

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 2 March 2016
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

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

Borough / District Members:

- Cllr Rosemary Dickson
- * Cllr Paul Elderton
- * Cllr Raj Haque
- * Cllr Mary Huggins
- * Cllr Sarah Seed
- Cllr Peter Stanyard

* In attendance

16/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllr Rosemary Dickson, Cllr Peter Stanyard and Mrs Helyn Clack.

17/16 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed to be a true record of the meeting on 02 December 2015.

18/16 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

a PUBLIC QUESTIONS [Item 4a]

No declarations of interest received.

Officers present:

Anita Guy (AG), Principal Engineer, South East Area Team

Peter Seaward (Bookham Residents' Association) submitted a written question on problem parking outside the Howard of Effingham School and received a response in advance of the meeting. A meeting was due to be held with the school the next day to discuss where the lines would go and Mr

Seaward asked whether it might be possible to put down some temporary cones in the meantime. AG agreed to check on this and advise.

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Scott Williams submitted written questions and received responses in advance of the meeting. He had no supplementary questions. With regard to Q1 & 2 Mr Cooksey expressed concern that there had been no indication that the budget for the scheme would be carried over to the following financial year. AG confirmed that any underspend would be discussed with the Chairman and Vice Chairman and Highways would be recommending that funds be allocated to the cycle path.

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Dino Adriano submitted written questions and received responses in advance of the meeting. With regard to Q1 he wanted it noted that there had been an error in the response from Surrey Highways which described the current location of the sign as being at the junction of Weare Street and Coles Lane; this is where he would like a sign to be installed. AG confirmed that the images they were using showed that a sign used to be there and that they would look to replace it. She will investigate and liaise with Mr Adriano.

With regard to Q2 Mr Adriano was concerned that that the 'cyclists dismount' signs were considered 'useless'. AG confirmed that cyclists tended to take more notice of signs giving pedestrians priority as it was a more positive message.

b MEMBER QUESTIONS [Item 4b]

No declarations of interest received.

Officers in attendance:

Anita Guy (AG), Principal Engineer, South East Area Team

Mrs Hazel Watson (HW) submitted written questions and received responses in advance of the meeting. (See tabled papers).

Q1 – HW thanked officers for progressing this project

Q2 – HW asked that priority be given to finding the necessary funding as this was an important safety issue.

Q3 – HW asked that the edge of the carriageway lines be painted as agreed and AG confirmed that she would go out and measure to see if there was sufficient space to have both sets of lines and report back to her.

Q4 – HW asked that the 'give way' markings recommended in the safety audit be implemented at junction of Brook Close and Deepdene Avenue Road. AG agreed to take the request back to the lining officer who will respond directly to Mrs Watson.

20/16 PETITIONS [Item 5]

No declarations of interest received.

Officer present:

Stephen Clavey, Senior Engineer, Parking Project Team

Stephen Usher the petitioner was not in attendance to present the petition.

The Chairman and Stephen Cooksey had met with the petitioner on site and learned that Mr Usher had not been a resident of Spital Heath at the time of the consultation. Mr Cooksey also confirmed that although not all the signatories to the petition were local to Dorking or directly affected by the proposed scheme, there were indications that around 50% of current residents were now in favour of it being introduced. It was agreed that it would be included in this year's review.

21/16 HIGHWAY SCHEMES 2015-16 - END OF YEAR UPDATE [EXECUTIVE FUNCTION] [Item 6]

No declarations of interest received.

Officer present:

Anita Guy (AG), Principal Engineer, South East Area Team

Members' discussion:

Chris Townsend advised that in connection with the 20mph Speed Limit Outside Schools scheme, the Freemans School was in a position to provide some funding for a crossing. He expressed some reservations about this and wanted to know whether residents would be consulted on proposals. AG confirmed that she had met with representatives of the school and that the design team was looking to incorporate it into the scheme. Once funds were allocated they would go out to consultation.

Mr Townsend was also waiting for a response from Highways regarding the micro asphalt work in Taleworth Road, which should have started last Wednesday but no work had been taken place. He had queried why works had not been carried out during half term and why he had only been advised of the planned work, four days in advance of the proposed start date. The Chairman agreed that there had recently been some errors in communications with regard to works on the highway. It was explained that the micro asphalt schemes have to be done in two stages ie pre-patching first. AG apologised for the poor communication but assured Members they were working to improve this.

Cllr Seed referred to the 20mph trial outside Fetcham Village Infant School and pointed out that while the school was having building work done the entrance had temporarily been moved to a gate on the boundary of the 20mph zone. This entrance was still being used although the work had now

finished and she asked whether the zone could be extended. As a governor of the school the Chairman confirmed this was a permanent change and recommended that the boundary of the 20mph should be checked. He added that the zone in Bell Lane should also be checked as Thames Water was carrying out work there.

Hazel Watson asked about progress on the design for the kerb build out in Pixham Lane with junction of the A24. AG confirmed that she had recently received drawings that she will share shortly with the Chairman, Vice-Chair and divisional member.

Stephen Cooksey agreed with the Chairman's comments on communications from Highways. Following the resurfacing work in Dorking town centre a review had been promised on how this had been handled but he was not aware that it had taken place.

Mr Cooksey pointed out that the provision of grit bins and footway works under the Localism Initiative had not been carried out and wanted to know why the funds allocated to the Beare Green – Spook Hill cycle way had not been spent. In this regard AG explained that there had been resource issues and that it had taken longer than anticipated to design the barriers, by which time it had been too late to reallocate the funding to other parts of the scheme. The 'underspend' will be discussed with the Chairman and Vice-Chair with a recommendation to allocate funds to the cycle scheme for the next financial year.

The Chairman was also not aware whether the review on communications relating to the resurfacing of Dorking had been carried out. Committee Officer to follow up with Works Communications Team.

Cllr Haque wanted to know what could be done about speeding on Kennel Lane and compared it to the High Street in Bookham which will be benefitting from measures to address similar problems. The Chairman urged him to pass on complaints to the divisional member, Mrs Curran who pointed out that it was not possible to compare the two roads. There had been two speed surveys over the last five or six years in Kennel Lane and that there has been no evidence of excessive speed.

The Local Committee (Mole Valley) agreed to:

- i. Note the contents of the report and

resolved to agree to

- ii approve the transfer of the £30,000 Dorking Sustainable Transport Package funding from Bus Stop E to provision of Real Time Passenger Information at the bus stops at Dorking Main railway station.

Reasons for decision:

To (i) update the Local Committee on the progress of highway works programme and (ii) ensure available funding provides best value for money.

22/16 UPDATE ON DORKING TOWN CENTRE [EXECUTIVE FUNCTION] [Item 7]

No declarations of interest received.

Officers present:

Matthew Jezzard (MJ), Traffic Manager
Anita Guy (AG), Principal Engineer, Area Highways Team

Members' discussion:

MJ advised that repairs to detector loops and a review of the control methods had anecdotally improved traffic flow. Since writing the report there had been a further meeting to discuss measures but there were no obvious quick solutions although it had been agreed to carry out further modelling work and it had been recommended that any Expressions of Interest for LEP funding should concentrate on sustainable transport.

Mrs Watson agreed there was no easy solution but suggested that priority should be given to enforcement of current restrictions. She expressed her support for a bid relating to sustainable transport but underlined the importance of reliable and appropriate bus services.

Mr Cooksey expressed concern that the 'cockerel' side of the A25 should also be included in any measures and questioned whether 'sustainable transport' would provide a real solution. A bid for funding may be successful in two year's time but asked what could be done in the meantime.

MJ encouraged Members to feed into the bid and said he would welcome any suggestions for short term solutions but emphasised that funding for schemes was the major problem.

Paul Anderson, Parking Manager MVDC was in attendance and was asked about enforcement of restrictions on the High Street in Dorking. He explained that there was always a team of two officers in the town, but would welcome information from Members on where there were specific problems where they could target enforcement.

Mr Townsend questioned whether developers' funds could be used to address the problems in Dorking. MJ advised that funding for traffic modelling had already been agreed jointly by SCC and MVDC and that there may be potential for use of S106 monies as match funding towards future projects.

MJ warned that there was the possibility that Thames Water might have to carry out some exploratory work on the sewer in South Street. Mr Cooksey highlighted the fact that there were already several sets of planned works due to start in Dorking such as the one way trial in Dene Street and the pavements in West Street. MJ assured Mr Cooksey that officers were aware of all the forthcoming works, and were coordinating their methodology and timing accordingly

The Local Committee (Mole Valley) agreed that:

Following completion of all of the scheduled repairs/revisions/upgrades to the current signal configurations, a potential Expression of Interest (EoI) is to be submitted to the C2C LEP that would include Dorking Traffic Management and Congestion fixing measures.

Reasons for decision:

With current Traffic Signal configurations now repaired/reconfigured and providing optimum operation, there is still a further need to seek out funding opportunities to improve traffic flows through Dorking Town Centre, given recent new developments in the Town Centre and anticipated increased traffic volumes in future years.

23/16 MOLE VALLEY PARKING REVIEW [EXECUTIVE FUNCTION] [Item 8]

No declarations of interest received.

Officer present:

Stephen Clavey (SC), Senior Engineer

Members' discussion:

The Chairman suggested three additions to the current proposals:

- Highlands Road – at the bottom end (lower numbers) amend to weekday restrictions only.
- South Street, Dorking – extend the bays outside Dove's paint shop.
- St John's Avenue – shorter regulated hours on some bays

Mrs Watson requested the following addition:

- Broomfield Park, Westcott – double yellow lines for approximately two cars' lengths on the second bend.

and also pointed out that on Drawing 29 the key obscures the Myrtle Road proposal, so this needs to be amended.

Chris Townsend queried whether the lines agreed in the last review would be going in before the end of the month. He also wanted to have a meeting to discuss the situation around Ottways Lane and Grange Road. There is an ongoing problem of cars parked on the pavements and fears that the future expansion of St Peters will exacerbate the issue. He asked SC to note that Drawing 9 should read 'Gaywood' and not 'Gayfere' Road.

The Chairman pointed out that the parking problems at the West Ashted group of schools spill over into his division and suggested that a larger group, perhaps including Val Sexton, should get together to talk about possible solutions.

Stephen Cooksey requested the following additions:

- Holmesdale Road, North Holmwood – lines opposite named junctions
- Warwick Road junction with Norfolk Road – add restrictions
- Spital Heath residents' parking scheme (item 5 refers)

Clare Curran asked when the lines would be painted in Lower Shott. She queried the proposed measures in Long Copps Close and requested that these be withdrawn as they were virtually unenforceable. With regard to Fife Way (drawing no 23) she would like proposals to be added to the north side of the road to prevent all day parking.

SC advised that MVDC was putting up the signage for the last review and that the lining work should be completed by the end of March. Enforcement should start in April, although MVDC officers will probably issue warnings before fully enforcing the new restrictions. In future the parking reviews will be map based and should take less time. This year's parking review will be advertised at the end of June with objections being accepted up until end July/beginning of August. Implementation should take place during September/October.

The Local Committee (Mole Valley) resolved to agree:

- (i) The recommendations detailed in Annex 1 and 2 **as amended**
- (ii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;
- (iii) That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.
- (iv) To allocate £10,000 towards the cost of the parking review in 2017 / 2017 financial year

Reasons for decision:

It is expected that the implementation of the proposals will both increase the safe passage of vehicles and also ease the parking situation within the mainly residential areas.

24/16 TRANSFORM LEATHERHEAD [FOR INFORMATION] [Item 9]

This item was deferred to a future meeting of the Local Committee.

25/16 CHURCH STREET (LEATHERHEAD) ENHANCEMENTS [FOR INFORMATION] [Item 10]

No declarations of interest received.

Officer present:

Rod Shaw (RS), Principal Conservation Officer, Mole Valley District Council

Members' discussion:

Since the last report presented to the committee on this scheme, there have been two major developments; the 'Transform Leatherhead' project and the granting of planning permission for Waitrose. RS was confident in that they would secure the necessary funding from a number of partners, Coast2Capital, Mole Valley developers' funds (subject to agreement by the Executive), Mole Valley Local Committee, Haque Investments and the new Town Centre Revitalisation Fund (Surrey County Council). There are plans to hold a consultation with key stakeholders around mid April. The opening of the new food store had been put back to early October, which will have an impact on the timetable for the street enhancements. Further discussions would take place with the food store developer to determine the best arrangements for the start and completion of the enhancement works within the financial year 2016/17.

There was some concern expressed as to how the enhancements fitted in with 'Transform Leatherhead' and RS reassured members that this was a complementary scheme. It is not known what the future traffic management in the town will be, but nothing proposed in the current project would compromise later decisions made in respect of the traffic management for the town centre.

Cllr Haque wanted to know about changes to parking. RS advised that with regard to off-street parking one side of the car park had already been improved and that there were an additional 22 spaces planned. With regard to on-street parking, the disabled parking bays were to be retained in front of the store, although some reconfiguration may take place to allow for deliveries etc.

Chris Townsend commented that similar questions had been raised at the members' reference group for Transform Leatherhead. He believed the project was going in the right direction but had the flexibility to fine tune options if required.

The Chairman enquired about the cost of the scheme compared to the work recently carried out in West Street, Dorking. RS advised that the latter had in effect been mainly resurfacing and had cost around £250,000-300,000. The Church Street enhancements would cost in the region of £800,000 as it was a much more complicated project.

The Local Committee (Mole Valley) agreed to note the content of the report.

26/16 LEATHERHEAD SUSTAINABLE TRANSPORT PACKAGE [EXECUTIVE FUNCTION] [Item 11]

No declarations of interest received.

Officer present:

Lesley Harding (LH), Place and Sustainability Group Manager

Members' discussion:

There was general agreement that this project should be coordinated with 'Transform Leatherhead' and Chris Townsend stressed the need for the public to see that the different schemes were integrated. He queried whether another consultation would really be needed as residents in the area had already had the opportunity to feed into the Transform Leatherhead project. He also hoped that the scheme would cost less than the suggested £5million. LH confirmed that she would check that the proposals had been signed off by the Transform Leatherhead team and suggested they might be able to combine the consultations. She agreed that the scheme should cost less than the £5million quoted but at the moment they had no detailed costings.

Cllr Haque was concerned as to how the running of the buses would be affected. The Chairman advised there had been some issues with the 479 and urged members to forward any problems either to him or directly to Val Sexton at Surrey County Council. LH explained that the planned use of real time information would help alleviate congestion and improve reliability of bus services. Some of the larger companies currently use private buses to transport their staff and it was hoped these improvements would alleviate the need for this.

Clare Curran commented that the cycle route improvements may result in taking some of the school traffic off the roads in particular by encouraging pupils who travel from the Fetcham side of the town, to use their bikes. LH commented that the DfT may be providing some revenue funding to support promotional activities like this from next year, but that this particular bid was for capital funding to improve the infrastructure.

Cllr Elderton highlighted the aim of reducing road casualties and whether the improvements would help change people's behaviour. LH commented on the problem of the increased number of cycling casualties and emphasised the need to separate cyclists from vehicular traffic, in particular at junctions.

The Local Committee (Mole Valley) agreed to:

- (i) Note the project content and
- (ii) To approve the submission of a business case to the C2C LEP based on the project content

Reasons for decision:

To ensure that the Local Committee is kept informed on the Leatherhead Sustainable Transport Package and to seek its approval for the project, as the Local Committee will be required to make a number of approvals in the future with regard to changes on the highway.

27/16 SCHOOL TRAVEL PLANS [FOR INFORMATION] [Item 12]

This item was deferred to a future meeting of the Local Committee.

28/16 RECOMMENDATIONS/DECISION TRACKER [FOR INFORMATION] [Item 13]

No declarations of interest received.

Officer present:

Sarah J Smith, Community Partnership and Committee Officer

The recommendation tracker was noted.

Meeting ended at: 3.54 pm

Chairman

Questions from members of the public (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 02 MARCH 2016

LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: ITEM 4A, QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL



Question from Peter Seaward (Bookham Residents' Association)

Parking outside The Howard of Effingham School on the Lower Road is causing difficulties for local residents, as well public transport and is beginning to constitute a traffic hazard which may result in injury. This has been an issue for many years but recently has become more serious, because several of the organizations, which allowed their facilities to be used as temporary car parks to alleviate the rush hours problems, have closed their premises to occasional traffic. These include The Catholic Church, The British Legion (which now charges quite expensive parking fees plus the threat of clamping), and The Vineries Garden Centre. Although outside MVDC's area this location has a significant bearing on Bookham's population as the largest single cohort at the school (40%) come from this village.

Could the Local Committee use its good offices with SCC and Guildford Borough to initiate a full traffic study to come forward with both short and long term solutions to this issue?

Response from SCC Parking Team:

Parking outside Howard of Effingham School, predominantly by sixth form students has steadily increased over time primarily because there is a lack of off street parking in the school or surrounding facilities. The school does work with the borough/county and community police team in an attempt to manage student parking but there are limits to their control of students' cars on the public highway.

Last year, following complaints about obstruction and safety, particularly between the school and the nursery, Guildford Borough Council Parking Team drew up parking restriction proposals in consultation with Surrey Police and local councillors. These were approved by the Guildford Local Committee in December and will be part of a parking review statutory consultation planned to start by April.

The attached drawing shows what is proposed. Subject to resolving objections that may come out of the statutory consultation the new restrictions could be implemented by Guildford Borough later this year.

Questions from Scott Williams

A24 Horsham Road – Spook Hill to Beare Green Cycle Route

The route between Beare Green to South Holmwood was fully finished in 2014/15 and on the South Holmwood to Spook Hill section the dropped kerbs installed and brush overgrowth cleared in 2014/15, however no work has been carried out in 2015/16. I would like to ask the following:

1. As no work has been carried out in 2015/16 what becomes of the £20K budget allocation for that year? Is this carried forward?

Response from Surrey Highways:

Design work has been carried out during 2015/16 to develop proposals to install a staggered barrier at both ends of the subway under the A24 near Betchets Green Road, South Holmwood. Cyclists are directed to use the subway as part of the Spook Hill to Beare Green route, but have to dismount to pass through the subway. Whilst 'Cyclists Dismount' signs are in place, it was considered that the introduction of barriers would reinforce this requirement.

The implementation of the barriers is programmed for early March 2016.

As the works on the Spook Hill to Beare Green cycle route for 2015/16 are still on-going, the final costs have not yet been determined. However, it has been agreed that any underspend from the Local Committee's devolved capital budget can be carried forward to 2016/17. It is projected that there is likely to be an underspend on the Spook Hill to Beare Green scheme, which would therefore be carried forward to Mole Valley Local Committee's capital budget for 2016/17.

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2. If this is the case does that mean that there are two years' budget available? As construction is best done in fine weather, and we have lost a year, can SCC complete the outstanding works this spring/summer in a single operation?

Response from Surrey Highways:

The Local Committee allocated a further £20,000 to the next phase of works on the Spook Hill to Beare Green cycle scheme when it agreed the Mole Valley ITS Forward Programme for 2016/17. It should be noted that all budget allocations are estimates of the funding that may be required to progress a particular scheme. There may be potential to increase the budget for the cycle route scheme from any 2015/16 capital underspends in Mole Valley, but this would be subject to the agreement of the Local Committee Chairman and Vice-Chairman.

It is unlikely that the scheme could be completed in 2016/17 as there are still significant lengths of the route for which no work has taken place as yet. An offer has already been made to the Mole Valley Cycle Forum to walk through the scheme on site to review the work already carried out and to prioritise future work.

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3. Would SCC address the regular winter flooding affecting the section of path opposite Folly Lane, South Holmwood.

Response from Surrey Highways:

The water issue on the A24 Horsham Road verge/footway/cycle route opposite Folly Lane junction will be investigated by the Mole Valley Maintenance Engineer and appropriate action taken to resolve.

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4. Would SCC clear encroaching grass to reveal the full width of the path and allow proper sharing, passing and overtaking?

Response from Surrey Highways:

The A24 Horsham Road footway/cycle route is periodically edged back in order to regain the full current width. The section between Spook Hill and Mill Road is due for attention in the new financial year, subject to resources being available.

It should be noted that weed control and street cleansing are functions carried out by Mole Valley District Council.

Questions from Dino Adriano

Road signage Coles Lane, Ockley

Many vehicles use Coles Lane as a cut-through from the A29 to the A24, rather than staying on the A road. The problem is that many HGVs are too high and too wide to get under the railway bridge.

I have been advised that a request for additional signs to provide advanced warning of the low height bridge was included on the list of potential local schemes last summer, but that there was no available funding to progress this in the current financial year; however the Mole Valley Local Committee had agreed (at the committee meeting of December 2015) to allocate a small amount of funding for signs and road markings in the coming financial year (2016-17).

Please will the Committee now confirm when these particular works in Coles Lane will be undertaken?

Response from Surrey Highways:

The B2126 Coles Lane in Ockley provides a link between the A29 Stane Street and the A2 Capel By-Pass. There is a low railway bridge over Coles Lane which has a 13'3" height restriction.

There are existing signs warning of the height restriction on the A29 Stane Street on both the northbound and southbound approaches to Coles Lane, on the A25 Capel By-Pass on the northbound approach to Coles Lane, at the junction with Weare

Street and Coles Lane and in Coles Lane on the eastbound approach to the railway bridge. It is proposed that these warning signs are replaced with new, larger warning signs showing the height restriction in both metric and imperial. There is funding available in the 2016/17 Local Committee budget for signs and road markings which can be used to replace these signs. The signs will be ordered in the new financial year for implementation during the summer of 2016

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Risk to Pedestrians and Cyclists around and under Deepdene Railway Bridge

Mounted cyclists are presently permitted to access the footway from the A24 at a point just before Deepdene railway bridge and can proceed under the railway bridge at which point the footway narrows considerably. This part of the footway is also used significantly by pedestrians and yet there is no designated cycle lane and there is no stated requirement for cyclists to dismount along the footway. This poses a very high risk to pedestrians and cyclists.

Last May I alerted these safety concerns to Surrey Highways who acknowledged that there had been recent reported incidents of pedestrian-cyclist conflict in the areas around the station. In December I made contact with the Council again and was then made aware of the London Road Project. Having seen some of the planned work it was evident that the area around and under Deepdene bridge was not being considered. I was advised that the specific matters that I had raised had been passed to those working on the detailed designs but I have heard no more since.

“Does the Committee acknowledge the risks to pedestrians and cyclists around and under Deepdene railway bridge and will it now recommend that cyclists be required to dismount when accessing the area under Deepdene railway bridge”.

Response from Surrey Highways:

The area around and under Deepdene railway bridge is a shared pedestrian/cycle route and it is acknowledged that the section directly under the railway bridge is of a reduced width compared to the adjacent areas either side. This is not helped by the pedestrian guard railing guiding people to the toucan crossing just to the south of the railway bridge.

However, the use of ‘cyclists dismount’ signs is not considered appropriate for this location. They have no legal backing and are likely to be widely ignored by cyclists.. To make the existing footway wider under the bridge by widening into the carriageway would require the realignment of the A24 southbound for a considerable distance on both the nearside and offside lanes, with the likelihood of additional utility diversion/protection works and the need to reposition the existing toucan crossing. There is no funding allocated for such major works and it is unlikely due to the magnitude of the costs that this scheme could be taken forward for future funding.

The existing Dorking Sustainable Transport Package project has already taken into account concerns regarding the width of the shared footway under the railway bridge. Three key improvements have been included within the scheme design on the approach to the railway bridge:

1. ‘Pedestrians have priority’ signing on either side of the bridge

www.surreycc.gov.uk/molevalley

2. 'SLOW' markings on the footway/cycleway either side of the bridge
3. Realignment of the southern end of the lay-by to improve the sightline through the bridge for cyclists accessing Dorking Deepdene Station from the 'on-road' cycle lane.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 02 MARCH 2016
LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER
SUBJECT: ITEM 4b QUESTIONS FROM LOCAL COMMITTEE MEMBERS
DIVISION: ALL



Questions from Mrs Hazel Watson (Dorking Hills)

1. Chalkpit Lane, Dorking Pedestrian Crossing

Following the site meeting with Highways, to discuss the installation of a controlled crossing on Chalkpit Lane near Triangle Stores, the failure to recruit a replacement crossing control person to assist children crossing the road as a result of the dangers of the road, the risks involved when schoolchildren cross the road, and the inability to identify funding to progress this urgently needed safety measure through the ITS programme, what measures are being taken to progress the installation of a pedestrian crossing on Chalkpit Lane to enable schoolchildren to cross Chalkpit Lane safely to get to and from St Martin' School?

Response from Surrey Highways:

A safety meeting was held at the site in February 2014, attended by the local divisional member, officers from Surrey County Council's (SCC) Sustainable Travel Team and Local Highways Team, the Headteacher of St Martin's School and parents of pupils from St Martin's School.

Surrey Police's Road Safety and Traffic Management Team was advised of the findings and outcome of the meeting. The provision of a pedestrian crossing was included on the list of schemes to be considered for progression by Mole Valley Local Committee. The provision of a pedestrian crossing on Chalkpit Lane is retained on the list of schemes for future consideration by Mole Valley Local Committee.

Since the meeting of February 2014, a new policy 'Road Safety Outside Schools' has been introduced. The policy sets out the process that will be used by SCC for investigating and responding to concerns raised about road safety outside schools. The county council's Sustainable Transport Team lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues are also invited to assist. The assessment also considers the suitability of a school crossing patrol as a possible safety measure.

The assessment results in a report containing options, where appropriate, to tackle the concerns that were raised. If engineering measures are recommended, then the

local committee decide whether to allocate money from their budget for any improvements, depending upon the extent of the problem, the estimated costs and the funds available.

As some time has elapsed since the previous assessment, officers consider it is appropriate to re-assess the issues. The Sustainable Transport Team will be requested to arrange for a safety assessment in accordance with the 'Road Safety Outside Schools' policy. It is anticipated that the assessment will take place during the summer term time. The results of the assessment will be shared with the local divisional member and St Martin's School.

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2. Ashcombe Road, Dorking Footways

The pavements in Ashcombe Road in Dorking are in a very poor condition resulting in large pools of water collecting on them which forces pedestrians including school children to walk on the road, which is a safety issue. When will these pavements be resurfaced to improve them and to improve pedestrian safety? As a first step to improve the situation can the grass verges on the south side of the road which are in a very poor condition be replaced with a hard core tarmac surface?

Response from Surrey Highways:

The County Council are currently preparing a programme of footway maintenance works based on asset management principals including condition. The Maintenance Engineer has confirmed that options for Ashcombe Road have been put forward for consideration in the prioritisation process, along with other sites in the district. Once the process has been completed the maintenance engineer will keep the divisional Member informed regarding the way forward

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3. Hollow Lane, Wotton Road Markings

As a traffic calming measure it was agreed that white lines would be painted on both sides of Hollow Lane from the junction with the A25 to just past 13 Hollow Lane. Part of this work has been done near the junction with the A25 and near 13 Hollow Lane. However there is a gap in the middle where white lines on both side of the road have not been painted. When will the work be completed to have continuous white lines on both sides of Hollow Lane from the A25 to just past 13 Hollow Lane?

Response from Surrey Highways:

It was agreed with the divisional Member Mrs Watson to provide edge of carriageway markings on both sides of the road in Hollow Lane, between no. 1 and Chandlers Farm, to make the road appear narrower and thus encourage traffic to slow down. At around the same time, Hollow Lane was resurfaced between the A25 Guildford Road and Chandlers Farm as part of Operation Horizon. The Area Team advised that the centre line should not be replaced and edge of carriageway markings be provided instead. Unfortunately at some locations along Hollow Lane the centre line was reinstated.

Due to damage caused to the road surface by the removal of road markings it is advisable to leave the centre line in place. Edge of carriageway markings have been

provided on both sides of Hollow Lane between the entrance to no. 14 and Chandlers Farm to make the road appear narrower. These lines are supported by "SLOW" markings and pedestrians in the road signs that have been provided to the north of 1 Hollow Lane and outside Chandlers Farm.

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4. A24 Deepdene Avenue Shared Cycle/Pedestrian Path

When will all of the recommendations of the safety audit of the shared cycle path on the A24 Deepdene Avenue in Dorking pavement on the east side of the road between the Deepdene roundabout and the Dorking Deepdene Railway Station be implemented?

Response from Surrey Highways:

The recommendations of the safety audit have been considered, and works orders have been raised to provide the appropriate measures.

The white line segregating pedestrians and cyclists has been installed, along with cycle markings. The outstanding items are to provide signs to denote the segregated footway-cycleway and to provide reflective banding to highlight the posts. The works have been ordered and these types of works are programmed in batches by the county council's contractor to maximise value. It is anticipated that the works will be complete before the end of the current financial year (2015/16).

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5. Lyefield Lane, Forest Green Sign and Posts

In 2014 a wooden sign and posts were placed on a County Council owned grass island in Lyefield Lane near the end of the private drive leading to Lowerhouse Farm and Lyefield House. Despite confirmation from Highways in 2014 that the island is owned by the County Council and that the sign and posts would be removed they have not been removed. Why have the sign and posts not been removed and when will they be removed?

Response from Surrey Highways:

A land search has been carried out to establish land ownership and attempts have been made to contact the adjacent landowners regarding the enforcement of the issue. Further efforts will be made in this regard and the maintenance engineer will discuss progress with the divisional Member

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 02 MARCH 2016
 LEAD OFFICER: STEPHEN CLAVEY



SUBJECT: PETITION – RESIDENTS’ PARKING SCHEME IN SPITAL HEATH

DIVISION: DORKING SOUTH AND THE HOLMWOODS

SUMMARY OF ISSUE:

To consider a petition submitted by Steve Usher – 30 signatures

Petition: **Act on the majority support, expressed through the highways consultation process, to PROCEED with the proposed implementation of parking restrictions for Spital Heath, Dorking.**

Details of petition: In the published statement of reasons for not proceeding with the proposed parking restrictions at Spital Heath it was stated that “there is not a vast majority in favour”. There was, nevertheless, a majority in favour. In contrast, the same document reports that decisions to proceed were made in 34 other cases despite there being no majority at all (see Drawing 47, Drawing 8, Drawing 7, Drawing 38, Drawing 16, Drawing 36, Drawing 2, Drawing 25, Drawing 31, Drawing 40, Drawing 44, Drawing 6, Drawing 10, Drawing 11, Drawing 30, Drawing 32, Drawing 53, Oaks close, Gravel Hill, Drawing 3, Drawing 4, Drawing 5, Drawing 9, Drawing 12, Drawing 13, Drawing 14, Drawing 18, Drawing 28, Drawing 29, Drawing 35, Drawing 41, Drawing 43, Drawing 52, Fairfield). Furthermore, there was overall opposition in the first 19 of these cases listed. Additionally, for every other proposal that had the same majority in support as the Spital Heath proposal (see Drawing 39, Drawing 42, and Drawing 54), the decision to proceed was given in each instance.

RESPONSE:

Following the consultation that was carried out between July 17 and September 10 2015, we did not receive sufficient feedback to support the proposal to implement a residents’ permit scheme in Spital Heath, Dorking.

From 25 notices sent to residents we only received 13 correspondents - 7 were in support and 6 objections. The 7 in support only equates to 28% of the overall letters sent out, which is clearly not a majority.

As the scheme is essentially asking that residents pay a sum of money to park in their road, it would be deemed unfair to impose this cost on residents based on the feedback received.

The proposals that were set out were part of the 2014 / 2015 parking review, which

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is currently being implemented - therefore we cannot consider any changes or amendments to the proposals at this stage as it is too late.

If it can be proved that there is a majority of residents in favour (at least 70%), then the proposal to implement a residents permit scheme could be reconsidered.

It would be up to the committee to decide whether they would want to include it in this year's review or wait until the next review.

My recommendation would be to only consider it in this review if there is adequate evidence that the scheme meets the above criteria and that the proposal does not vary from that previously advertised.

Alternatively we would have to consider re-advertising proposals in the next parking review.