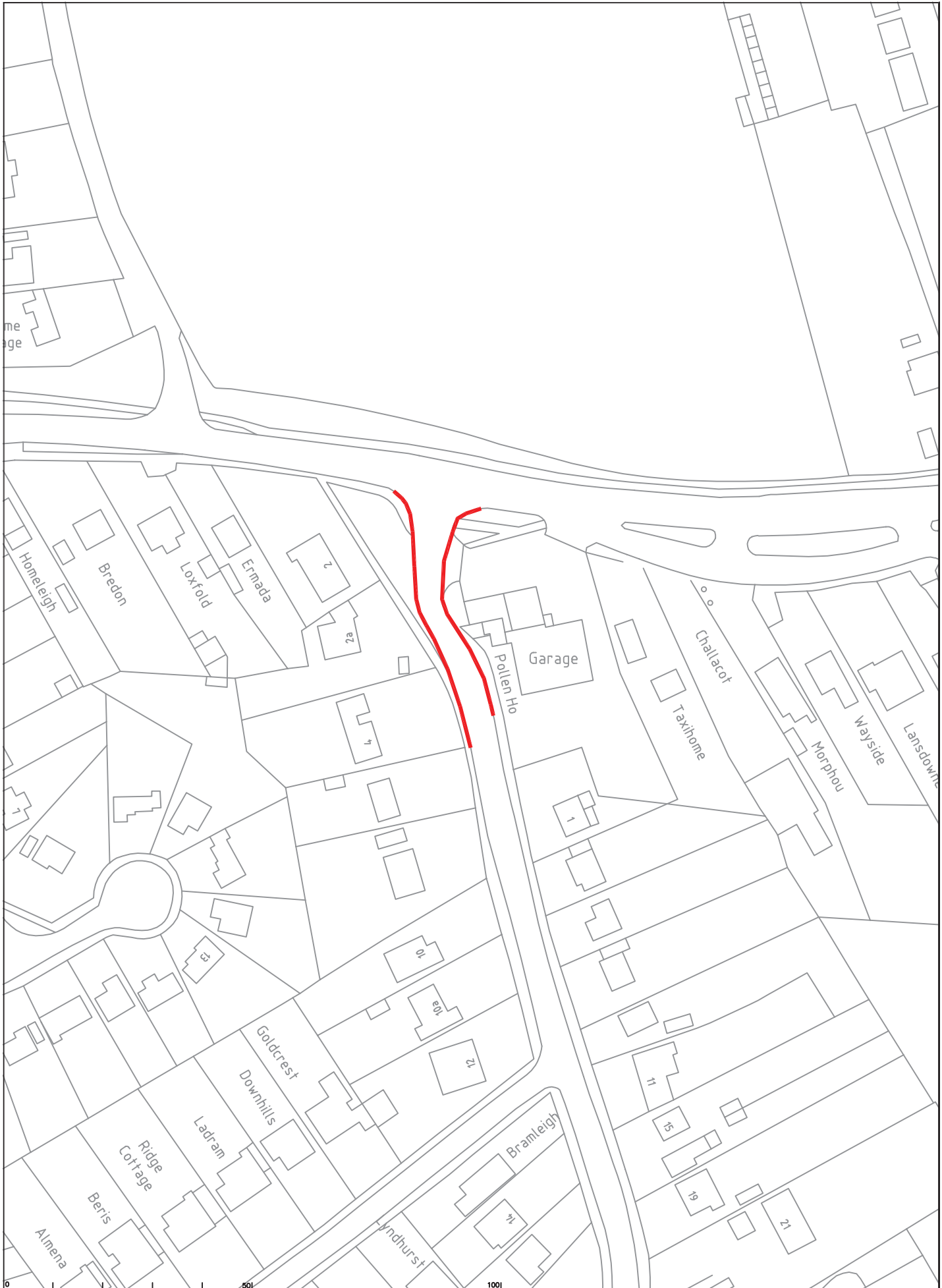
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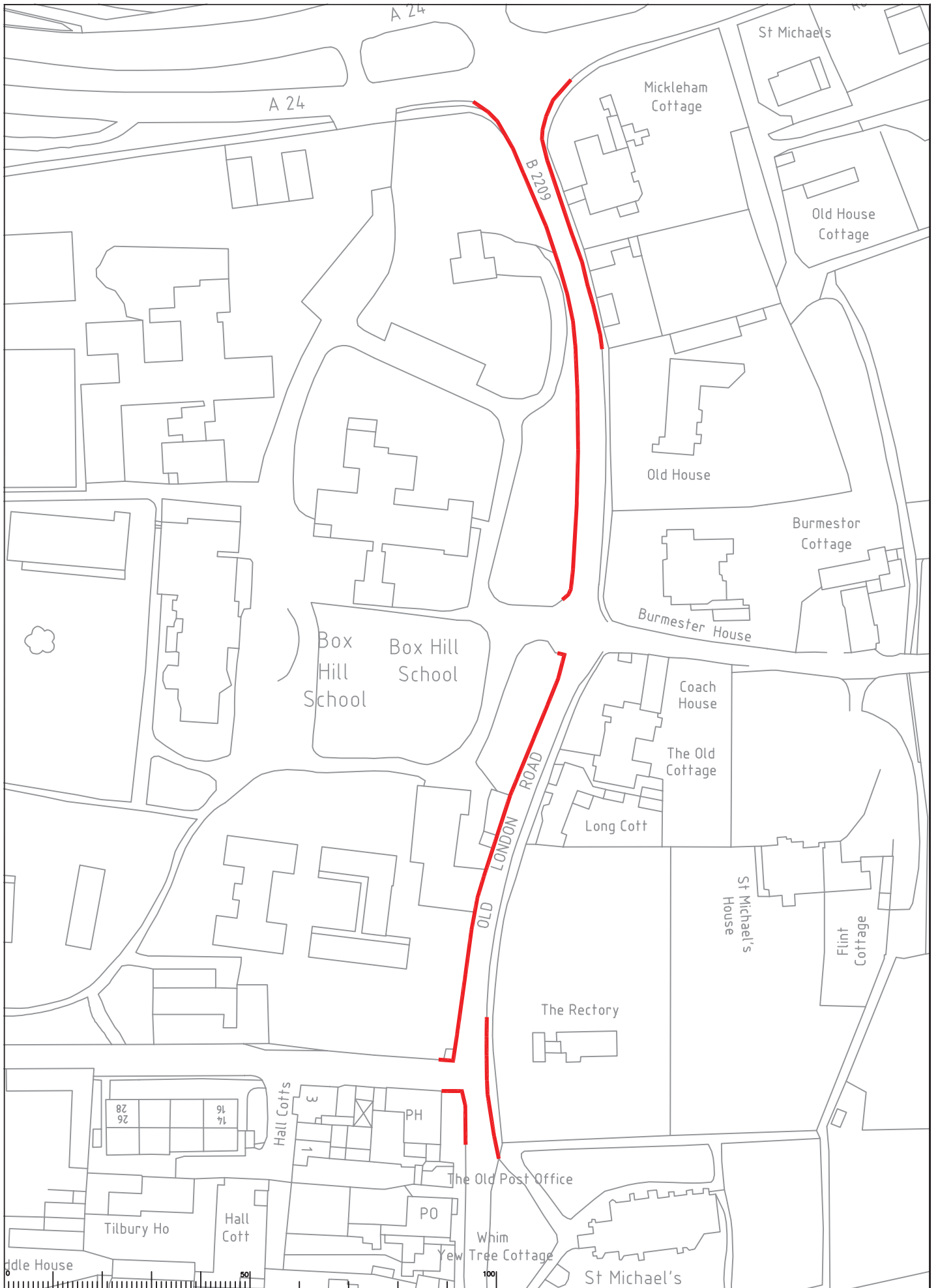
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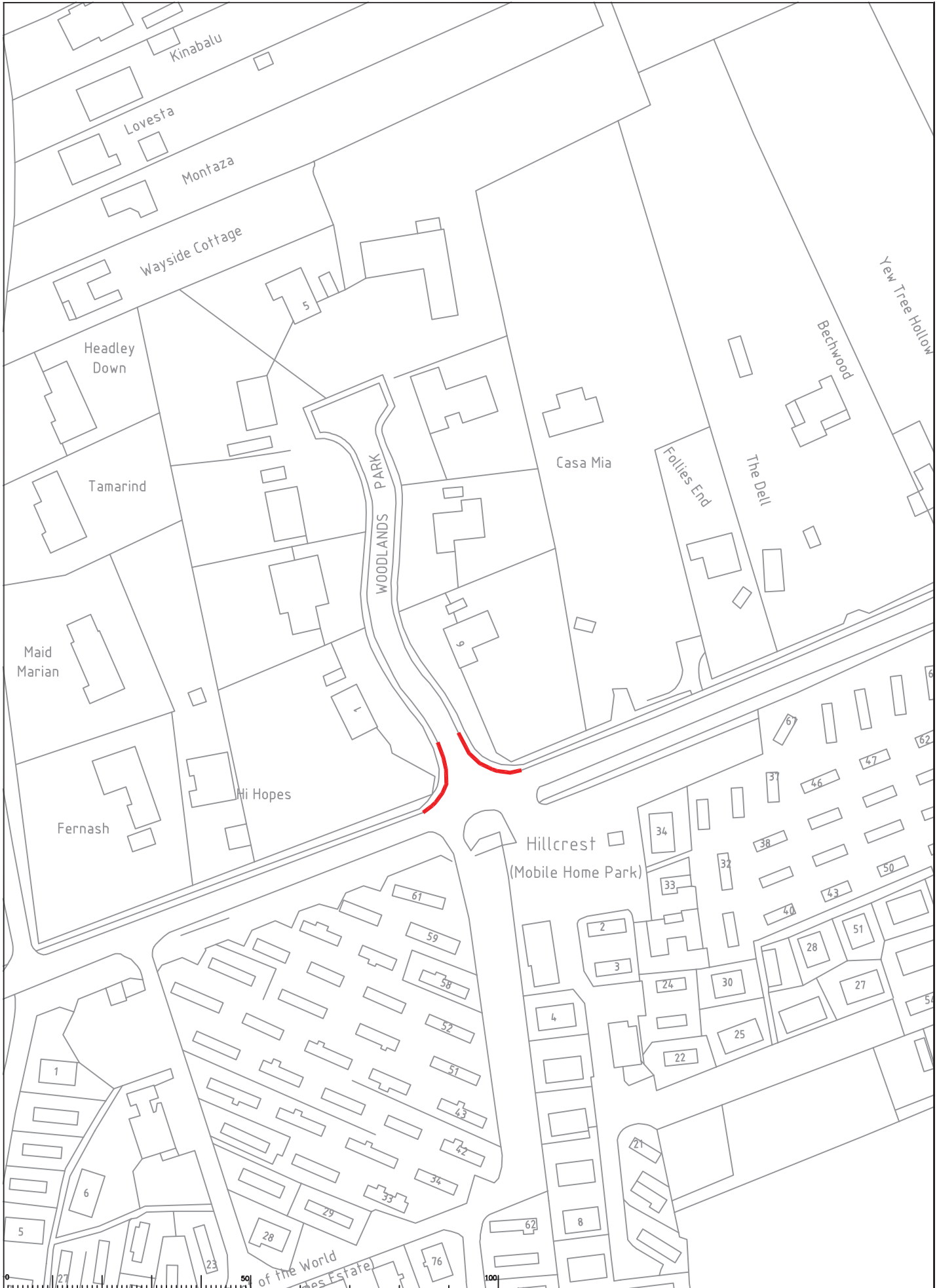
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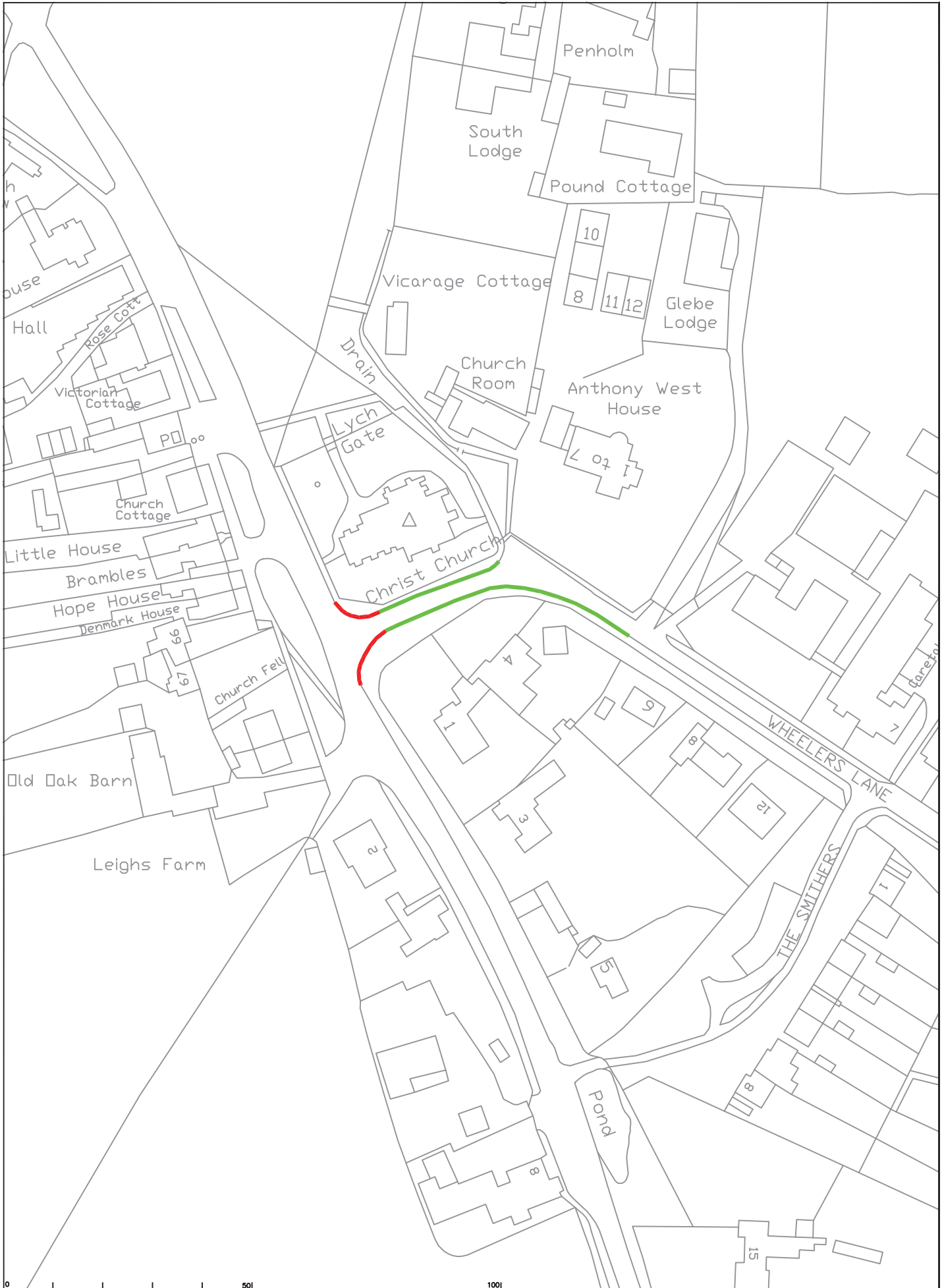
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Proposed Waiting Restrictions Brockham

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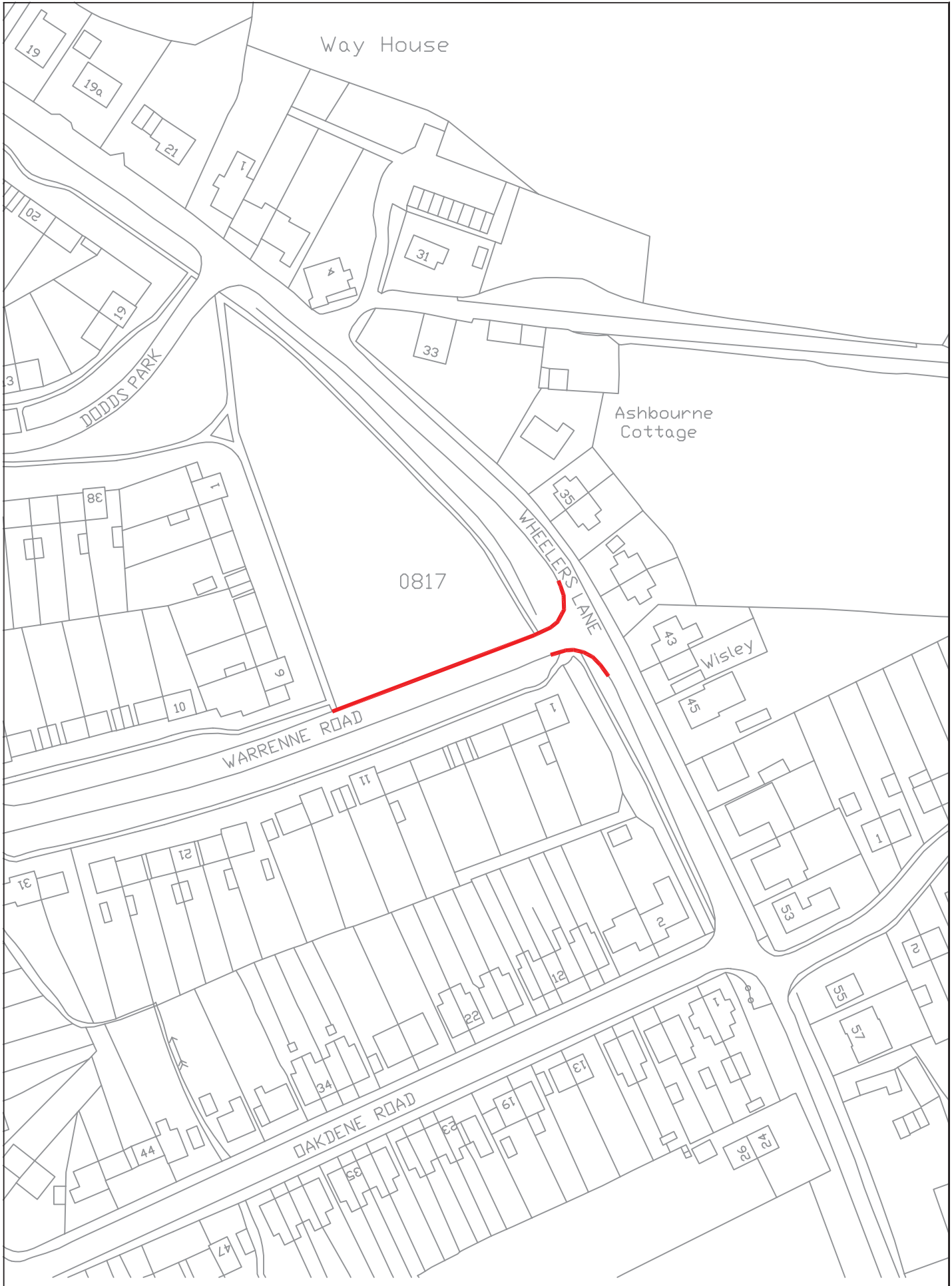
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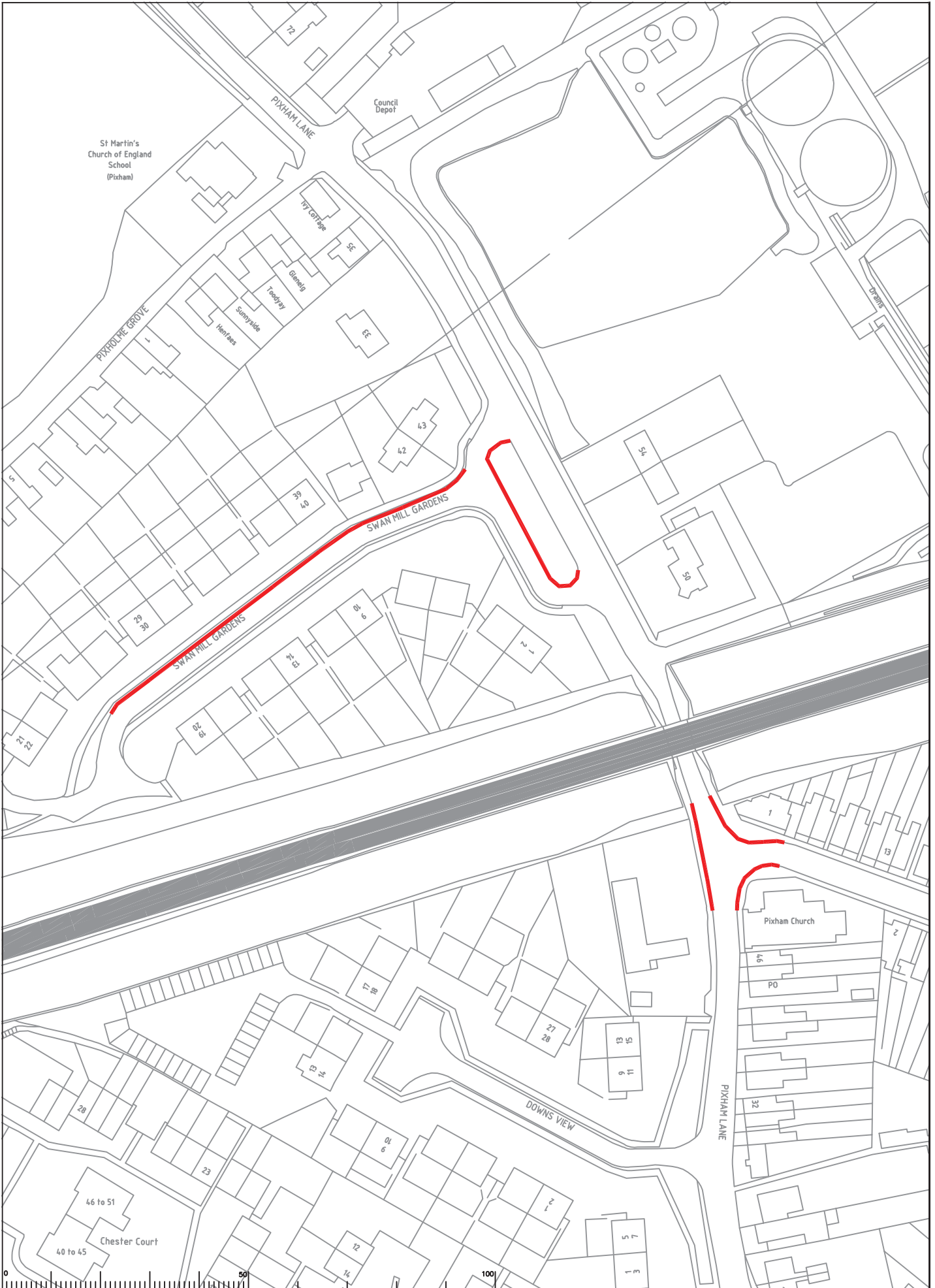


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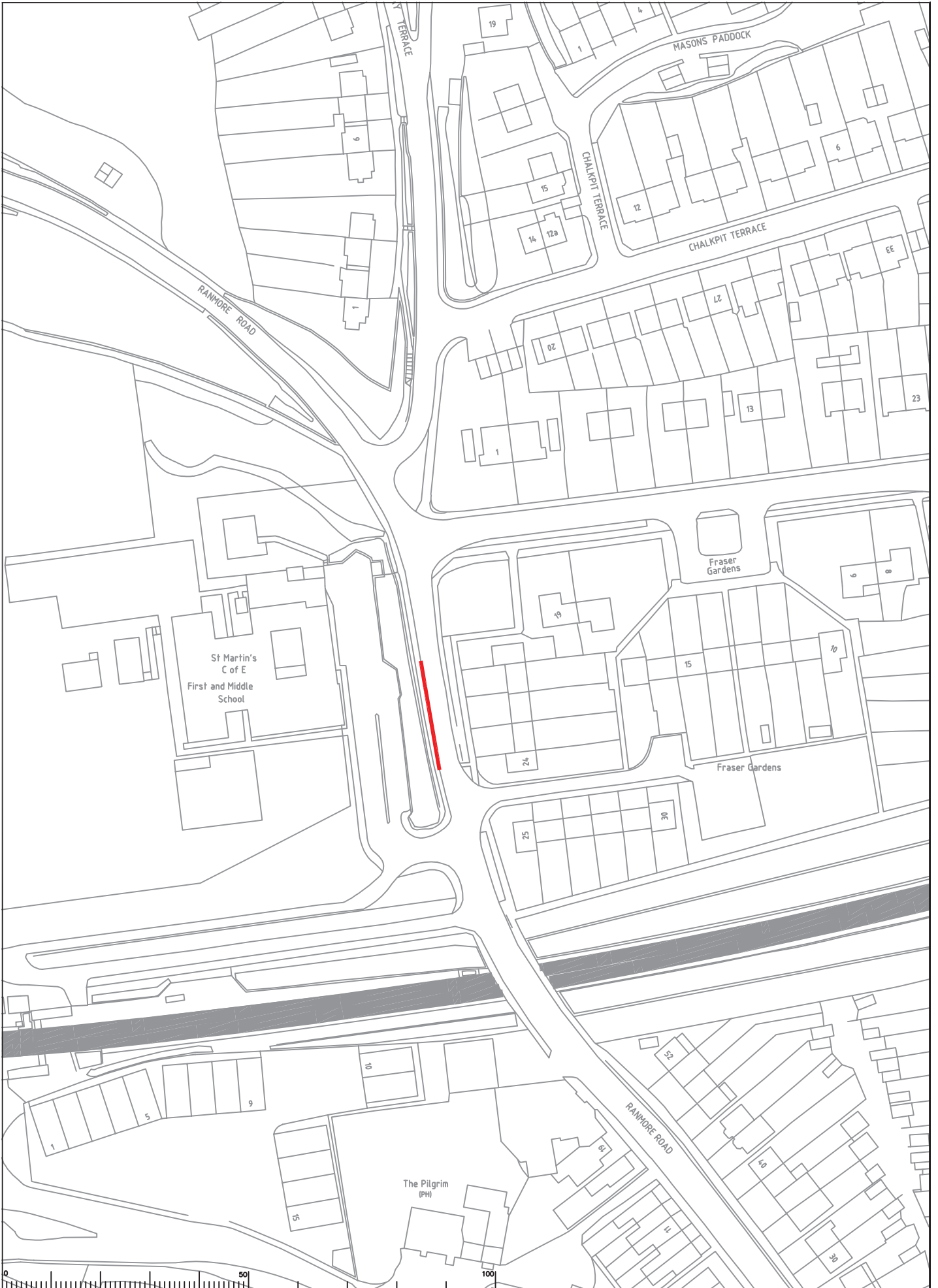
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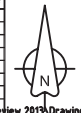


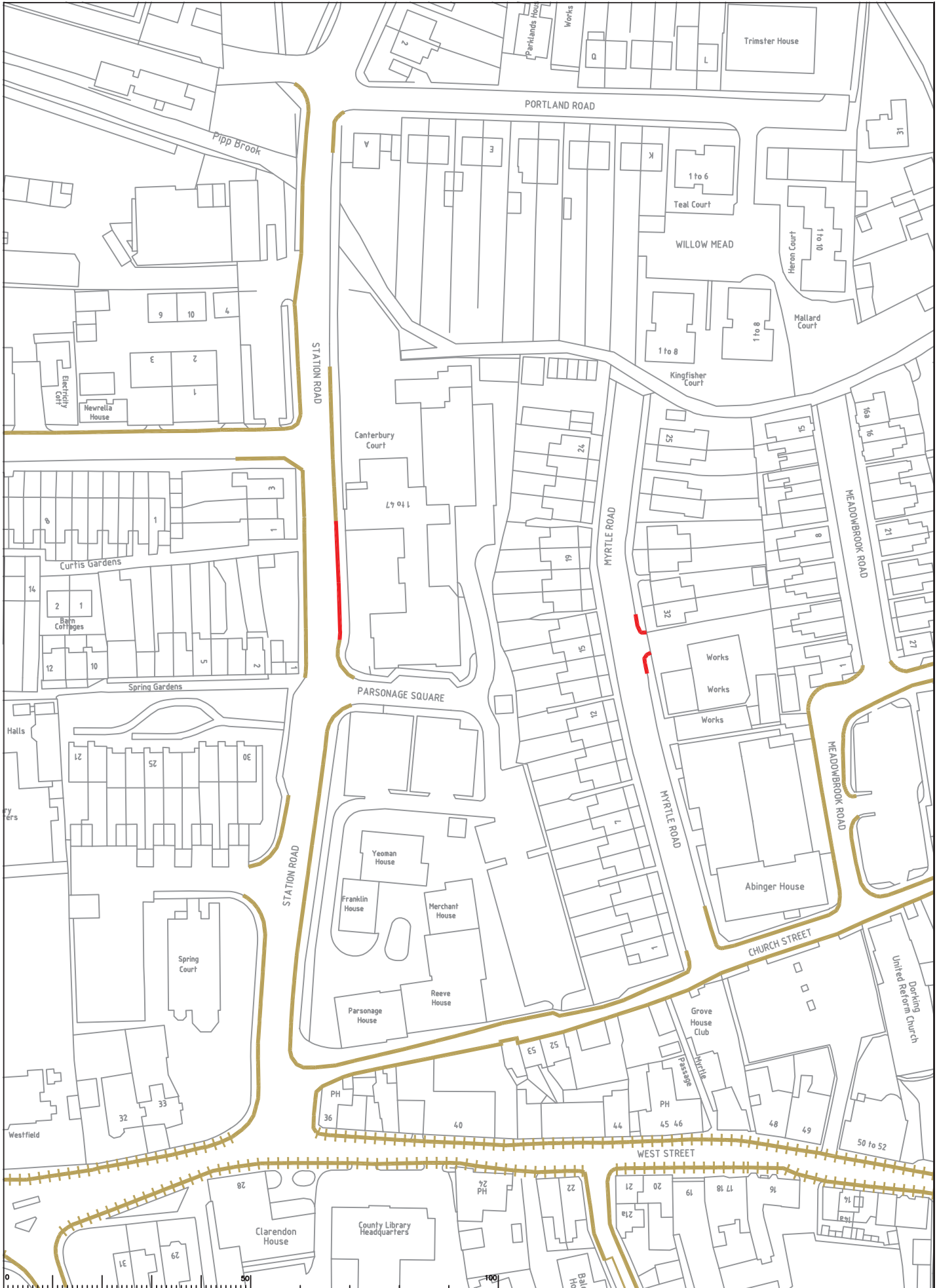
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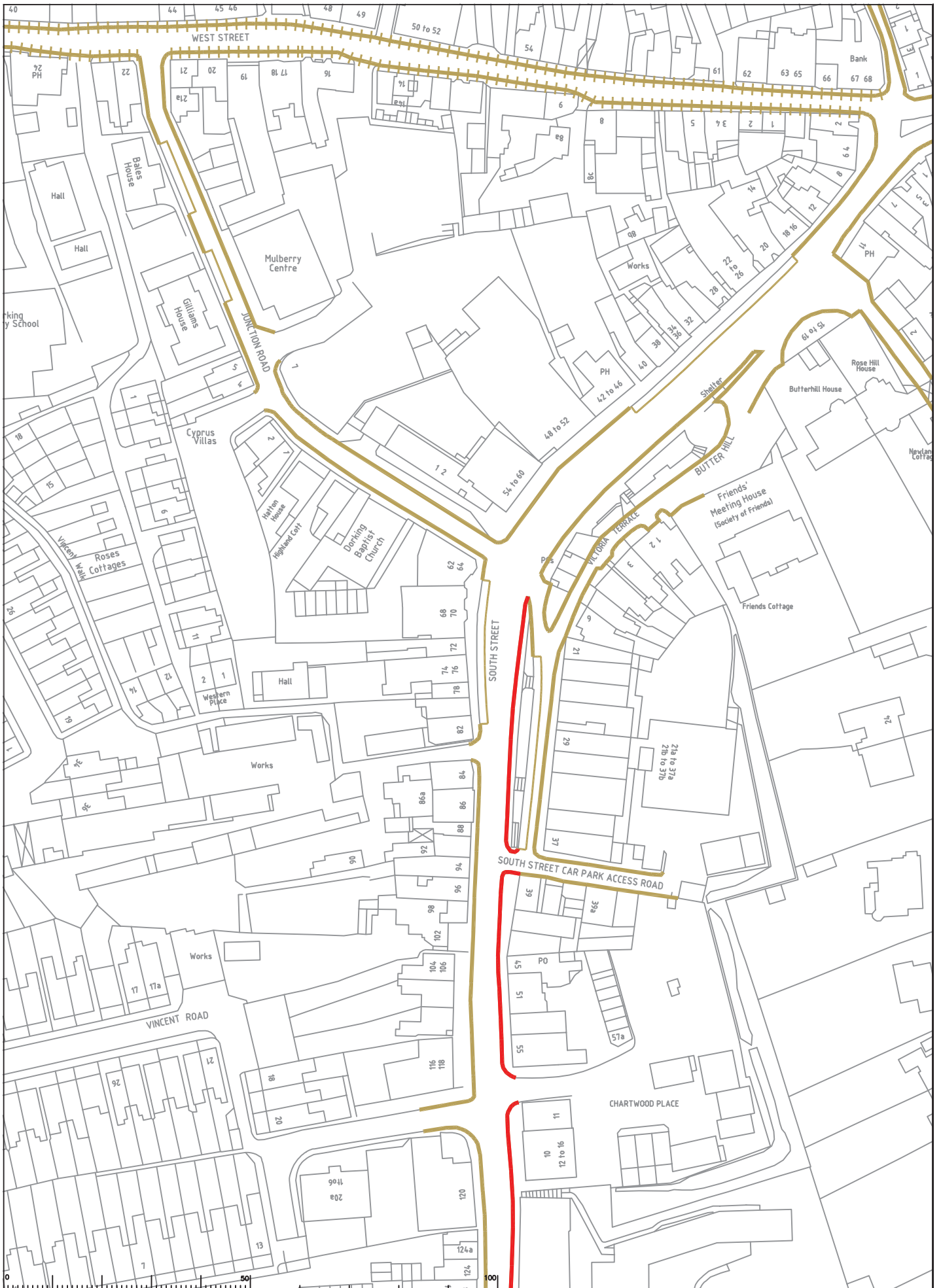
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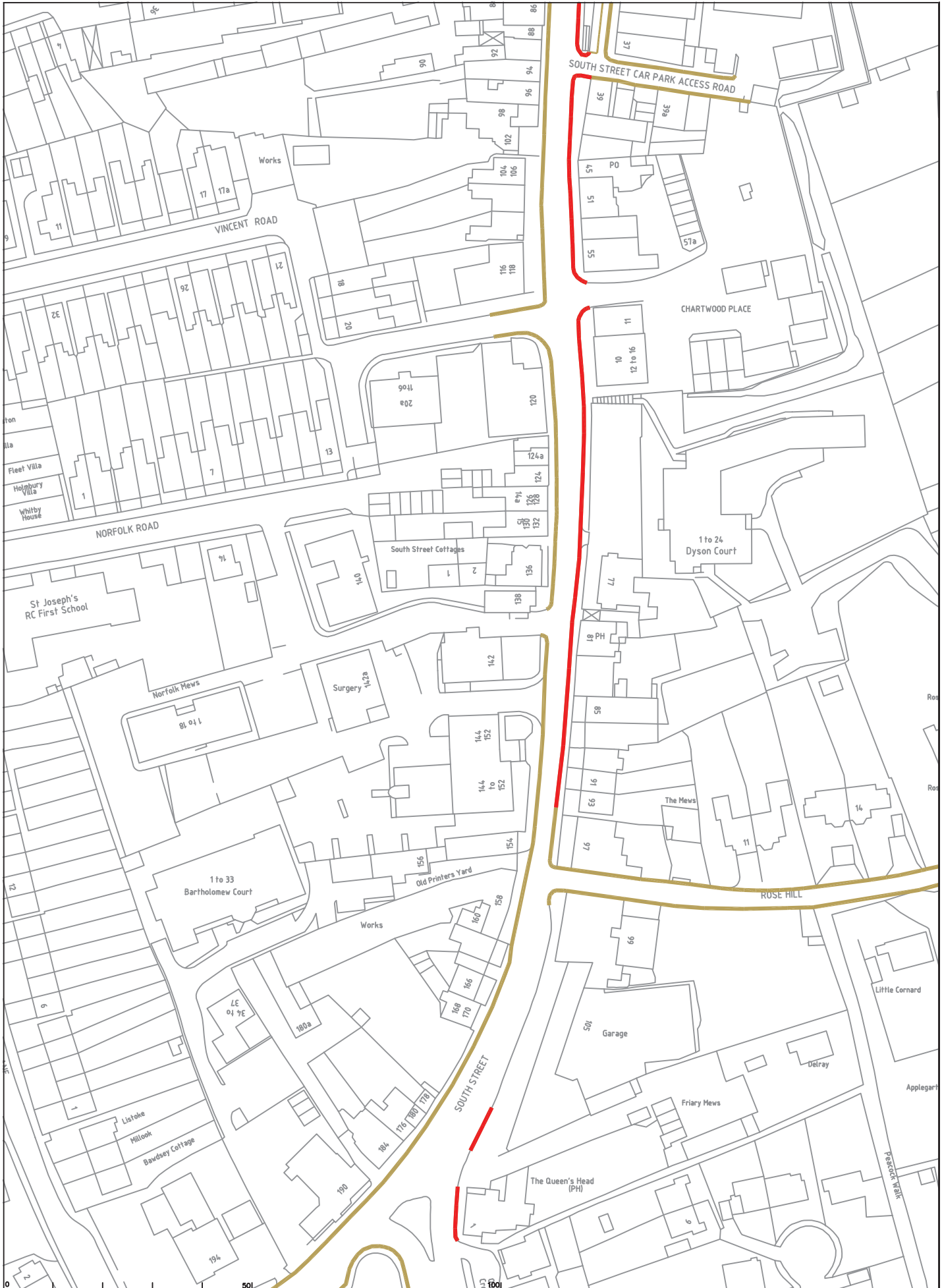
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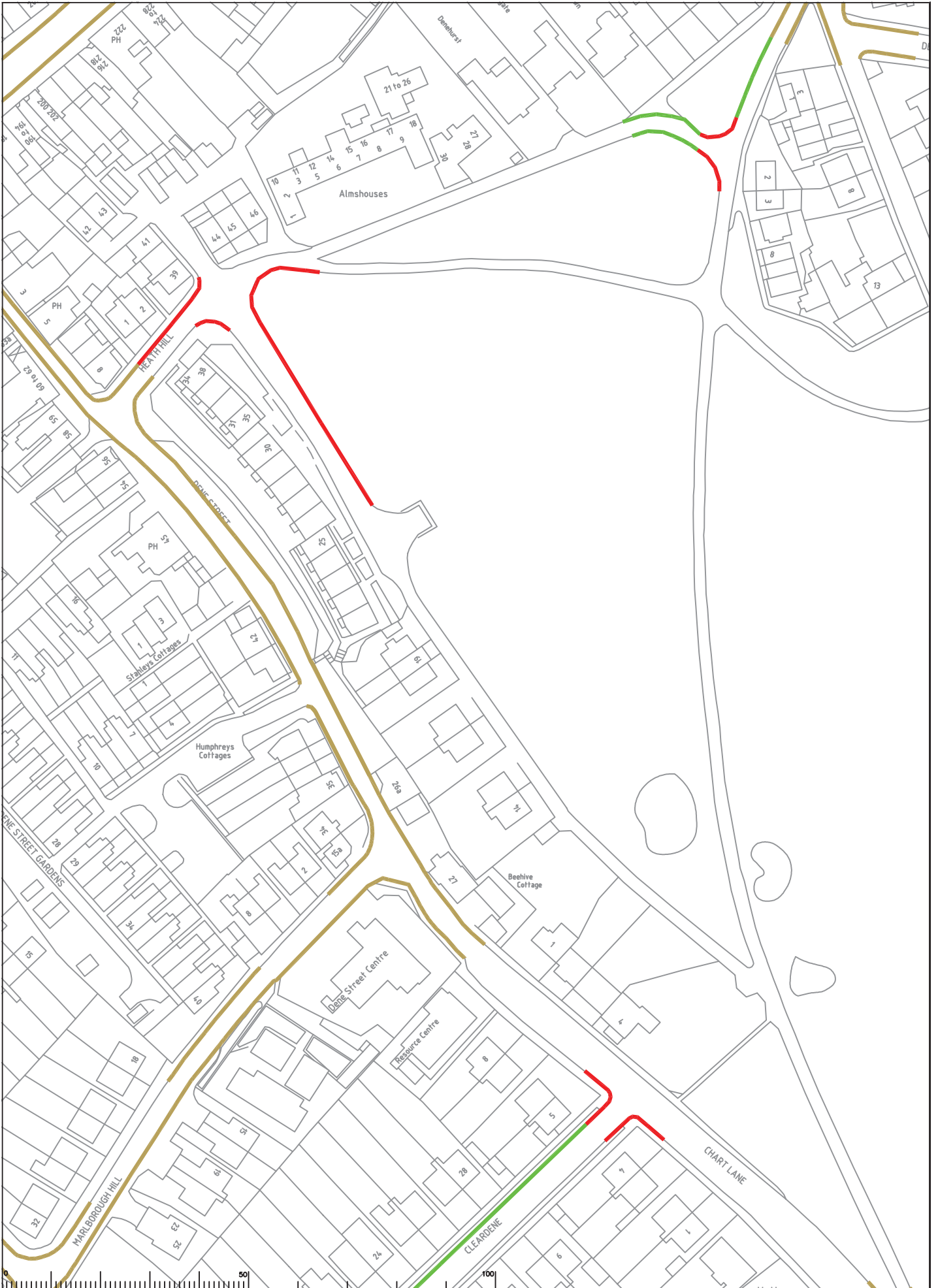
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 Checked by RH Date 28.05.13
 Approved by SDC Date 28.05.13
 Project Mole Valley Parking Review 2013
 Drawing Proposed Waiting Restrictions Dorking

Mole Valley Parking Review 2013
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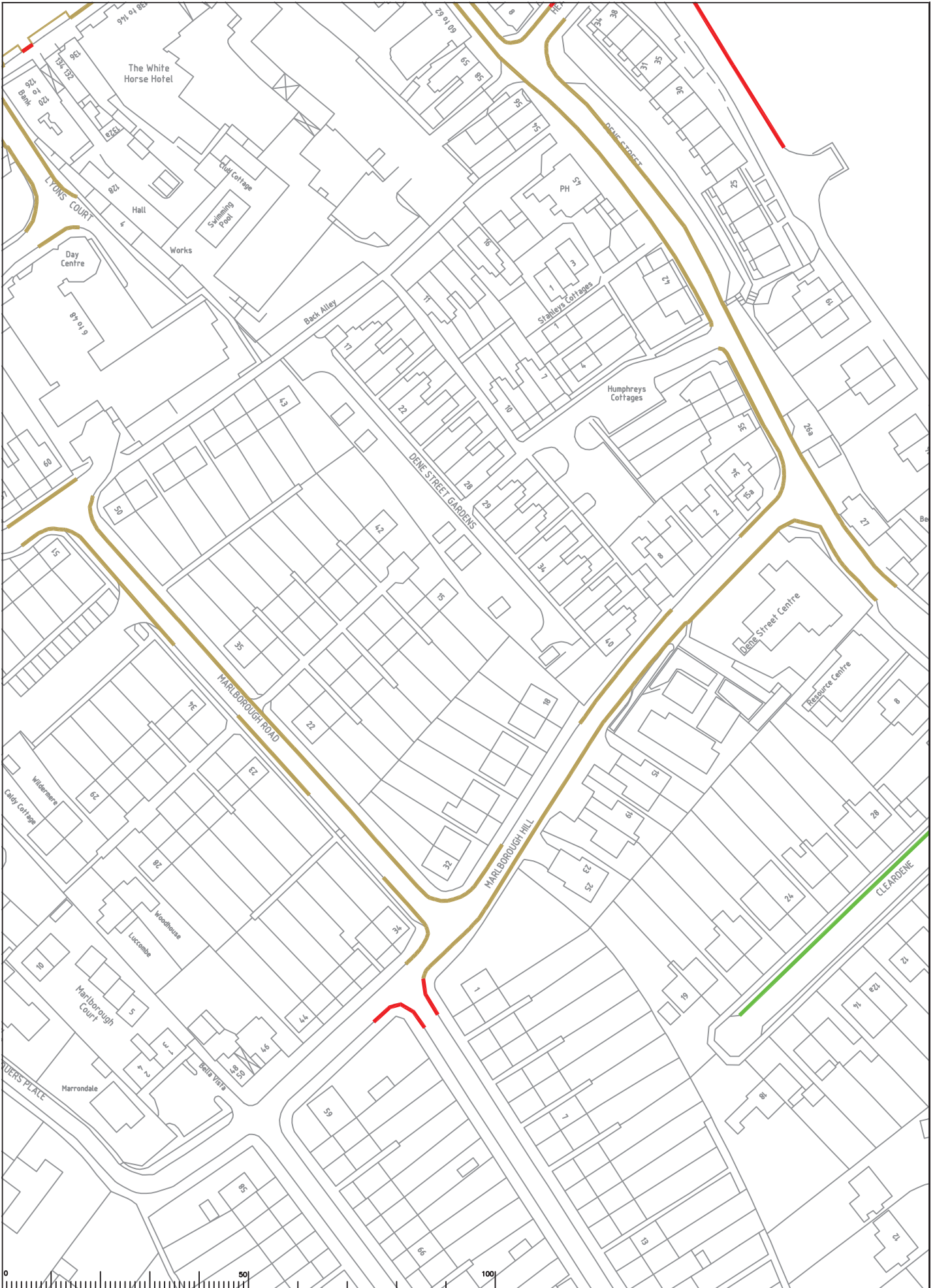
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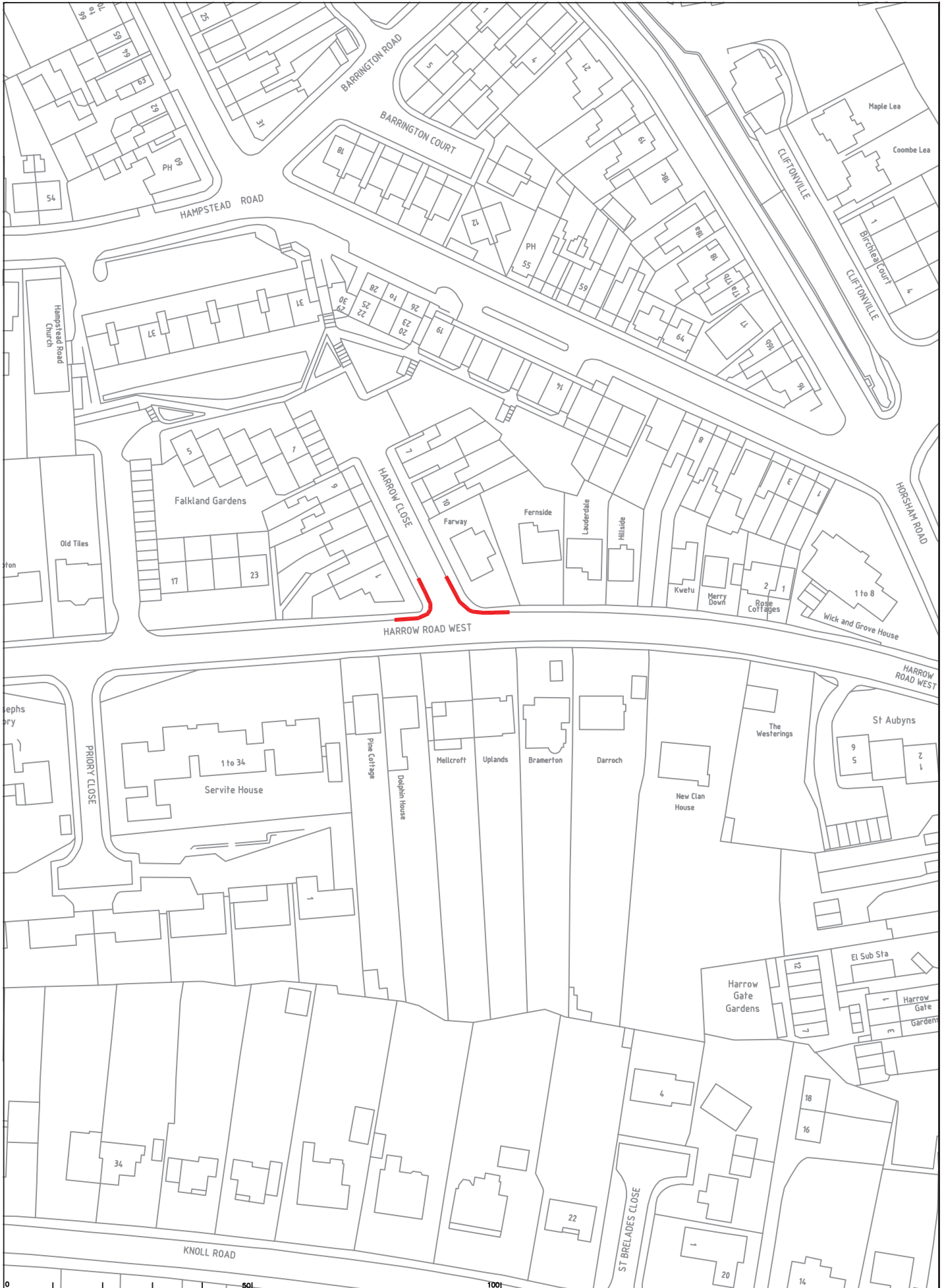
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Proposed Waiting Restrictions Dorking

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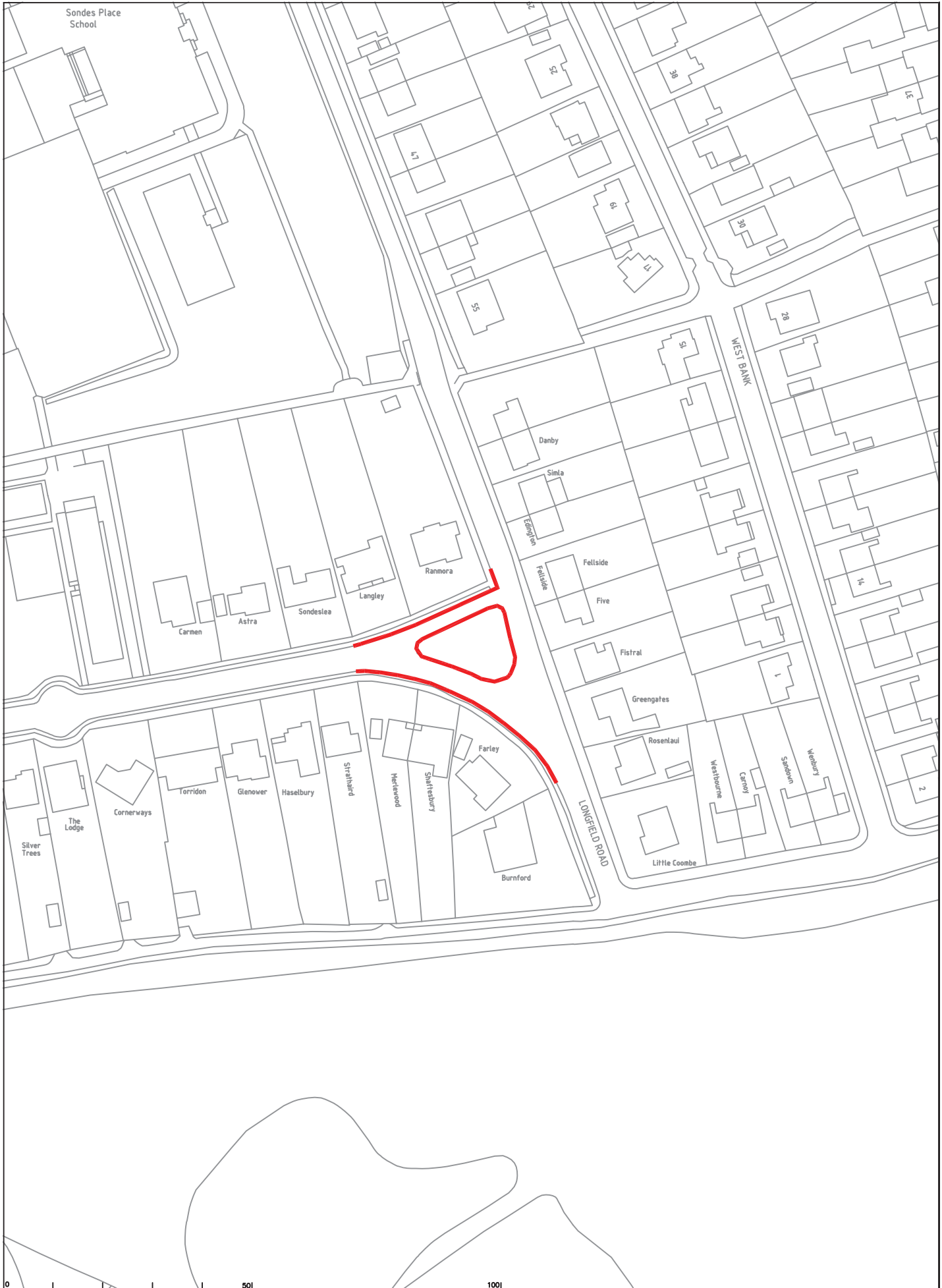
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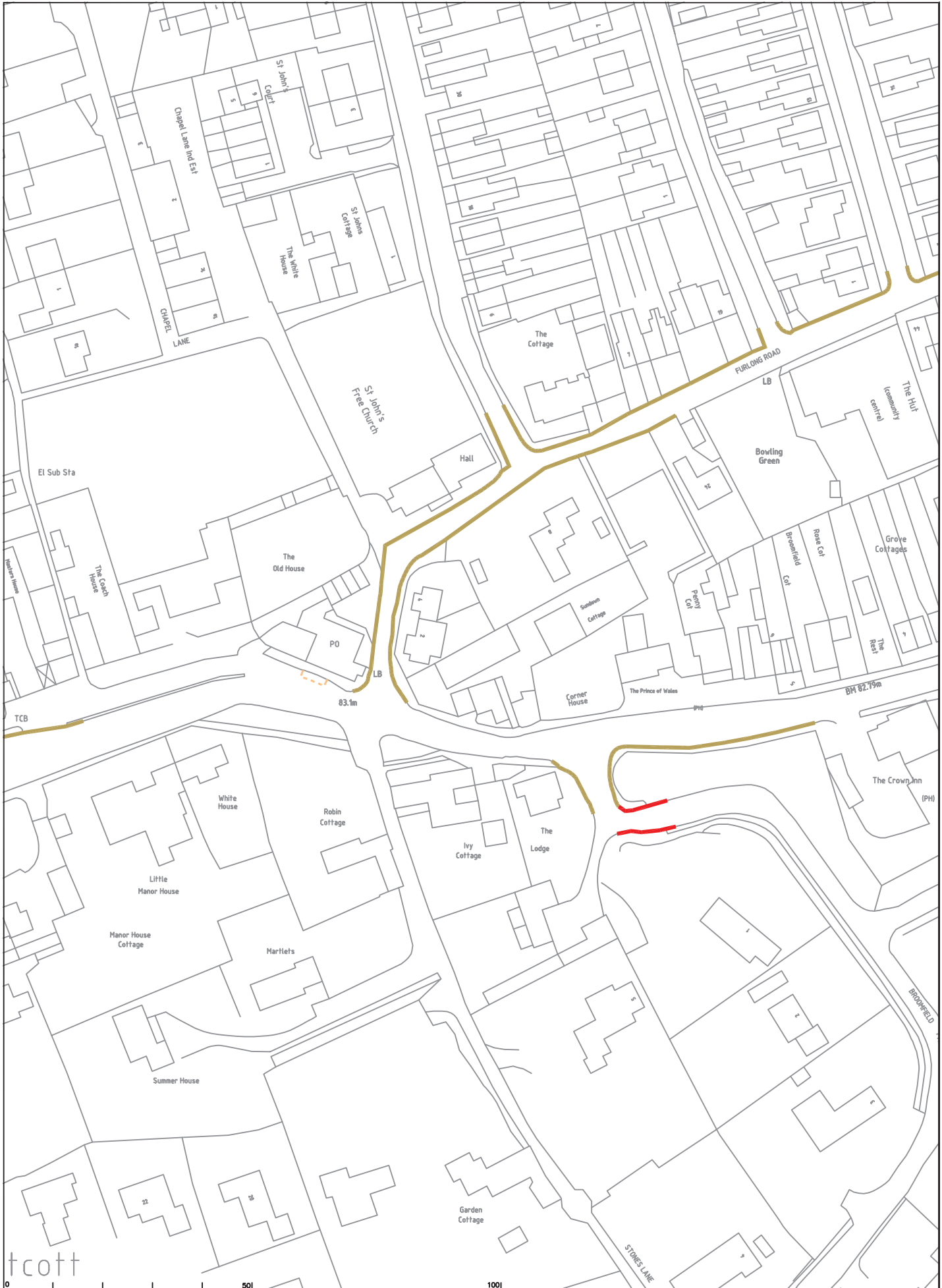
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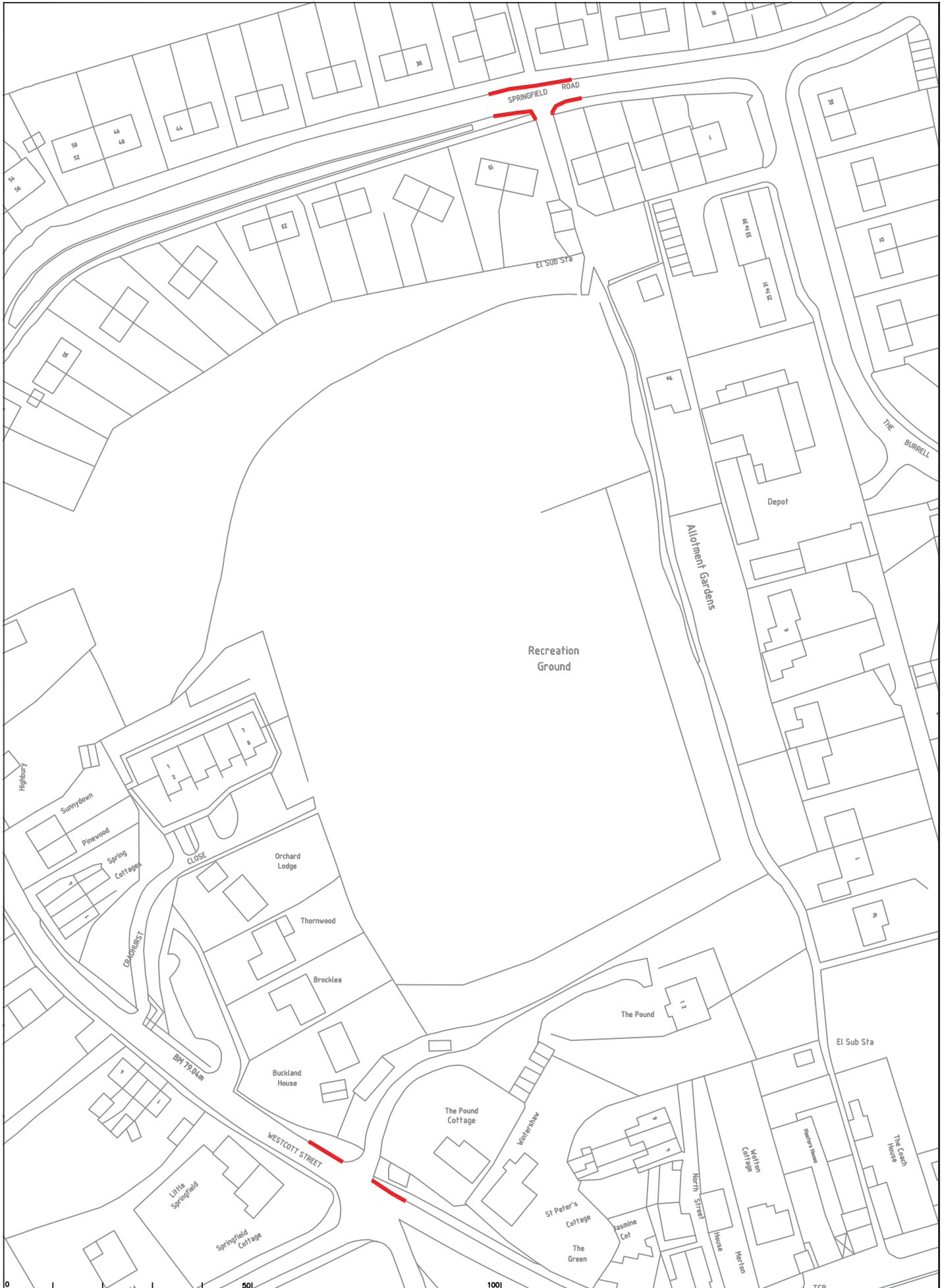
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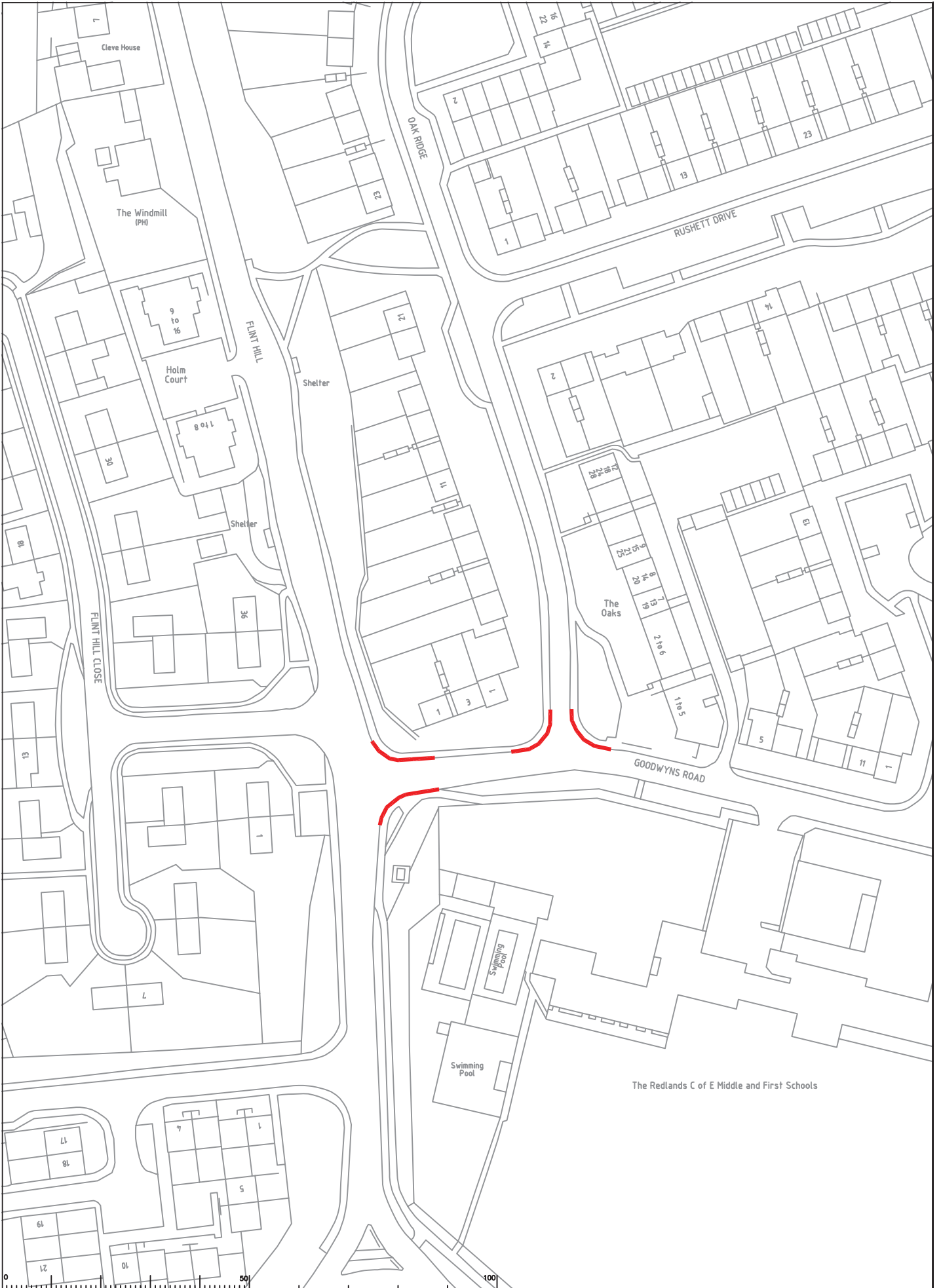
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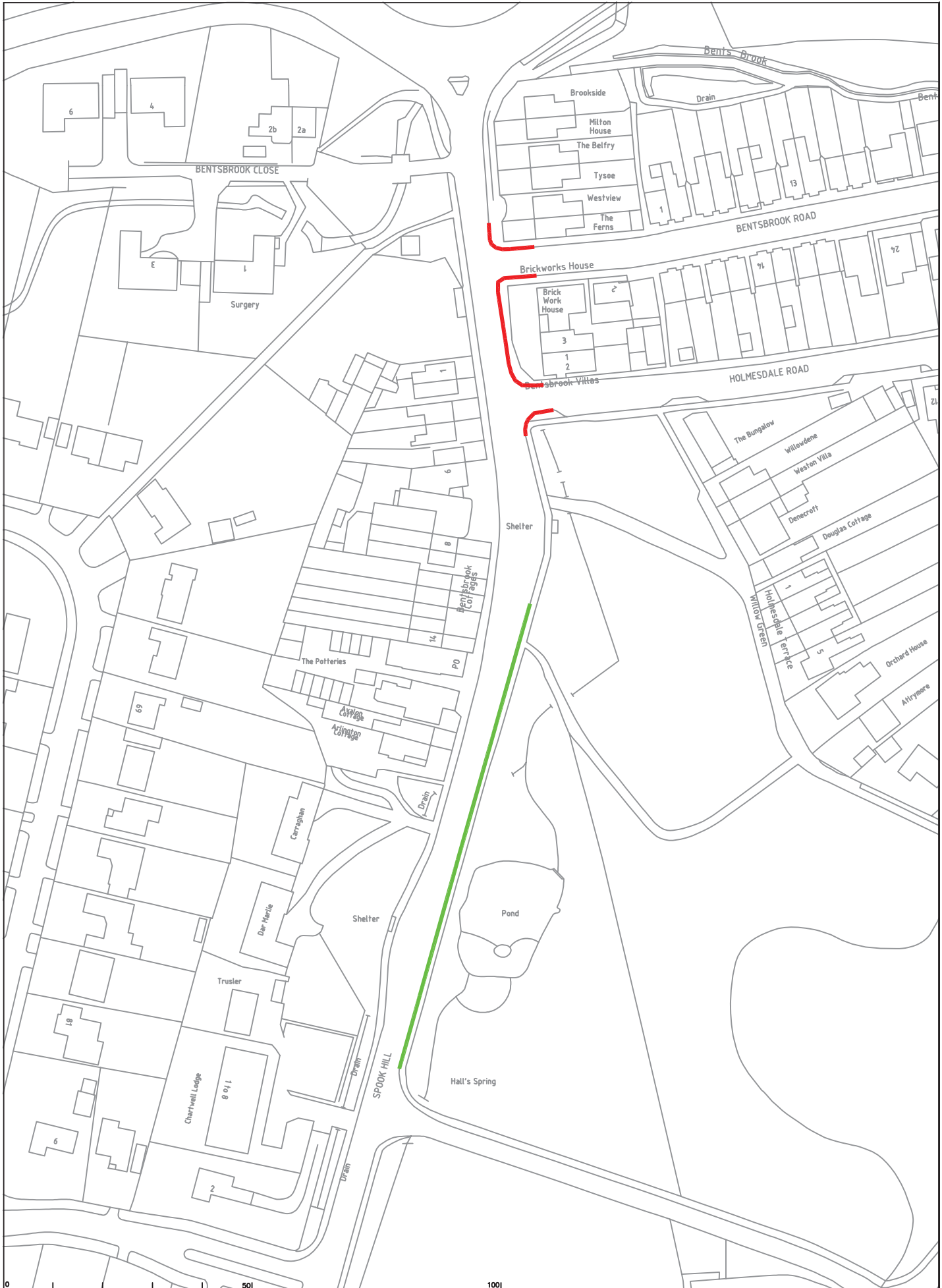
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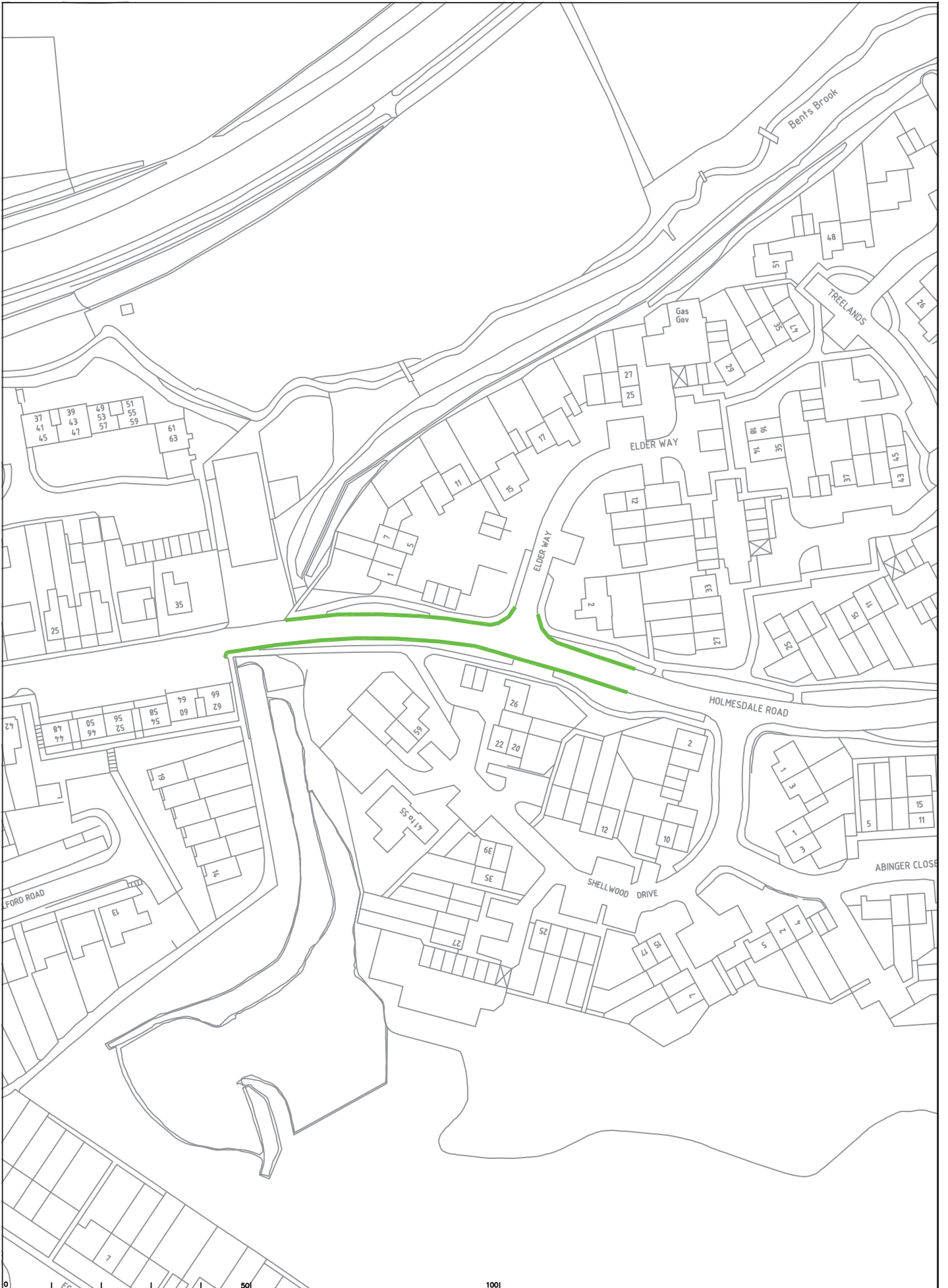
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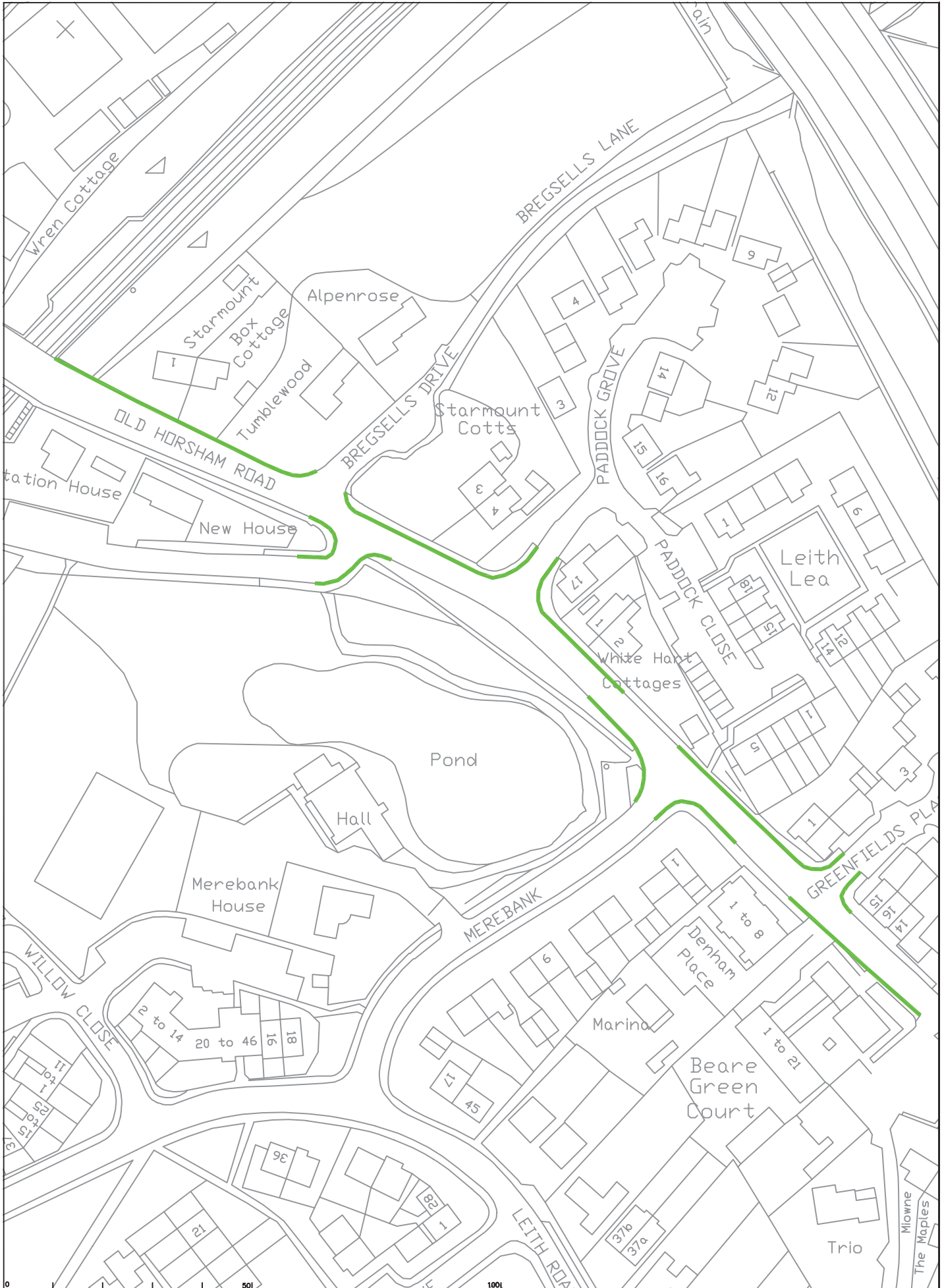
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Mole Valley Parking Review 2013

Proposed Waiting Restrictions Beare Green

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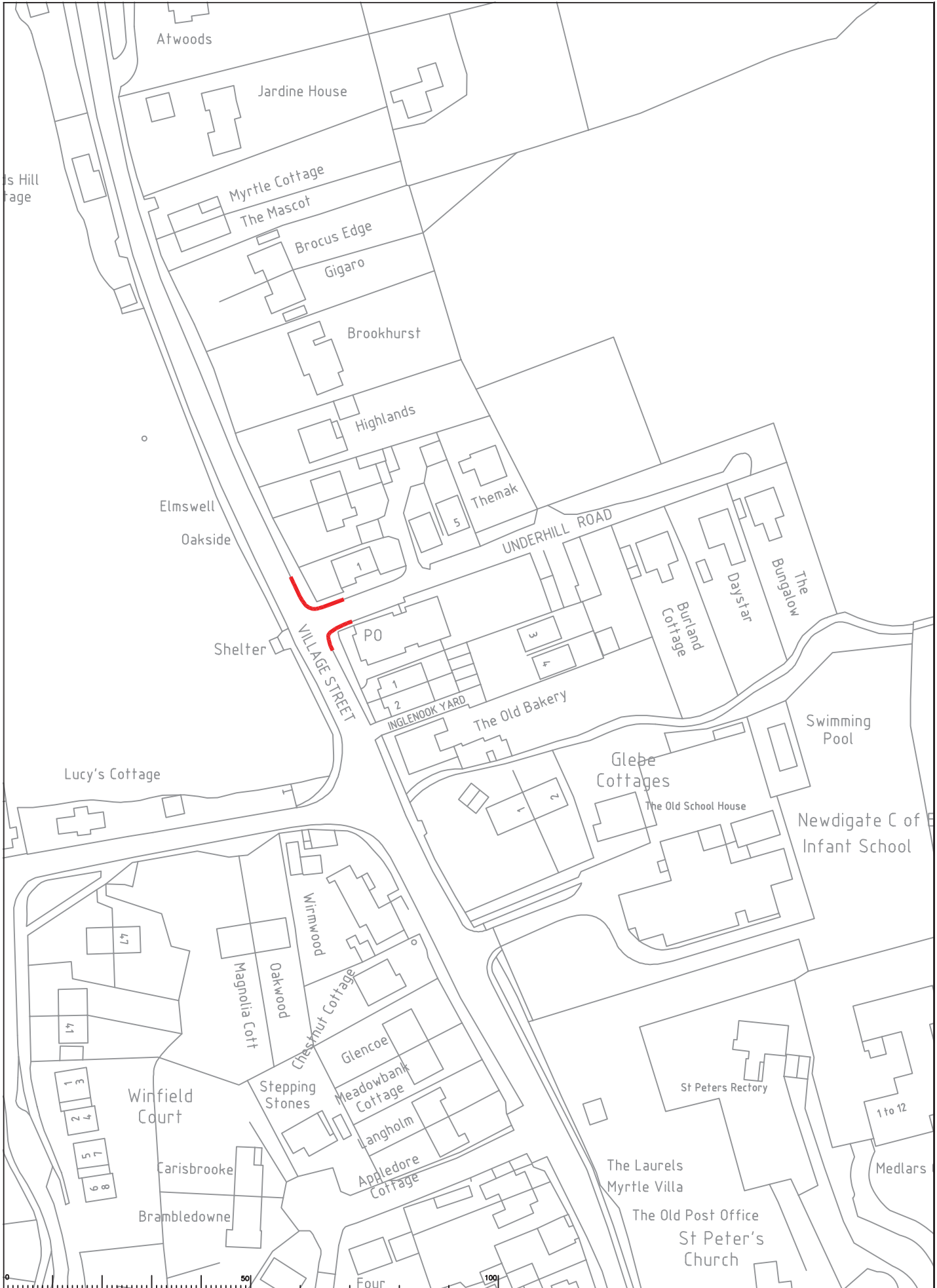
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Project Mole Valley Parking Review 2013

Sheet 03

Proposed Waiting Restrictions Newdigate

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12th JUNE 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: HIGHWAY SCHEMES UPDATE

DIVISION: ALL



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

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

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

2. ANALYSIS:

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

2.2 It should be noted that the Local Structural Repair (LSR) schemes to be progressed using the capital ITS maintenance budget will be agreed with divisional Members once the roads to be treated under Operation Horizon have been agreed by Local Committee. The list of schemes in Annex 1 is therefore provisional and subject to change. Operation Horizon is the subject of a separate report to this meeting of the Local Committee.

3. OPTIONS:

3.1 Not applicable.

4. CONSULTATIONS:

4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
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 Progress on the programme of revenue and capital highway works in Mole Valley is set out in Annex 1. Local Committee is asked to note the contents of this report.

10. WHAT HAPPENS NEXT:

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

Contact Officer:

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

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

- Report to Mole Valley Local Committee, 5th December 2012, Highways Forward Programme 2013/14 – 2014/15 (Item 9)

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

CAPITAL ITS IMPROVEMENT SCHEMES

Project: A24 Deepdene Avenue, Dorking (Phase 2)		
Detail: Safety measures	Division: Dorking South & the Holmwoods	Allocation: £30,000
<p>Progress: Phase 1 works completed. Phase 2 comprises extension of street lighting to pedestrian refuge south of entrance to Kuoni and illumination of islands at the new right turn lane into Kuoni and the pedestrian refuge. Awaiting date from Skanska. Identified need to resurface at new right turn lane at Kuoni which would need to be carried out as Phase 3 of the works, subject to the allocation of funding.</p>		
Project: A24 Horsham Road (Spook Hill to Beare Green), Dorking		
Detail: Shared cycle/pedestrian path	Division: Dorking South & the Holmwoods Dorking Rural	Allocation: £20,000
<p>Progress: Phase 1 works (side road crossings - dropped kerbs, tactile paving) completed. Phase 2 to continue upgrade of existing footway to shared use.</p>		
Project: Fetcham Infants/Oakwood Junior and Newdigate Infants Schools		
Detail: Advisory 20mph speed limits	Division: Leatherhead and Fetcham East Bookham and Fetcham West Dorking Rural	Allocation: £15,000
<p>Progress: Design in progress. To be implemented for start of Autumn term 2013.</p>		
Project: Hollow Lane, Wotton		
Detail: Measures to reduce speeds in vicinity of cottages	Division: Dorking Hills	Allocation: £5,000
<p>Progress: Technical report setting out options received from design team. Site meeting to be held with divisional Member, Wotton Estates and resident to discuss way forward.</p>		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Approaches to Therfield School			
Detail:	Safer Routes to School/Cycle improvements	Division:	Leatherhead and Fetcham East
Allocation: £5,000			
Progress: Design only 2013/14. Site meeting to be held with divisional Member and representative from the Mole Valley Cycle Forum to agree scope of project. Design brief to be issued to design team.			
Project: Garlands Road, Leatherhead			
Detail:	Measures to reduce speeds/improve pedestrian facilities	Division:	Leatherhead and Fetcham East
Allocation: £5,000			
Progress: Design only 2013/14. Site meeting to be held with divisional Member to agree scope of project. Design brief to be issued to design team.			
Project: Russ Hill Road, Charlwood			
Detail:	Provision of footway	Division:	Dorking Rural
Allocation: £5,000			
Progress: Design only 2013/14. Location and extent of new length of footway to be clarified with divisional Member. Design brief to be issued to design team.			
Project: Decluttering			
Detail:	Great Bookham	Division:	Bookham and Fetcham West
Allocation: £5,000			
Progress: Decluttering initiative to be undertaken in Great Bookham, as agreed by Chairman/divisional Member and Vice-Chairman. Works identified in consultation with Mole Valley District Council. To be priced.			
Project: Stage 3 Road Safety Audits			
Detail:	To be carried out as appropriate	Division:	
Allocation: £3,000			
Progress:			

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Small Safety Schemes		
Detail: To fund minor safety schemes, as and when identified	Division: All	Allocation: £4,000
Progress:		
Project: Signs and Road Markings		
Detail: To fund new signs and road markings, as and when identified	Division: All	Allocation: £4,000
Progress:		
Project: Parking		
Detail: Contribution towards implementation of parking measures	Division: All	Allocation: £10,000
Progress: With parking team.		

CAPITAL ITS MAINTENANCE SCHEMES (PROVISIONAL)

Project	Division	Treatment	Update
Oxshott Road, Leatherhead (cul-de-sac section) - from A244 to T junction	Leatherhead and Fetcham East	Inlay and base repair	To be priced
Westhumble Street, Westhumble - Cleaveland Court to station	Dorking Hills	Inlay	To be priced
Sheephouse Lane, Wotton - length to be confirmed	Dorking Hills	Overlay and base repair	To be priced

CAPITAL ITS MAINTENANCE SCHEMES (PROVISIONAL)

Project	Division	Treatment	Update
Barn Meadow Lane, Bookham - loop section between nos. 43 and 59	Bookham and Fetcham West	Micro asphalt	To be priced
Water Lane, Bookham - Lower Road to Dunglass Farm	Bookham and Fetcham West	Micro asphalt	To be priced
Orchard Road, Dorking - complete length including turning head	Dorking South & the Holmwoods	Micro asphalt	To be priced
The Chase, Ashtead - Green Lane to Oakhill Road	Ashtead	Micro asphalt	To be priced
Kingscroft Road, Leatherhead - turning circle by no. 44 to southern end	Leatherhead and Fetcham East	Micro asphalt	To be priced
Badingham Drive, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	To be priced
Dell Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	To be priced
Churchill Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	To be priced
Drayton Close, Fetcham - complete length	Leatherhead and Fetcham East	Micro asphalt	To be priced

CAPITAL ITS MAINTENANCE SCHEMES (PROVISIONAL)

Project	Division	Treatment	Update
Fetcham Park Drive, Fetcham - The Mount to Badingham Drive	Leatherhead and Fetcham East	Micro asphalt	To be priced
Cedar Drive - Badingham Drive to rumble strips/block paving	Leatherhead and Fetcham East	Micro asphalt	To be priced

DEVELOPER FUNDED SCHEMES

Project: Woodfield Lane, Ashtead			
Detail: Road widening		Division: Ashtead	
Progress: Consultation carried out on three options (one-way boulevard, waiting restrictions and parking lay-by). Approx. 1000 responses received and being analysed. Results of consultation to be reported to Local Committee in September.			
Project: A24 Leatherhead Road, Ashtead			
Detail: Pedestrian crossing near Stag Leys		Division: Ashtead	
Progress: Design of Puffin Crossing submitted for Stage 1 Road Safety Audit. Consideration to be given to converting design to Toucan Crossing to take account of location on proposed cycle route between Leatherhead and Ashtead.			
Project: Leatherhead Town Centre			
Detail: Town centre improvements		Division: Leatherhead and Fetcham East	
Progress: Town Centre Forum agreed to not proceed with proposals for the High Street at the present time. New design brief to be issued to investigate developing open space in Church Street outside the Thorndike Theatre.			

DEVELOPER FUNDED SCHEMES

Project: West Street, Dorking		
Detail: Footway improvements	Division: Dorking South & the Holmwoods	
Progress: Topographic survey carried out. Cellar survey and ground penetration radar survey to be undertaken. Feasibility design to include new surfacing, opportunities for localised widening, upgrading street furniture and provision of dropped kerbs/tactile paving.		
Project: A246 Guildford Road, Bookham		
Detail: Provision of street lighting	Division: Leatherhead and Fetcham East Bookham and Fetcham West	
Progress: Awaiting design and estimate from Skanska to install lamp columns between Norbury Way and the roundabout with Young Street.		
Project: Dene Street, Dorking		
Detail: One-way working	Division: Dorking South & the Holmwoods	
Progress: Feasibility design for making the northern end of Dene Street between Heath Hill and the High Street one-way.		
Project: Pebble Hill Road, Betchworth		
Detail: Safety scheme	Division: Dorking Rural	
Progress: Improvements to signs and road markings. Design substantially complete. Proposals to be agreed with divisional Member before works ordered.		
Project: Waterway Road, Leatherhead		
Detail: Pedestrian safety scheme	Division: Leatherhead and Fetcham East	
Progress: Feasibility design for provision of pedestrian facility near junction with Mill Lane.		

DEVELOPER FUNDED SCHEMES

Project: A245 Randall Road/Cleeve Road, Leatherhead

Detail: Pedestrian and cycle measures

Division: Leatherhead and Fetcham East

Progress:

Provision of a pedestrian phase at the existing traffic signals. Cycle facilities to improve link between Leatherhead and River Lane. Site meeting to be held with Mole Valley Cycle Forum to discuss options.

Project: Ruckmans Lane area, Ockley

Detail: HGV access issues

Division: Dorking Rural

Progress:

Study of use of unsuitable roads by HGVs in the Ruckmans Lane area. Measures to address identifies issues (advisory signing or weight/width restriction).

Project: Kiln Lane, Brockham

Detail: Pedestrian safety scheme

Division: Dorking Rural

Progress:

Feasibility design of footpath and lighting improvements.

Project: Trinity School, Leatherhead

Detail: Safer Routes to School

Division: Leatherhead and Fetcham East

Progress:

Meeting to be held with school and divisional Member to identify issues and possible solutions.

Project: The Street, Ashted

Detail: Footway improvements

Division: Ashted

Progress:

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

MEMBER ALLOCATION FUNDED SCHEMES	
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Project: Ottways Lane, Ashtead	
Detail: Measures to reduce vehicle speeds	Division: Ashtead
Progress: Proposed series of small kerb build outs creating chichane effect whilst maintaining two-way traffic flow. Site meeting to be held with divisional Member to discuss.	

Note: Information correct at time of writing (29/05/13)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 JUNE 2013

LEAD OFFICER: DUNCAN KNOX, ROAD SAFETY TEAM MANAGER

SUBJECT: SPEED LIMIT REVIEW - A217 REIGATE ROAD, C62 REIGATE ROAD AND C64 POVEY CROSS ROAD, HOOKWOOD

DIVISION: DORKING RURAL



SUMMARY OF ISSUE:

Following a petition presented to the Local Committee in December 2012, it was agreed to assess speeds on the A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road in Hookwood. This report presents the accident history over the last three years and recent speed survey data. It recommends reducing the existing speed limit on part of the A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- (i) Note results of speed limit assessments undertaken.
- (ii) Agree 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.
- (iii) Agree that, based upon the current evidence, the speed limits should not be changed at the following location:-
 - a) A217 Reigate Road from Reigate & Banstead borough boundary to Mill Lane.
 - b) A217 Reigate Road from Mill Lane to Hookwood roundabout

- (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 revoke 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.

REASONS FOR RECOMMENDATIONS:

The existing changes in the A217 speed limits through the Hookwood area give motorists an inconsistent and hence confusing message, which increases the potential for conflicts. A consistent, lowered speed limit is likely to result in reduced speeds and hence an improvement in the accident history, to the benefit of road users in the Hookwood area. The recommendations have been made based upon existing policy, in consultation with Surrey Police.

Hookwood residents have submitted a petition calling for a reduction in the speed limits on the A217 between Mill Lane and Hookwood roundabout, C62 Reigate Road and C64 Povey Cross Road in the Hookwood area.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following collisions in the vicinity of A217 Reigate Road, Hookwood junction with Mill Lane, an investigation of all collision injuries on the A217 in the Hookwood area was conducted and inconsistencies in the speed limits between Mill Lane and the A23 Longbridge roundabout were noted.
- 1.2 In the last three years from 1/1/2010 to 28/2/2013 there have been 15 collisions, including 4 serious injuries on the A217 Reigate Road between the District boundary with Reigate and Banstead and the A23 Longbridge roundabout. Of these, 2 involved drivers exiting Mill Lane then undertaking illegal U-turn manoeuvres on the A217. In January 2013 there was a further attempted U-turn manoeuvre, leading to serious injury. As a result, the Safety Engineering Team will be progressing an improvement scheme to be funded from section 106 contributions. This will form the subject of a separate report to the Local Committee later this financial year.
- 1.3 The current speed limit for the 2.5 mile section of the A217 from Dovers Green in Reigate and Banstead to Hookwood roundabout in Mole Valley is 50mph. This section of the A217 is essentially rural in nature. Approaching Hookwood the nature of the A217 changes to urban, although the speed limit remains at 50mph to the Hookwood roundabout, where it changes to 40mph (Annex A). Immediately beyond the roundabout the A217 speed limit changes again to 60mph. Hence A217 south and northbound approach speeds to Hookwood Village can be high.

- 1.4 Following the fatality at Sidlow Bridge on 21st February 2013, the Councillor for Horley West, Salfords and Sidlow requested that the speed limit on the A217 Reigate Road be reduced to 40mph north from Hookwood to Dovers Green, where the speed limit changes to 30mph. Surrey County Council are likely to be progressing the Horley North West sector roundabout on the A217, which will include a 40mph speed limit on the approaches to the roundabout. This is unlikely to be implemented before 2015 at the earliest. Hence a reduction in the A217 speed limit in Hookwood ties in with other proposals. A report is being presented to the meeting of the Reigate & Banstead Local Committee to be held on 17th June 2013.
- 1.5 On December 5th 2012 residents submitted a petition to the Local Committee calling for a reduction in the speed limit on the C62 Reigate Road and Povey Cross Road from 40mph to 30mph. The petition also asked that the speed limit on the A217 between Mill Lane and the Hookwood roundabout be reduced from 50mph to 40mph, as above. The C62 Reigate Road through Hookwood village is primarily a residential road and a bus route. It is 6.2m wide with waiting restrictions on both sides and limited street lighting. There have been 3 slight personal injury collisions in C62 Reigate Road and Povey Cross Road in the past 3 years. At the meeting the divisional member for Dorking Rural confirmed that speed is a serious issue for the Hookwood community and would support officers undertaking further work to improve the road and safety.

2. ANALYSIS:

- 2.1 Surrey's policy for determining speed limits was updated in November 2010 and a 4 step approach was adopted:
- 2.2 Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features
- 2.3 Step 2 – Determining the preferred speed limit. Each road is considered under its respective location category: urban or rural. The road is then assessed against a number of pre-determined factors and definitions – a formulaic hierarchy – to determine the preferred speed limit
- 2.4 There have been 19 recorded personal injury collisions in the three year period from 1 January 2010 to 28 February 2013:

Road Length	1/1/2010 – 28/02/2013			
	Fatal	Serious	Slight	TOTALS
A217 R&B b'dary to Mill Lane	0	0	3	3
A217 Mill Lane to H'wood Rab	0	4	6	10
A217 H'wood Rab to L'bridge Rab	0	0	2	2
C62 Reigate Road	0	0	1	1
C64 Povey Cross Road	0	0	3	3

- 2.5 Out of a total of 19 collisions, speed was a contributory factor in 6 of them. The main cluster of collisions is on A217 Reigate Road between Mill Lane and the Hookwood roundabout, where speed was a factor in 4 of the 10 collisions.

2.6 Detailed below is information about the extent and nature of the roads covered by the speed limit assessments (as shown in Annex A)

- A217 Reigate Road (between Reigate & Banstead district boundary and Mill Lane)

This section is currently subject to a 50mph speed limit. The road character has been assessed as rural, although there is a system of street lighting. The preferred speed limit is 50mph.

- A217 Reigate Road between Mill Lane and the A217 Hookwood roundabout.

This section is currently subject to a 50mph speed limit. The road character has been assessed as urban. The preferred speed limit is 50mph.

- A217 Reigate Road between the Hookwood roundabout and the 30mph terminals before the A23 Longbridge roundabout.

This section is currently subject to a 60mph speed limit. The road character has been assessed as rural, although there is a system of street lighting. The preferred speed limit is 60mph.

- C62 Reigate Road between the Hookwood roundabout and Povey Cross Road.

This section is currently subject to a 40mph speed limit. The road character has been assessed as urban, although there is only limited street lighting. The preferred speed limit is 30mph.

- C64 Povey Cross Road from C62 Reigate Road to A23 Longbridge roundabout.

This section is currently subject to a 40mph speed limit. The road character has been assessed as urban. The preferred speed limit is 30mph.

2.7 Step 3 – Comparison of the preferred limit to existing speeds. This determines whether drivers are likely to comply with the ‘preferred limit’. Where existing speeds are at, close to, or below, the preferred limit then changes would be considered appropriate. Where existing speeds are significantly above the ‘preferred limit’ then either an appropriate higher limit is recommended, the existing limit retained, or speed management measures are introduced to achieve speeds closer to the preferred limit. It is essential therefore, that Step 3 of this process is conducted in close discussion with the Police so that collective agreement can be reached on the implications of the ‘preferred limit’.

2.8 Speed surveys were carried out at the locations shown in Annex B.

2.9 The table below sets out the current speed limits, the limits being requested, the preferred limits under the Speed Limit Policy and the limits recommended by officers to Mole Valley Local Committee for approval.

Road	Current limit (mph)	Requested limit (mph)	'Preferred limit' under policy (mph)	Measured mean speeds (mph)		Report recommended speed (mph)
				Northbound or Westbound	Southbound or Eastbound	
A217 R&B b'dary to Mill Lane	50	40	50	48	49	50
A217 Mill Lane to H'wood Rab	50	40	50	43	46	50
A217 H'wood Rab to L'bridge Rab	60	40	60	39	41	40
C62 Reigate Road	40	30	30	35	33	30
C64 Povey Cross Road	40	30	30	30	33	30

2.10 Members are reminded about the changes to the Speed Limit Policy that now apply. The changes state that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit against officer advice and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision. Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action be considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

2.11 Step 4 – Monitoring of a change in speed limit. Monitoring of any introduced speed limit to ensure level of compliance is satisfactory. A review of this information will then take place including the possibility of introducing speed management measures to ensure compliance.

3. OPTIONS:

3.1 OPTION 1

(i) Reduce the speed limits at the following locations:-

- A217 Reigate Road: Hookwood roundabout to A23 Longbridge roundabout. Although under the policy the preferred speed limit for this section of road is assessed as 60mph, the measured mean speeds indicate drivers perceive 40mph to be more appropriate and realistic. Surrey Police support a reduction in the posted speed limit from 60mph to 40mph.
- C62 Reigate Road. Residents have called for a reduction from 40mph to 30mph on this road, which is essentially residential. The measured mean speeds reflect this and are within the threshold for Surrey Police to approve and support a reduction from 40mph to 30mph.
- C64 Povey Cross Road. Residents have called for a reduction from 40mph to 30mph on this road. The measured mean speeds of 30mph and 33mph indicate drivers already perceive the appropriate limit to be 30mph. The measured speeds are only marginally above the proposed limit and are well within the enforcement threshold guidelines of Surrey Police, who approve of and support a reduction in speed limit from 40mph to 30mph

- (ii) Leave unchanged the existing speed limits at the following locations:
 - A217 Reigate Road: Mill Lane to Hookwood roundabout. This section has a known injury collision problem. The preferred speed limit under the policy is 50mph although the Police would support a reduction to 40mph. However, measured mean speeds are too high for the existing 50mph speed limit to be lowered to 40mph under the policy.
 - A217 from the district boundary with Reigate & Banstead Borough Council to the Hookwood roundabout. The measured mean speeds are too high for the existing 50mph speed limit to be lowered to 40mph under the policy.

3.2 OPTION 2

- (i) Reduce the speed limits as Option 1.
- (ii) Seek the support of the Portfolio Holder for Transport and the Environment to proceed with a reduction in the speed limit to 40mph at the following location:
 - A217 Reigate Road: Mill Lane to Hookwood roundabout. This would be supported by the Police.
- (iii) Leave unchanged the existing speed limit at the following location:
 - A217 Reigate Road from the district boundary with Reigate and Banstead Borough Council to the Hookwood roundabout.

3.3 OPTION 3

- (i) Reduce the speed limits as Option 1.
- (ii) Seek the support of the Portfolio Holder for Transport and the Environment to proceed with a reduction in the speed limit to 40mph at the following location:
 - A217 Reigate Road from the District boundary with Reigate and Banstead to Hookwood roundabout. It should be noted that only the section between Mill Lane and the Hookwood roundabout would be supported by the Police.

3.4 OPTION 4

Do nothing

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for reducing the speed limit on four of the five sections of road considered in this report. Based primarily on the recorded mean speeds for that section, Surrey Police object to and would not support the proposal to reduce the speed limit on A217 Reigate Road between the district boundary with Reigate & Banstead Borough Council and Mill Lane, because of the measured mean speeds and lack of any other planned speed reduction measures.

4.2 Consultation has also been carried out with West Sussex County Council who has no objections to the proposed reduced speed limit on Povey Cross Road, which continues into West Sussex.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Around £25,000 from Section 106 developer contributions has been allocated to the proposed speed limit reductions and a contribution towards works to improve the junction with Mill Lane.

5.2 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. However it is likely these costs would be more than offset by the savings to society due to a reduction in personal injury conflicts.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report. The proposed reduction in the speed limit from 40mph to 30mph in Hookwood village corresponds with the request of the petitioners to Local Committee in December 2012.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Speeding concern of Local Committee. Risk to safety and crime.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The existing speed limits on the A217 through Hookwood are inconsistent and there is a continuing accident problem in terms of number and severity of personal injury collisions. Residents have submitted a petition requesting a reduction in the speed limits on the A217 between Mill Road and the Hookwood roundabout, C62 Reigate Road and C64 Povey Cross Road.

9.2 Three of the five road sections that have been assessed meet the criteria for speed limit reduction under the current SCC speed limit policy. It is recommended that Option 1 of this report is implemented, in compliance with the speed limit policy.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, a Speed Limit Order will be advertised in the local press and, following the making of the Order, the contractor instructed to install the necessary signing. The earliest likely date that signing would be implemented is February 2014.

Contact Officer:

Rob Simpson, Road Safety Team, 03456 009009

Consulted:

Surrey Police
SCC South East Area Team
West Sussex County Council

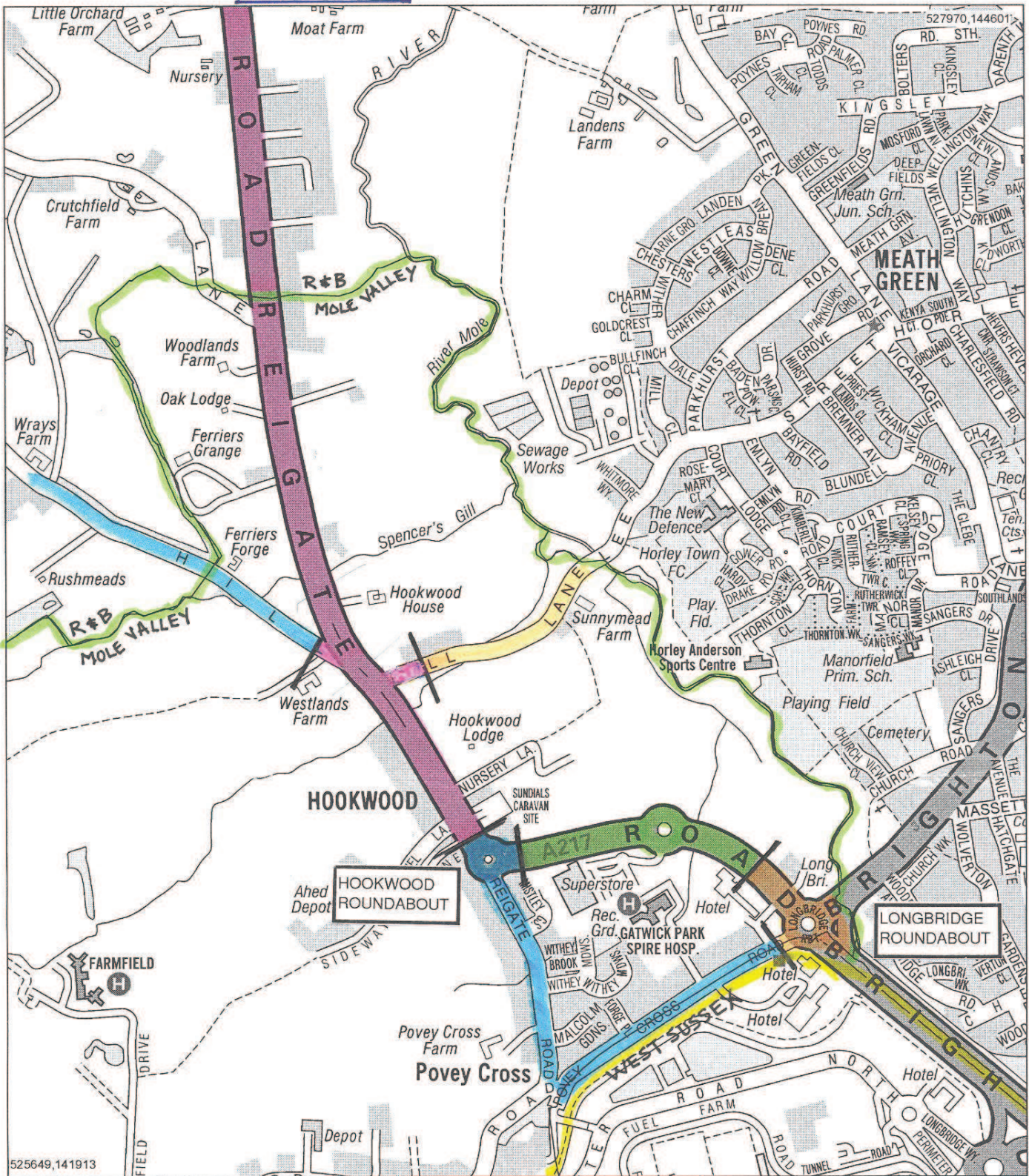
Annexes:

Annex A: Existing Speed Limits
Annex B: Proposed Speed Limits

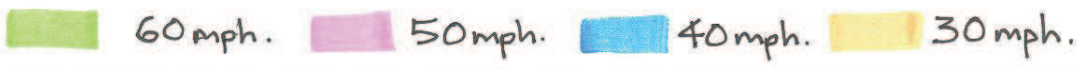
Sources/background papers:



Petition presented to Mole Valley Local Committee 5 December 2012
SCC Speed Limit Policy

ANNEX A.



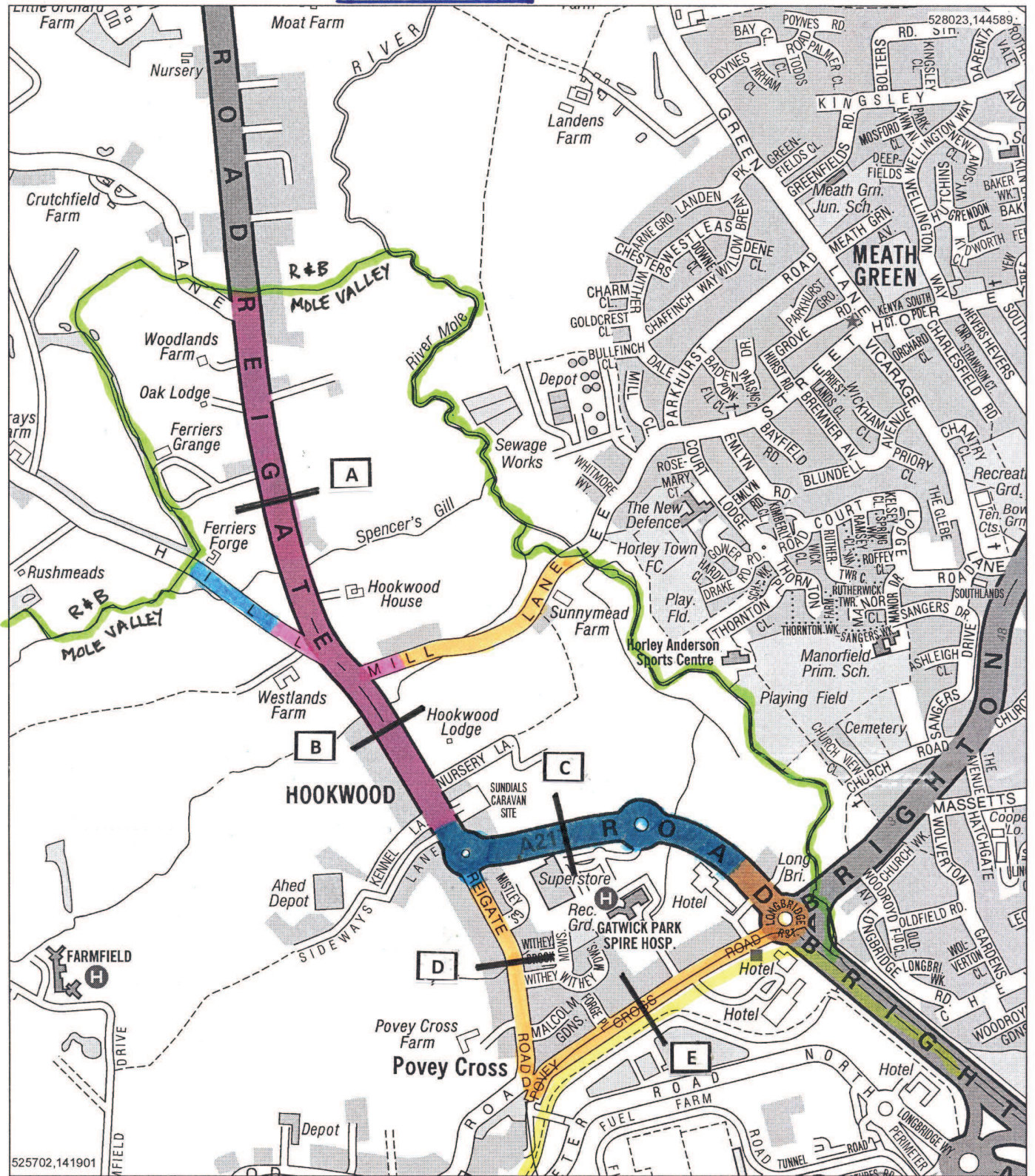
Existing speed limits, Hookwood



 GRID NORTH	Scale 1:12500	Date: 16/05/2013	 SURREY COUNTY COUNCIL Environment
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ANNEX B



Proposed speed limits, Hookwood

 50 mph

 40 mph

 30 mph.



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12th JUNE 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: ITS CAPITAL FUNDING VIREMENT

DIVISION: ALL



SUMMARY OF ISSUE:

In December 2012, Mole Valley Local Committee approved its 2013/14 Highways forward programme, which included the flexibility to deliver the programme through the ability to vire funding between schemes and budget headings. At that time, no authority was given to vire monies between the capital Integrated Transport Schemes headings (improvement schemes and maintenance schemes). This report seeks authority to extend the flexibility in scheme delivery through introducing the ability to vire funding within the capital ITS budget.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked 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.

REASONS FOR RECOMMENDATIONS:

To allow flexibility to deliver the capital Integrated Transport Schemes programme (improvement schemes and maintenance schemes) in Mole Valley.

1. INTRODUCTION AND BACKGROUND:

1.1 Mole Valley Local Committee agreed its forward programme of capital and revenue highways works in December 2012. To build flexibility into the delivery of the forward programme, the Local Committee also agreed a number of recommendations that authorised the Area Team Manager, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member to vire monies between schemes and budget headings if required.

1.2 No facility was made to vire monies between the capital Integrated Transport Schemes (ITS) budget headings (improvement schemes and maintenance schemes). In 2012/13 the Local Committee valued the opportunity to use the

capital maintenance budget to supplement the programme of resurfacing works in the District provided by the central Asset Management team. Commencing this financial year, Operation Horizon, a £100 million investment programme to be delivered over a 5 year period, will improve the condition of a significant proportion of the road network in Mole Valley. The programme of roads to be treated is the subject of a separate report to this meeting of the Local Committee.

2. ANALYSIS:

- 2.1 The Local Committee has agreed an extensive programme of ITS capital improvement schemes for 2013/14. Initial estimates indicate that there may be a shortfall in the £184,333 budget to enable full delivery of the programme without identifying additional funding.
- 2.2 The Local Committee agreed that the 2013/14 ITS capital maintenance budget of £184,333 be divided equitably between County Members to fund local structural repair in Mole Valley.
- 2.3 The extensive programme of works to be carried out in Mole Valley under Operation Horizon provides Members with the opportunity to allocate a proportion of the ITS capital maintenance budget towards ITS capital improvement schemes. To enable this to happen, it is necessary for the Local Committee to authorise virement between the capital ITS scheme headings (improvement schemes and maintenance schemes).

3. OPTIONS:

- 3.1 Option 1: Authorise the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman the ability to vire monies between the capital ITS scheme headings (improvement schemes and maintenance schemes) if required.
- 3.2 Option 2: Do nothing.

4. CONSULTATIONS:

- 4.1 The views of the Chairman and Vice-Chairman have been sought and agreement given to bring this report to the Local Committee. No further consultation is required as this is a matter relating to Local Committee budgets and is for Member decision.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The total capital ITS budget for Mole Valley will not be affected by the proposed authority to vire the funding between the allocations for improvement schemes and maintenance schemes. However, it will give Members the flexibility to deliver priority schemes in the Mole Valley District, particularly through the use of maintenance funding to contribute towards improvement schemes in the District.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no significant implications arising from this report.

7. LOCALISM:

7.1 The proposed authority to vire monies within the capital ITS budget will enable schemes to be delivered to the benefit of the local community.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Flexibility to deliver the Mole Valley 2013/14 Highways forward programme through the ability to vire funding between schemes and budget headings was approved by Local Committee in December 2012. It is recommended that this authority be extended to enable Members to vire monies between the capital ITS scheme headings (improvement schemes and maintenance schemes).

10. WHAT HAPPENS NEXT:

10.1 If the recommendation is approved, the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman will be able to vire monies between the capital ITS scheme headings (improvement schemes and maintenance schemes), if required.

Contact Officer:

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

Consulted:

No consultation required

Annexes:

None

Sources/background papers:

- Report to Mole Valley Local Committee, 5th December 2012 – Highways Forward Programme 2013/14 – 2014/15 (Item 9)

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE:** 12 June 2013**LEAD OFFICER:** Lesley Harding**SUBJECT:** Leatherhead to Ashted Cycle Safety Scheme**DIVISION:** Leatherhead and Fetcham East, and Ashted**SUMMARY OF ISSUE:**

The County Council has been awarded funding of £595,000 from the Department for Transport for a cycle safety infrastructure scheme between Leatherhead and Ashted. The County Council are providing a further £255,000 of match funding to complete the scheme. This report sets out the next steps for consulting on the scheme and seeks permission from the committee to advertise any statutory notices that may be required for the scheme.

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

- (i) the consultation plan presented within this report is approved. The detailed designs for the scheme will be presented to the local committee's next meeting on 11 September 2013 prior to construction.
- (ii) approval is given to advertise 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) approval is given to 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.

REASONS FOR RECOMMENDATIONS:

Following a bid to the Department for Transport for two cycle safety schemes in Mole Valley, the County Council was awarded funding of £595,000 for one of the schemes, linking Leatherhead to Ashted. The outline of the scheme was presented to the Local Committee on 6 March 2013 and the committee highlighted the need for careful consultation on the proposals should the bid be successful. This report sets out how the consultation will be undertaken and the timetable for consulting with the key stakeholders.

1. INTRODUCTION AND BACKGROUND:

- 1.1 As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council is developing a programme to encourage more people to cycle, more often, safely and conveniently.
- 1.2 In July 2012 the Department for Transport announced a £15m fund for cycling infrastructure in order to tackle cycling casualties and reduce barriers to more cycling. An additional £5 million was added to the fund in November 2012. Following analysis of cycling casualties across Surrey, the county council submitted a bid on 30 November 2012 for funding for five cycling schemes, two of which were within Mole Valley. One scheme was located within Leatherhead Town Centre, the other was for a scheme linking Leatherhead to Ashtead.
- 1.3 The outline proposals were presented and approved by the Mole Valley Local Committee on 6 March 2013. On 15 April 2013 the Department for Transport announced the bid winners which resulted in Surrey County Council receiving the second highest award of all local authorities in the country. The Leatherhead to Ashtead scheme was one of two schemes awarded funding in Surrey, for which DfT are providing £595,000. County Council cabinet have allocated a further £255,000 of match funding towards the scheme.
- 1.4 We understand that the other unsuccessful Leatherhead Town Centre scheme is on a reserve list of schemes held by the Department for Transport. Therefore we are hopeful that this scheme would have a good chance of receiving funding should more money be made available in the future.

2. ANALYSIS:

- 2.1 When the outline proposals for the schemes were presented to the Mole Valley Local Committee on 6 March 2013, the committee highlighted the need for careful consultation with residents, businesses, the Mole Valley Cycle Forum and the Divisional Members over the proposals. This report describes how we propose to undertake this consultation over the coming months and seeks permission from the committee to advertise any statutory notices that are required for the scheme in August.

3. OPTIONS:

- 3.1 A project schedule for the scheme is attached as Annex 1. The different stages and activities we propose for the consultation are described below.

Consultation with Divisional Members

- 3.2 Prior to any materials and design drawings being issued for public consultation officers would undertake a site visit with the Divisional Members for Leatherhead and Fetcham East (Cllr Tim Hall), and Ashtead (Cllr Chris Townsend). The aim would be explain the scheme to the Divisional Members and to agree the best solutions to resolve any tricky aspects of the design.

Informal Public Consultation

3.3 We propose to undertake a comprehensive 30 day public consultation exercise from 16 July to 27 August. This would include the following:

- a website showing the proposals with an electronic feedback form.
- a two day exhibition on a Friday and Saturday at Park House in Leatherhead town centre. This would include exhibition boards describing the scheme design and a feedback form. Officers will be in attendance to answer questions on the proposals.
- leaflets delivered to addresses along the route and along neighbouring roads to advise of the consultation, the exhibition and website.
- local advertising to highlight the consultation, the exhibition and the website.

3.4 As well as the wider public consultation activities described above we would seek to meet with the following stakeholder groups separately to explain the proposals and seek their comments and views.

- Mole Valley Cycle Forum
- Ashted Resident's Association
- Leatherhead Resident's Association
- Leatherhead and District Chamber of Commerce
- Surrey Police Road Safety and Traffic Management Team

3.5 Following the informal public consultation, if necessary and feasible, the scheme proposals will be modified in response to the comments received and then the proposals will be presented to the local committee at their next meeting on 11 September 2013.

Formal Statutory Consultation Period for Traffic Orders

3.6 It is a statutory requirement of the Road Traffic Regulation Act 1984 to advertise traffic orders prior to the implementation of certain types of highway improvements such as raised tables, crossings or parking restrictions. It is proposed that any such statutory notices be advertised beginning in August for 20 days. It is proposed that the Chairman and Vice-Chairman of the Local Committee and the local Divisional Members will be consulted by officers to resolve and where necessary over-rule any formal objections received in response to the formal statutory notices. Subject to no objections being upheld, the necessary Orders will be made.

4. CONSULTATIONS:

4.1 The section above describes how consultation will be undertaken.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

Key impacts

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

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

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

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

Actions

Identify key routes that link school destinations.

Segregation of routes from pedestrians wherever feasible.

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

Achieve full segregation wherever feasible.

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

7. LOCALISM:

- 7.1 The cycle safety scheme proposals will improve the safety and accessibility for cyclists and other road users on the route between Leatherhead and Ashted. Increased cycling has benefits to the health of the participants; helps reduce traffic congestion and will reduce carbon emissions where it replaces other motorised transport. If successful the bid will result in improved accessibility to Leatherhead and Ashted town centres and adjacent local employers, benefiting the local economy

8. OTHER IMPLICATIONS:

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

8.1 Sustainability implications

Traffic modelling will be completed to check the impact of the proposals on traffic flows on the key junctions on the route. Increased cycling, where it replaces motorised forms of transport, will improve air quality and reduce carbon emission levels in the county. Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from a 2007 baseline of 2,114k tonnes.

8.2 Public Health implications

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Following a bid to the Department for Transport for two cycle safety schemes in Mole Valley, the council were awarded funding of £595,000 for one of the schemes linking Leatherhead to Ashted. The outline of the scheme was presented to the Local Committee on 6 March 2013 and the committee highlighted the need for careful consultation on the proposals should the bid be successful. This report sets out how the consultation will be undertaken and the timetable for consulting with the key stakeholders.

10. WHAT HAPPENS NEXT:

- 10.1 Detailed design will continue, followed by consultation as outlined within this report.

Contact Officer:

Duncan Knox, Road Safety Team Manager, 0208 541 7443

Consulted:

Area Highways Manager
Surrey Highways

Annexes:

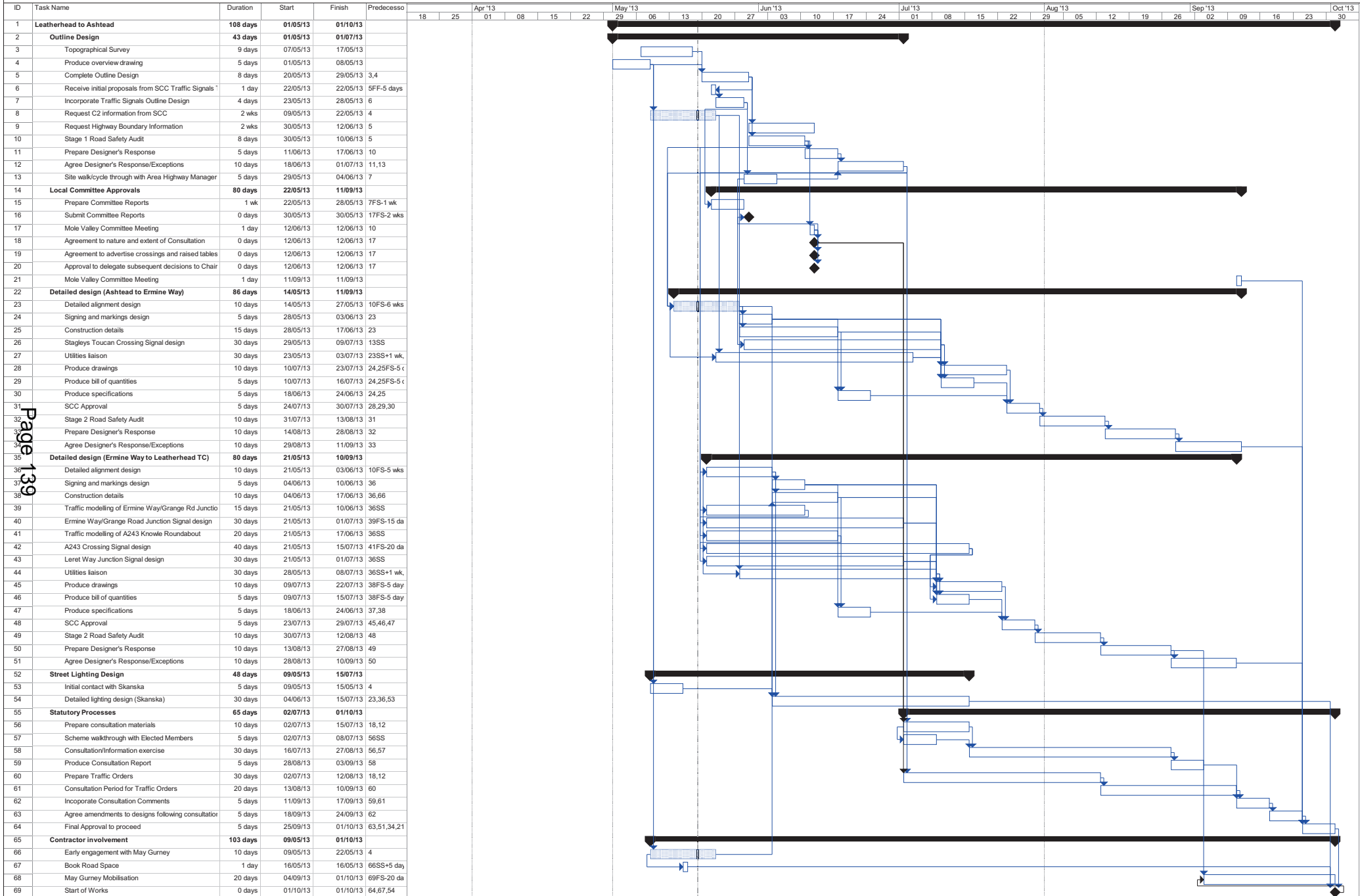
Annex 1: Project Schedule

Sources/background papers:

None

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SCC DfT Cycle Safety Schemes Leatherhead to Ashtead
Project Schedule



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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 12 JUNE 2013****LEAD OFFICER: VICTORIA JEFFREY, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER****SUBJECT: LOCAL COMMITTEE TASK GROUP REPRESENTATION 2013-14****DIVISION: MOLE VALLEY**

SUMMARY OF ISSUE:
The Local Committee is asked to review and agree the terms of reference and membership for the Youth Task Group, the Property Task Group and the Parking Task Group for 2013-14.
RECOMMENDATIONS:
<p>The Local Committee (Mole Valley) is asked to agree:</p> <ul style="list-style-type: none"> (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.
REASONS FOR RECOMMENDATIONS:
The Local Committee's two task groups enable to Local Committee to carry out its work in an efficient and expedient manner.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee is asked annually to consider the work that should be considered at formal meetings and the relevant task groups that should be established to support the Committee in its work.
- 1.2 In 2011-12, the Local Committee established a Youth Task Group and a Property Task Group.
- 1.3 The terms of reference were last reviewed and the task groups re-established on 7 June 2012.
- 1.4 For 2013-14 the Local Committee is also asked to establish a Parking Task Group for which the terms of reference are in Annex 3.

2. ANALYSIS:

2.1 The task groups enable members to have detailed discussion over complex issues. The Youth Task Group has allowed for the successful procurement process of the Local Prevention Framework. Due to this success, the recommendation is to re-establish the task groups for 2013-14 with the terms of reference set out in **Annexes 1 and 2**.

2.2 Due to the importance of parking as an issue for both residents and the committee it has been decided that a task group would provide an effective means of addressing this issue. It is therefore recommended that the Local Committee establish a parking task group in accordance with the terms of reference in **Annex 3**.

3. OPTIONS:

3.1 It is recommended that the Local Committee agrees to re-establish the task groups, in order to continue the successful work carried out in previous years.

4. CONSULTATIONS:

4.1 Consultation has taken place with the Local Committee Chairman, and with relevant officers from Services for Young People, Estates and Parking.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no specific financial implications arising from the recommendations. Work to support the recommendations will be undertaken within current resources, and the task groups have no decision making powers.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no specific equalities and diversity implications arising from the recommendations.

7. LOCALISM:

7.1 The establishment of task groups enables officers to draw upon the local knowledge of County and District Councillors, ensuring that specific local needs and priorities are considered.

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	No significant implications arising

vulnerable children and adults	from this report.
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

The Youth Task Group is involved in the commissioning process for the Local Prevention Framework which is aimed at preventing young people from becoming NEETs (not in education or employment) or entering the Youth Justice system.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The committee is asked to agree the membership and terms of reference for the three task groups for 2013/14.

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

- (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.

10. WHAT HAPPENS NEXT:

10.1 The Local Committee will next be asked review the task group terms of reference and membership in June 2014.

Contact Officer:

Victoria Jeffrey, Community Partnership and Committee Officer, 01372 371662

Consulted:

Local Committee Chairman; relevant officers in Services for Young People, Estates and Parking.

Annexes:

Annex 1 – Youth Task Group Terms of Reference
Annex 2 – Property Task Group Terms of Reference
Annex 3 – Parking Task Group Terms of Reference

Sources/background papers:

Surrey County Council's Local Committee (Mole Valley)

Youth Task Group Terms of Reference

Objective:

The Local Committee agreed on 8th June 2011, that a Youth Services Task Group was established to assist and advise the local committee in relation to Youth Issues and the future delivery of Youth Provision locally.

Membership

The Task Group will contain four appointees from the Local Committee - two county and two district councillors. For the municipal year 2013/14 the representatives will be **Mrs Hazel Watson, Mr Chris Townsend, Cllr Raj Haque and Cllr Chris Hunt.** In addition the Task Group could invite up to 2 members of the Local Strategic Partnership and up to four young people from the district, all with equal status. The Task Group may also consult with other relevant members of the Committee.

General

1. It is proposed to reconstitute Youth Services Task Group. The Task Group shall exist to advise the Mole Valley Local Committee. It has no formal decision making powers. The Task Group will:
 - A. Unless otherwise agreed meeting in private
 - B. Develop a work programme
 - C. Record actions,
 - D. Report back to the Local Committee as appropriate
2. The Task Group's function is to assist and advise the Local Committee in relation to Youth Issues and the future delivery of Youth Provision locally.
3. Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent local committee.
4. The Task Group can, should it so wish, respond to an officer report and submit its own report to the local committee.
5. The Task Group terms of reference and Membership is to be reviewed and agreed by the local committee annually.

Surrey County Council's Local Committee (Mole Valley)

Property Task Group Terms of Reference

Objective:

To support the Local Committee in agreeing a common strategy for the assets collectively owned within Mole Valley by both authorities. This strategy will set out common objectives for service delivery and identify objectives that could be achieved through a coordinated approach to asset use and disposal.

Membership

The Task Group will contain four appointees from the Local Committee - three county and one district councillor. For the municipal year 2013/14 the representatives will be Mrs Hazel Watson, Mr Stephen Cooksey, Mr Tim Hall and Cllr Phil Harris. The property portfolio holder for Mole Valley District Council will also sit on the group, though not a member of the local committee. The Task Group may also consult with other relevant members of the Committee.

General

1. It is proposed to reconstitute a Property Task Group under the Mole Valley Localism Pilot. The group will have no formal decision making powers. The Task Group will:
 - A. Unless otherwise agreed meeting in private
 - B. Develop a work programme
 - C. Record actions,
 - D. Report back to the Local Committee as appropriate
2. Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent local committee.
3. The Task Group can, should it so wish, respond to an officer report and submit its own report to the local committee.
4. The Task Group terms of reference and Membership is to be reviewed and agreed by the local committee annually.

Surrey County Council's Local Committee (Mole Valley)

Parking Task Group Terms of Reference

Membership: The Parking Task Group will consist of four members - 2 Surrey County Councillors and 2 Mole Valley District Councillors. Membership to the group will be through appointment of the Mole Valley Local Committee, members do not need to sit on the committee.

Role:

1. To ensure synchronicity to the implementation of both the Mole Valley DC and Surrey CC car parking strategies in Mole Valley.
2. Working together to, consult with communities and residents about options and opportunities for parking (in car parks and on street).
3. Reduce the town centre congestion that currently exists in evenings and on Sundays.
4. Provide an enforcement function that is fair, consistent and in line with an open and transparent enforcement policy.
5. The Parking Task group will advise and make recommendations, is not a decision making body, all decisions will need to be made through the relevant decision making body of either the Mole Valley Local Committee, Mole Valley District Executive or Surrey County Council Cabinet.

General

1. The Task Group will meet in private
2. The Task Group will keep a record of its actions
3. The Task Group will make recommendations on any issues with regard to parking controls and civil parking enforcement including the use of surplus income.
4. Officers supporting a Task Group will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the Local Committee
5. The Task Group can, should they so wish, respond to an officer report and submit their own report to the Local Committee.

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

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

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

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

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

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