

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 1 March 2017
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 Peter Stanyard
- Cllr Chris Hunt
- * Cllr Vivienne Michael (substitute for Cllr Dickson)

* In attendance

1/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllr Dickson; Cllr Michael was present as substitute.

Apologies were also received from Cllr Haque.

2/17 MINUTES OF PREVIOUS MEETING [Item 2]

It was agreed that the minutes of the meeting held on 16 November 2016 were a true and accurate record.

3/17 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

a PUBLIC QUESTIONS [Item 4a]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anita Guy, Principal Highway Maintenance Engineer
Anne-Marie Hannam, Senior Traffic Engineer

1. Questions submitted were tabled (see attached) and written responses were provided in advance of the meeting, but the appended document contains an updated response to Q4 from BRA.

2. Bookham Residents' Association (BRA) asked a supplementary to Q1:

'Whilst it is accepted that funding is not presently available for the footway provision and carriageway widening at the south end of Rectory Lane, could SCC study the improvement of pedestrian crossing facilities at the north end of Rectory Lane, at its junction with Lower Road, in conjunction with Bookham Grange and Gracewell, the Developers of the new Care Home due to be opened in the near future. Bookham Grange are already concerned about crossing facilities for their Clients and once the Care Home is opened there will be an increase in elderly residents crossing Rectory Lane from the new west side footway being constructed by Gracewell, to go into Bookham. The north end of Rectory Lane is also a major crossing point for students going to and from Bookham to The Howard of Effingham Secondary School. Parking by parents along Rectory Lane at school closing time compounds the safety problem and it is considered that consideration of parking restrictions from Lower Road to The Grange should be part of the study.'

In response Highways' officers stressed that any schemes would have to be prioritised for funding along with others across the district.

3. Q2 – BRA questioned the personal injury collisions record quoted and suggested that there had been a fatality at the junction within the last year. Officers explained that the accident statistics were provided by the police and that the incident in question had occurred at a different junction.

4. Q2 – Officers explained that it was not necessary to wait for the 'Give Way' markings to be burnt off (as stated in the written response) and that the new ones could be laid on top. Highways also agreed to check whether a HGV advisory sign on East Street has been removed and if so, whether it could be replaced.

b MEMBER QUESTIONS [Item 4b]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anita Guy, Principal Highway Maintenance Engineer
Anne-Marie Hannam, Senior Traffic Engineer

1. Questions submitted by Members were tabled (see attached) and written responses were provided in advance of the meeting.

2. Q1 – Mr Cooksey questioned again why the report had been delayed and expressed his concern that the allocated funding might not be available to fully implement the scheme.

3. Officers explained that the delay was due to the feasibility study being a brand new piece of work for the design team, which has limited resources available. The report will definitely be presented at the next formal local committee meeting in June.

4. Very little funding would be needed to make the scheme permanent and if no local committee monies were available, officers would look to draw down PIC funds.

5. Q4 – Mr Cooksey expressed concern that only around £8,000 had been spent on the scheme in view of the fact that the funding may not be secure for the next financial year.

6. This figure had been correct at time of writing but officers advised there was still work to be carried out during March 2017 which would bring it up to between £17,000 - £20,000.

7. Q5 – Officers assured Mr Cooksey that the grit bins will be ordered and that progress would be monitored.

8. Q1 – Mrs Watson asked whether these works could be included in a regular maintenance schedule, but officers suggested that as funding is restricted, such a service could be provided by community groups.

5/17 PETITIONS [Item 5]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anita Guy, Principal Highway Maintenance Engineer
Anne-Marie Hannam, Senior Traffic Engineer

A petition with 109 signatures was received from the Horsham Road Residents' Safety Group and presented by Mr Chris Argent calling on Surrey County Council 'to stop illegal and high speeding on Horsham Road, Dorking.'

The wording of the petition is:

'We, the undersigned, request the following;

- Undertake an urgent road speed survey and road safety review/assessment.
- Immediate installation of "Unsuitable for HGVs" signage at A24 and South Street junctions.
- The installation of a traffic-calming system to slow traffic to safe limits, Horsham Road Residents Safety Group propose 20mph limit.'

Member discussion:

1. Members agreed that the report submitted by the group had been very well researched and suggested that the issue should be viewed as part of the wider problem of traffic volume and congestion in and around Dorking town centre.
2. Members also were in agreement that the road was unsuitable for HGVs; advisory signage to that effect is not sufficient and satnav providers should be advised.
3. On this point the Highways Manager stressed it was very unlikely that HGVs would be banned as it was an A road providing access to businesses on Vincent Lane, and therefore vehicles would have to be rerouted through the town centre.
4. Surrey County Council's road safety working group is already looking at the other end of the Horsham Road, as it has a worse accident record. The Highways Manager will propose that the road is looked at as a whole.
5. It is unlikely that the police would agree to changing the speed limit which would require enforcement and traffic calming measures would not be appropriate on an A road.
6. There may be other engineering solutions such as installing Vehicle Activated Signs (VAS) to modify driver behaviour but there is limited funding across the district for such schemes, although in the future Community Infrastructure Levy (CIL) money may be available through the district council.
7. The petitioner stressed that the issue was about road safety and wanted reassurance that the planned speed survey would take place during school time to accurately reflect the situation.
8. The Highways Manager explained the scheduling of the survey would need to be coordinated with other services and that the petitioner would be advised as to when it would take place.

The Local Committee (Mole Valley) agreed to:

- (i) Note the officer's comment

**6/17 HIGHWAY SCHEMES - END OF YEAR REPORT [EXECUTIVE FUNCTION]
[Item 6]**

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anita Guy, Principal Highway Maintenance Engineer
Anne-Marie Hannam, Senior Traffic Engineer

Member discussion:

Members commented on a number of the schemes:

1. Wider Benefits Scheme (2.12) – is this project going ahead and what has been the take up on the scheme?

Officers explained this was a centralised scheme funded by the LEP and will be going ahead in the new financial year. Parish councils have already been consulted regarding the location of equipment.

2. Members thanked officers for the excellent work done in schemes in Pixham Lane, Garlands Road and Woodfield Lane.

3. Highways Manager to check and revert to divisional member regarding completion of the outstanding section of Taleworth Road, Ashtead.

4. Possible crossing on A24 near to the Greville School, Ashtead does not feature in the report but officers confirmed £5,000 had been put aside from developers' funds for a feasibility study.

5. The line painting from the previous parking review has not been completed in some places and work in those locations approved in the 2016 – 2017 should be carried out in the next two months. The Chairman requested members submit a list to the parking team (and copy him in) with details of anything outstanding with a view to having both sets of markings being carried out at the same time.

6. Safety measures A24 Deepdene Avenue, Dorking (p. 17)

Highways is finalising with Skanska what work can be completed before the end of the financial year.

7. There is work outstanding in the Dorking Rural division with regard to traffic calming measures, which have been discussed with the relevant parish councils. The divisional member would like an update report to be available for the next round of parish council meetings.

8. Drainage works in Vicarage Lane and Pebble Hill Road will be carried over to the new financial year if not completed by the end of March 2017.

9. Work on installing traffic islands on Reigate Road had been delayed but contractors are now on site.

The Local Committee (Mole Valley) agreed to:

(i) note the contents of this report.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the highway works programme in Mole Valley

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anita Guy, Principal Highway Maintenance Engineer
Anne-Marie Hannam, Senior Traffic Engineer

Member discussion:

1. The divisional member for Dorking Hills acknowledged that funding was already committed for two years, but following last year's petition, would appreciate support for the installation of the pedestrian crossing in Chalkpit Lane.
2. Officers stressed that there was currently no money available to fund this scheme and, although the next year's budget is yet to be finalised, financial pressures are widely known and the best funding option is likely to be CIL.
3. Members agreed that going forward this would require the county council to work closely with MVDC and replacing the local committee with a joint committee was still an option that could be considered after the election in May.
4. The Chairman suggested that the deadline set in recommendation (x) was too short, and it was agreed to amend this to the end of **June 2017**.
5. The Vice Chairman stressed again the county council's financial challenges and that it was likely that the highways budget would be vastly reduced.

The Local Committee (Mole Valley) agreed to:

General

- (i) Note that the Local Committee's devolved highways budget for capital works has been reduced as set out in the Medium Term Financial Plan, to £272,294 in 2017/18 and to £226,912 in 2018/19, and that it has been assumed that the revenue budget for 2017/18 remains the same as for 2016/17, at £195,303;

And resolved to:

- (ii) Authorise delegation of authority to the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works for 2017/18 if there is a change in the Local Committee's devolved budget;

Capital Improvement Schemes (ITS)

- (iii) Agree that the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 1;

- (iv) Authorise that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required;
- (v) Agree that the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member are able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.

And agreed:

- (vi) The Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the capital improvement schemes (ITS) and capital maintenance (LSR) budgets, and vice-versa, if required;

And resolved to:

Capital Maintenance Schemes (LSR)

- (vii) Agree that the capital maintenance schemes allocation for Mole Valley be divided equitably between County Councillors to carry out Local Structural Repair, and that the schemes to be progressed be agreed by the Area Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members;

Revenue Maintenance

- (viii) Authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £195,303 of the revenue maintenance budget for 2017/18 as detailed in Table 2 of this report;

And agreed:

- (ix) The Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work headings in Table 2;

And resolved to:

- (x) Agree that £5,000 per County Councillor be allocated from the revenue maintenance budget for Highways Localism Initiative works, and that if bids for this funding have not been received by the end of **June 2017**, the monies revert to the relevant Member to use to fund Community Enhancement works;
- (xi) Agree that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to any Community Enhancement allocation and arrange for the work activities to be

managed by the Area Maintenance Engineer on their behalf;

(xii) Agree that the revenue maintenance gang be managed on Members' behalf by the Area Maintenance Engineer.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Mole Valley for 2017/18 – 2018/19, funded from the Local Committee's devolved budget.

8/17 INTRODUCTION OF BUS STOP CLEARWAYS - LEATHERHEAD AND WESTCOTT [EXECUTIVE FUNCTION] [Item 8]

No declarations of interest received.

Officers present:

Anne-Marie Hannam, Senior Traffic Engineer

Member discussion:

1. Both these schemes had been supported by the relevant local divisional member.

The Local Committee (Mole Valley) resolved to agree that :

(i) A clearway is introduced at the existing bus stop opposite The Prince of Wales PH on the A25 Guildford Road in Westcott. The proposed restriction to be 'no stopping except local buses 7-7 Monday to Saturday'.

(ii) Clearways are introduced at the existing bus stops in The Crescent Leatherhead. The proposed restriction to be 'no stopping except local buses at any time'.

REASONS FOR RECOMMENDATIONS:

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

9/17 MOLE VALLEY LOCAL CYCLING PLAN [EXECUTIVE FUNCTION] [Item 9]

No declarations of interest received:

Officers present:

Dave Sharpington, Cycling Programme Team Leader
Lucy O'Connell, Strategic Leadership Manager (Mole Valley District Council)

Member discussion:

1. Members complimented the officers on their report and thanked them for the positive work that had been done.
2. Work needed to continue to ensure that local businesses were not negatively impacted as a result of the cycling events organised across the district.

The Local Committee (Mole Valley) resolved to:

- (i) agree that the 2014 Mole Valley Cycling Action Plan has been implemented as far as has been feasible.
- (ii) agree that the focus going forward will be promoting cycling at a local level with links to the wellbeing agenda and sustainable transport.

Recommendations will also require endorsement from the Mole Valley Executive.

REASONS FOR RECOMMENDATIONS:

As this report will demonstrate, significant work has been undertaken to implement the action plan. The majority of actions having been completed and ongoing requirements are now business as usual. Mechanisms are in place to address the outstanding actions.

Focusing on cycling at a local level will help deliver both County and District Wellbeing aspirations and has strong links to the Transform Leatherhead project.

10/17 LEATHERHEAD SUSTAINABLE TRANSPORT PACKAGE - RESULTS OF CONSULTATION [EXECUTIVE FUNCTION] [Item 10]

No declarations of interest received.

Officer present:

Bronwen Chinien, Environment Policy Manager

Member discussion:

1. Members agreed that the phased approach suggested was the right way forward but that it was necessary to be realistic about the timing of the scheme.

2. Ward member for Okewood (Leader - MVDC) confirmed that this scheme contributed to Transform Leatherhead and stressed the need to maintain momentum. Local businesses set to benefit from the project may be a potential source of funding.

The Local Committee (Mole Valley) agreed to:

- (i) Note the results of the public consultation on Leatherhead STP and town centre parking

And resolved to:

- (ii) Agree that a phased approach to scheme development (including funding bid to LEP) is progressed, with the first phase focusing on the shared use pedestrian and cycling shared use off road scheme on Randalls Road.

REASONS FOR RECOMMENDATIONS:

To ensure that the development process for the Leatherhead STP is transparent and accountable and delivers value for money for residents.

11/17 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 11]

Officer present:

Sarah J Smith, Community Partnership and Committee Officer (Mole Valley)

The Local Committee (Mole Valley) noted the updated tracker.

Meeting ended at: 3.24 pm

Chairman

Questions from members of the public (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 01 MARCH 2017
LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER
SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC
DIVISION: ALL DIVISIONS

Question from District Councillor Irvine (Mickleham, Westhumble and Pixham)

Subway under the A24 at the Burford Bridge roundabout

Cyclists regularly cross the dual carriageway heading from Westhumble Street across the A24, round the Burford Bridge roundabout and on towards Mickleham and the Zig Zag Road. There is considerable concern among residents, not unwarranted in my view, that this is a very dangerous crossing for cyclists and that sooner or later it may result in a very serious accident.

It is not possible to prevent cyclists from crossing the dual carriageway at this point, but perhaps we could adapt the subway to be more friendly to cyclists in order to encourage them to cross under the main road rather than over it. This would of course mean that the subway is shared between cyclists and pedestrians. However one could argue that the risk of a collision between a cyclist and a pedestrian is less severe than the risk of a collision between a car and a cyclist. It should be noted that in order to enter the subway round tight corners, cyclists would have to slow considerably anyway.

Response:

Cyclists are permitted to use the existing subway and signs are present directing cyclists to do so in order to cross the A24 to access Box Hill and Westhumble, there are also signs asking cyclists to dismount before using the subway.

A review of the personal injury collisions recorded by Surrey Police, at the A24/Westhumble Street junction, shows that there have been 2 reported collisions at this junction from 1st November 2013 to the end of 31st October 2016 (the latest 3 year period for which data is available), one of which did include a cyclist.

However, whilst officers appreciate local residents' concerns that cyclists choose to cross the A24 rather than use the subway, the Local Area Highway Team also receive reports from pedestrians concerned about speeding cyclists using subways. Therefore providing signs to direct cyclists to use the subway, but to dismount, provides a safe crossing facility for cyclists.

The Local Area Highway Team receives a large number of requests for improvements to be carried out on the highway following concerns raised about road

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safety. However there is very limited funding available and extensive work to widen the existing footway in order to provide a shared but segregated footway/cycleway on the approach to and through the subway would not be prioritised over other requested improvements, for the limited funding available.

Questions from Peter Seaward on behalf of Bookham Residents' Association

1. Rectory Lane, Bookham, Footway and Carriageway Improvement

Is the scheme for the extension of the eastside footway from The Grange south to the A246, together with widening of the carriageway to a standard 6.0 metres width where it is currently as narrow as 4.0 metres, still under consideration by SCC?

This scheme is considered of utmost importance to the BRA and also to The Grange Relatives and Carers Network.

Response:

Topographical surveys and an initial design have been drawn up for a proposal to extend the footway on the eastern side of Rectory Lane to the junction with the A246. However, in order to construct this footway land from outside the highway will need to be purchased and currently no funding is available for land purchase in order to progress this scheme. Therefore no negotiations have commenced with landowners regarding the purchase of land.

However, the scheme to extend the footway on Rectory Lane remains on the Mole Valley Integrated Transport (ITS) List for consideration for future funding

2. Lower Road, Bookham, Road Markings

The road markings at The Squareabout are very faded, resulting in many drivers not realising that all arms of the junction are subject to 'Give Way' control. At BRA's request in June 2016, SCC agreed to consider whether the markings should be repainted but to date no repainting has been carried out.

BRA also asked SCC to investigate whether the 'Give Way' line at the north end of East Street, at its junction with Lower Road, could be moved slightly northwards to improve visibility eastwards towards Fetcham. In addition a sign is needed on Lower Road for westbound traffic approaching the junction.

Can we please have an update on when repainting of the road markings might be carried out?

Response:

An order has been placed for the refreshing of all the road markings at The Squareabout. It is hoped that the refresh works can be carried out by the end of this financial year. It should be noted that the delivery of road markings is weather dependent as they are best put down on a dry carriageway surface. Road markings are also adversely affected by the presence of salt on the carriageway.

The existing "Give Way" markings in East Street at the junction with Lower Road are clear. Moving these "Give Way" markings slightly further north would require the existing markings to be burnt off which could damage the existing road surface.

There have been no recorded personal injury collisions at this junction, over the most recent 3 year period for which data is available (01/11/2013 to 31/10/16). Therefore there are currently no plans to move the existing "Give Way" markings in East Street at the junction with Lower Road, Bookham.

Side road ahead warning signs are not routinely provided in advance of all junctions.

Surrey County Council is currently carrying out a programme of decluttering in line with Department of Transport guidelines. This is to ensure that road users are not distracted from important information by unnecessary signs, to reduce visual intrusion and to minimise maintenance costs. For this reason all requests for new signs are very carefully considered. The traffic calming measures on Lower Road on the approach to the junction with East Street, keep vehicle speeds low. For the reasons given above there are no plans to install a warning sign for westbound traffic on Lower Road approaching the junction as Bookham Residents Association suggests.

3. Lower Road, Bookham, Drainage between East Street and The Squareabout

This location is subject to severe flooding every time it rains and several questions regarding the drainage of the area have been considered by the Local Committee over the years. Several investigations have been carried out over the last couple of years but have yet to be finalised.

Could we please have an update as to when investigations will be completed and following this, when drainage improvements might be carried out?

Response:

The drainage investigation and repair on Lower Road between East Street and the squareabout remain on-going, as resources permit, along with other sites in the Bookham area. The work on Lower Road forms a part of the Bookham Flood Forum work and a number of investigations and repairs have been carried out and completed. Further repairs have also been identified from the work completed so far and these will need to be carried out in the new financial year subject to available revenue budgets. The Maintenance Engineer will continue to work with The Flood Forum to resolve these issues and provide updates.

4. Dorking Road, Bookham, Drainage

We understand that the scheme to improve the drainage at the Dorking Road/Polesden Access Road junction has now been finalised.

Could you please update us on the likely date for implementation?

Response:

This scheme has been difficult to progress as it is closely tied into several 3rd party issues. Previous elements of the scheme have had to be reconsidered, due to landowners being unhappy with the proposals. In order to take the scheme forward without access to this 3rd party land, it has been necessary to have drainage components specially designed for the scheme, which has taken time. These design and prototypes have now been finalised.

One of the main issues with the construction of the scheme is the need for continued public access to Polesden Lacey. The National Trust have indicated that in order for them not to suffer excessive financial burdens (possibly requiring compensation), from the restricted access the works will cause, they have indicated that the scheme needs to be carried out between November and March.

As parts of the overall Dorking Road Capital Drainage Scheme have already been constructed and this has reduced at least some of the risk, the remaining parts detailed above are now at a lower priority. However we believe that the scheme could go ahead at the National Trusts preferred dates of December 2017/January 2018 but this, as with all the schemes, is dependent on the finalised budget allocated for the Capital Highway Drainage Programme in 2017/18. We are due to hear how much budget we have been allocated later in March and will advise as soon as possible if the remaining works are able to go ahead in the coming financial year.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 01 MARCH 2017
LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER
SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS
DIVISION: ALL

Questions from Mr Stephen Cooksey (Dorking South and the Holmwoods)

1. Dene Street

The trial one-way scheme for Dene Street, Dorking, has now been in place for almost 6 months and it is surprising that no final recommendations have come forward for the 1st March Committee to consider. Would the appropriate officers please indicate why it has taken so long to produce the feasibility report relating to cycles and mobility scooters, when this report is expected, what is the process for making a final decision, what the final cost of the scheme is likely to be, how much of this is not covered by present allocations and whether any additional funding required to complete the scheme can be allocated from developer funds?

Response:

Following the installation of the trial one-way working in Dene Street on 21st April 2016, consultation was carried out with residents and businesses in June 2016 to ask them whether or not they wanted the one-way system to remain in place. Traffic surveys were also carried out before and after the one-way system was installed in order to have a clear understanding of the affect that the trial one-way working had on traffic movements and speeds in the area.

The results of the questionnaires and traffic surveys were presented to the Local Committee in September 2016, and recommendations were made to make the one-way system permanent. However, a member of the public raised concerns at the Local Committee, that there were no contra-flow facilities on the one-way system for mobility scooter users and cyclists. Therefore Local Committee resolved that a feasibility report should be produced to look at the possibility of providing such contra-flow facilities before a decision was made on making the one-way permanent. It was made clear by officers at the Local Committee that funding was available in this financial year to make the trial one-way working permanent and that allocating this funding to a feasibility report would mean that funding may not be available for this in the 2017/18 financial year.

The design team have been commissioned to produce a feasibility report and this report including costs for installing contra-flow facilities will be complete by the end of March. The outcome of the feasibility report will be presented at the June meeting of the Local Committee.

There is currently £10,000 allocated within the Integrated Transport Scheme list for the 2017/18 financial year for the one-way system to be made permanent. However this is subject to change as the budget for the 2017/18 financial year has not yet been confirmed. There is currently no funding available from developer contributions.

2. Punchbowl Lane

What arrangements are being made to conduct a survey to define the success of the measures introduced earlier in this financial year to encourage speed reduction in Punchbowl Lane, Dorking?

Response:

A speed survey is to be carried out in July/August 2017 in order to assess the effectiveness of the lining/signing works that were carried out in Punchbowl Lane.

3. Blackbrook Road

In September 2016, almost 6 months ago, it was agreed to undertake design work on measures to reduce speeds on Blackbrook Road. When will the design work be completed and when is implementation scheduled to begin?

Response:

Funding has been allocated in this current financial year for feasibility design to be carried out on a scheme to reduce vehicle speeds on Blackbrook Road. The feasibility design will be completed before the end of March 2017, and £10,000 is currently allocated within the Integrated Transport Scheme list for the 2017/18 financial year for works to construct the scheme. However this is subject to change as the budget for the 2017/18 financial year has not yet been confirmed.

4. Spook Hill – Beare Green cycle path

Can a detailed list of the spending allocated to the various phases associated with the establishment of the Spook Hill to Beare Green cycle path be provided for the years that the project has been ongoing together with a projected list for future spending on the project?

Response:

Financial Year	Budget (£)	Spend (£)
2013/14	20,000	25,177.10
2014/15	20,000	24,812
2015/16	20,000	4,094.56
2016/17	20,000	7,979.78

There is £20,000 currently allocated within the Integrated Transport Scheme list for the 2017/18 financial year phase 5 of this scheme, however this is subject to change as the budget for the 2017/18 financial year has not yet been confirmed.

5. Grit bins

Provision was made and funding approved in 2015 and again in 2016 for 2 grit bins to be installed at agreed locations in my Division but despite consistent reminders these have not been installed. Could I be informed why this has not happened?

Response:

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The Maintenance Engineer apologises that this work has not been carried out to date but will endeavour to have them installed as soon as staff resource allows.

Questions from Mrs Hazel Watson (Dorking Hills)

1. A25 Footpath between Westcott and Abinger Hammer

The issues with the grass cutting on either side of the footpath alongside the A25 from Westcott to Abinger Hammer over the last two years has been well documented, not least in answers to questions provided to the Local Committee.

Can the amended instructions that have been given to the contractors for 2017 be provided to the Local Committee and can confirmation be given as to whether these amended instructions are contractual or simply informative? Furthermore, can the schedule for cutting the grass on either side of the pavement please be provided?

Response:

Mole Valley District Council is responsible for the grass cutting. Information regarding the schedule of grass cutting will be provided to Surrey County Council and Mole Valley District Council Members, Parishes and Residents Associations when finalised

2. Highway Amenity Areas

In recent years many amenity areas by the side of roads have been tidied through the use of Community Enhancement and Localism funding, including the area between Chapel Lane and the footpath in Westhumble, the area behind the car parking area on the A24 in Mickleham (near the Frascati), the end of Leslie Road backing onto Betchworth Place, the bushes in the grass area near the Post Box in Pixham Lane, the two roundabouts in Fairfield Drive, the area on the corner of North Street and Church Street in Dorking, and the land on the corner of Broomfield Park and Guildford Road, Westcott opposite The Lodge.

Which Council is responsible for these areas under the grass cutting / grounds maintenance contracts that are currently in place and what work is scheduled for these areas in 2017 to keep them tidy and for the new growth to be cut back so as not to waste the investment that has been made in improving these areas in recent years?

Response:

The areas in question form part of the public highway and the vegetation falls to the highway authority (Surrey County Council) to maintain. The areas mentioned do not form a part of any formal contract or on-going maintenance schedule. Works instructions are therefore raised on a reactive basis to deal with any Highway safety issues along with many other similar highway verge areas. Sites are prioritised to deal with the safety issues such as overhanging vegetation, obstructed sight lines or other obstructions rather than for aesthetic reasons alone. General vegetation maintenance throughout the district is a considerable task, particularly during the growing season and there is unfortunately only a limited revenue budget available to deal with these issues. To improve the level of service to include non-priority (not

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safety issue) areas on a regular basis would require a significant increase in revenue budget to accommodate the additional work involved.

Members will be able to use Community Enhancement and Localism funding for tidying amenity areas as in previous years, subject to funding being available

3. Pavement Horizon

The pavement on the south side of Ashcombe Road from Chalkpit Lane to the Ashcombe School is listed in the Project Pavement Horizon Plan for resurfacing before 31 March 2017. This work is badly needed as the number and depth of puddles that form in wet weather mean that children are forced to walk in the road – the A2003, an “A” road – on their way to and from school.

Can an update please be given on this work and can it be reconfirmed that the planned and promised work will be completed before 31 March 2017?

Response:

Ashcombe Road has been prioritised as a needs based maintenance scheme and is included in the Pavement Horizon project for reconstruction.

It was intended to design & build within the 2016/17 financial year but there is a requirement within the design phase to consult with stakeholders over the verge maintenance proposals to remove puddles. As soon as this has been concluded then the construction phase will be programmed to commence as early as possible in the 2017/18 financial year.

Petition (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 01 March 2017

SUBJECT: PETITION – to stop illegal and high speeding on Horsham Road, Dorking

DIVISION: Dorking South and the Holmwoods



PETITION DETAILS:

Horsham Road Residents Safety Group has submitted the following petition:

We, the undersigned, request the following;

- Undertake an urgent road speed survey and road safety review/assessment.
- Immediate installation of “Unsuitable for HGVs” signage at A24 and South Street junctions.
- The installation of a traffic-calming system to slow traffic to safe limits, Horsham Road Residents Safety Group propose 20mph limit.

OFFICER COMMENT:

The A2003 Horsham Road, Dorking is a main A-Class road providing direct access to south Dorking and Dorking town centre from the A24.

This is an urban road subject to a 30mph speed limit with a number of side roads off of it and a footway on both sides. The current system of street lighting indicates to motorists that the speed limit is 30mph. A pedestrian footpath links the A2003 Horsham Road to Dorking Community Hospital. On-street parking reduces the width of the carriageway on some sections and a traffic signal controlled pedestrian crossing is located at its northern end near to the junction of St. Paul’s Road West.

A review of the personal injury collisions recorded by Surrey Police, shows that there have been 6 reported collisions along the A2003 Horsham Road from 1st November 2013 to the end of 31st October 2016 (the latest 3 year period for which data is available). However, Surrey Police did not record drivers exceeding the speed limit as a contributory factor in any of these collisions, and none of the collisions involved HGVs. A review of the collision data from 1st January 1999 until 31st October 2016 also shows that there have been no fatal collisions on the A2003 Horsham Road during this period.

The A2003 Horsham Road, has no weight or width restrictions and can therefore be used by all vehicles, including HGVs. It provides a route from the A24 South Dorking to the industrial units in Vincent Lane, thus avoiding the High Street. Consequently there are no plans to install “Unsuitable for HGVs” signs on the A2003 Horsham Road to restrict its use by HGV’s.

Following a question that was raised by Councillor Cooksey at the Local Committee

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meeting in June 2016, regarding vehicle speeds on Horsham Road, it was agreed that;

“In order to understand the speed of vehicles at this location an automatic continuous 7 day speed survey will be carried out. The results of this speed survey will be analysed alongside the personal injury collision record for this road. The findings will be reported to the Local Committee Chairman, Vice-Chairman and the local divisional member. Should traffic engineering measures be deemed appropriate, the progression of a scheme will be considered for inclusion on the Mole Valley Forward Programme of highway schemes. A scheme may then be taken forward for feasibility, design and implementation, subject to approval by Mole Valley Local Committee and the level of funding available”.

Following the Local Committee meeting in June 2016 the need for a speed survey to be carried out on the A2003 Horsham Road was included on the speed survey programme for funding in the 2017/18 financial year. This speed survey will therefore be carried out in the summer of this year, the results of which will be used to assess whether or not additional engineering measures are required to reduce vehicle speeds on the A2003 Horsham Road.

RECOMMENDATION

The Local Committee is asked to:

- (i) Note the officer’s comment

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer

Tel: 03456 009 009
