

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 16 November 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

District Members:

- * Cllr Rosemary Dickson
- * Cllr Paul Elderton
- * Cllr Raj Haque
- * Cllr Mary Huggins
- * Cllr Peter Stanyard
- * Cllr Chris Hunt
- * Cllr Paul Potter (substitute for Cllr Haque)

* In attendance

55/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies received from Cllr Dickson and Cllr Haque. Cllr Potter in attendance as substitute.

56/16 MINUTES OF PREVIOUS MEETING [Item 2]

Minutes from meeting of 05 September were approved as a true record with the exception of one correction to the agenda heading for item 9, which should have read A25 and not A245 Reigate Road.

57/16 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest received.

a PUBLIC QUESTIONS [Item 4a]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anne-Marie Hannam, Senior Traffic Engineer

Questions submitted were tabled (see attached) and written responses provided in advance of the meeting. There were no supplementary questions.

b MEMBER QUESTIONS [Item 4b]

No declarations of interest received.

Officers in attendance:

Zena Curry, Area Highways Manager
Anne-Marie Hannam, Senior Traffic Engineer

Member questions and responses were tabled and are attached.

1. Cllr Haque submitted a question and received a written response in advance of the meeting.
2. Mr Tim Hall submitted two questions and received written responses. Members were invited to examine the list provided in response, setting out those roads previously included in Project Horizon but now not appearing on the new programme of works and it was agreed to discuss the issue further at the later informal meeting.
3. Mrs Hazel Watson submitted written questions and received responses in advance of the meeting.

She asked two supplementary questions:

Re Q1: Whether MVDC had paid back the county council for the period in which they had not carried out the work. The Area Highways manager explained that no initial payment had been made at the beginning of the year and that payments would only have been made for work done, calculated on a route by route basis.

Re Q2: Asked for reassurance that the problems on this route would not reoccur. The Area Highways Manager explained that some of the hedgerows are in private ownership, so it was down to the owners to cut them back; the county council have the authority to cut but no duty to do so. Some work in the past had been done by the community payback gang but this was no longer an option. The Chairman suggested the divisional member compile a list for the Highways team of the affected areas.

59/16 PETITIONS [Item 5]

No declarations of interest received.

Officers in attendance:

Zena Curry, Area Highways Manager
Anne-Marie Hannam, Senior Traffic Engineer
Steve Mitchell, Countryside Access Team Manager

Two petitions had been received and those presenting received responses in advance of the meeting (attached).

1. Petition presented by Helen Humphreys requesting Surrey County Council allocates funding in its Integrated Transport Scheme budget (2017-18) for Mole Valley District, to install a pedestrian crossing near the Triangle Stores, Chalkpit Lane, Dorking.

Member discussion:

There was general support for the scheme and in particular from the divisional member, however it was stressed by officers and the Chairman that the current financial position meant that there was no funding to progress it at this time. It would however remain on the ITS list and would be looked at again in the future.

2. Petition presented by Paula Hancock (distributed map – attached) requesting Surrey County Council support the retention and improvement of the railway line crossing between Green Lane and Links Road, Ashted.

Member discussion:

1. A site visit with Network Rail had already taken place including the divisional member for Ashted, the petitioner and the Countryside Access Team Manager. The Ashted Residents Association is proposing to commission their own risk assessment of the crossing. The crossing has long been used by local people without incident.

2. NR is considering other ways of mitigating the risk such as a footbridge and there has been some initial contact between the organisation and the LC Chairman and divisional member about setting up a meeting to consider options.

3. The Countryside Access Team Manager confirmed that as yet no request for a Map Modification Order (MMO) had been received and that if one is submitted it would be researched on the basis of historical evidence, which would not include safety or usage elements. An application could take a year to be investigated.

4. The divisional member for Dorking Rural asked that it be minuted that any related MMO request should come back to the local committee for approval.

No declarations of interest received.

Officers present:

Bronwen Chinien, Environment Policy Manager

Members' Discussion:

1. The Environment Policy Manager drew members' attention to the amended recommendation (iii) (see below). There was also a correction to 2.2 (b) of the report which should now read:

'An advisory function to the Travel and Transport Group Manager when authority is delegated to that officer by the Local Committee.'

2. The Chairman proposed that in addition to those mentioned at 2.3 of the report, County Councillor Mr Chris Townsend (divisional member for Ashted) and Mole Valley District Councillor Rosemary Dickson (Leatherhead South ward) should join the task group. The proposal was seconded by Mrs Helyn Clack.

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

(i) Approve the establishment of the task group

And agreed

(ii) To nominate county and district councillor representatives for the task group

And

(iii) **To delegate authority to the Travel and Transport Group Manager in consultation with the Chairman and Vice Chairman, to agree the terms of reference for the Leatherhead Major Schemes Task Group.**

Reasons for Recommendations:

To enable additional input from relevant members (county and district) into the development of major transport schemes and major re-development schemes with transport implications.

61/16 HIGHWAYS' UPDATE REPORT [Item 7]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Annie-Marie Hannam, Senior Traffic Engineer
Bronwen Chinien, Environment Policy Manager

The Area Highways Manager directed members to the revised report (tabled and attached) and drew their attention to the amended recommendation at (iii) and the additional recommendation at (iv).

Members' discussion

1. Concerns were raised that following the redesign, traffic entering Station Approach to go to Lincoln Road from the A24 was blocking the road and that the situation might worsen once Federated House is developed. The Area Highways Manager confirmed this issue had not been highlighted in the road safety audit and that it would have to be reassessed once a planning application is submitted.

2. Some members expressed concern about the suitability of the variable message signs (VMS) (2.17 Wider Network Benefits Scheme) being sited on rural roads and wanted to make sure that parish councils would be consulted on locations. The Area Highways Manager acknowledged that this use of technology was controversial but that the Traffic and Streetworks Manager would try and accommodate requests on this issue. She also clarified that the overall purpose of the scheme was to facilitate free-flowing traffic and that no data would be stored.

District Councillor Chris Hunt joined the meeting.

3. In response to queries on outstanding projects in Dorking the Senior Highways Engineer confirmed that phase 3 of the extension to the street lighting on A24 (item 1 annex 2) would be completed by the end of the current financial year and that a feasibility study had been commissioned for Dene Street (contraflow cycleway (item 4 annex 2). A report would come to the March meeting of the local committee.

4. The Environment Policy Manager updated the committee on a development regarding funding of the Leatherhead Sustainable Transport Project (STP) (2.9 of the report) that had arisen since the report had been written. Due to the latest financial position of the county council, the county council can no longer contribute match funding for this project. At the same time, the Coast to Capital LEP has advised that the level of match funding has reduced from 25% to 15% of total scheme cost. Moving forward, the county council will work closely with the district council, with the objective of securing the required match funding to enable a funding application to be submitted. The consultation process will continue however and will feed into the task group (see item 6).

The revised recommendations were agreed.

The Local Committee (Mole Valley) agreed to:

- (i) Note the contents of the report

And resolved to agree to

(ii) Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to decide on those schemes to include within the Mole Valley Draft Integrated Transport Scheme (ITS) Programme 2017/18 – 2018/19 during the Informal Local Committee meeting to be held after the Formal Local Committee meeting on 16th November 2016; and

(iii) Delegate authority to the Transport and Travel Group Manager, in consultation with the Leatherhead Major Schemes Task Group, to respond to the feedback received from the Transform Leatherhead consultation.

(iv) Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to finalise the list of local priority schemes for inclusion in the Horizon 2 Roads Major Maintenance Programme (HRMM) by 31st January 2017, following consideration of the selection of schemes under the influence of the Local Committee at the informal Local Committee meeting to be held after the Formal Local Committee meeting on 16th November 2016.

Reasons for Recommendations:

To update the Local Committee on, the progress of the highway works programme in Mole Valley, the Dorking STP, Leatherhead STP, A24 Resilience Scheme and customer enquiries.

The timescales indicated by the LEP will require some detailed design work to be conducted before 31 March 2017. This will require decisions to be made about the consultation feedback and the design specification of the scheme in January, which is in advance of the committee's next meeting on 1 March.

To be able to pass to the Asset Planning Team an agreed list of schemes for the HRMM programme by the deadline of 31st January 2017.

62/16 WIDER NETWORK BENEFITS LEP SCHEME - UPDATE ON INSTALLATION OF VMS [Item 8]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager

Members' discussion

Concerns were discussed under item 7 – Highways update report.

Recommendation:

The Local Committee (Mole Valley) agreed to:

(i) Note the contents of the report.

Reasons for Recommendation:

To update the Local Committee on the locations of the installation of Variable Message Signs (VMS) as part of the 'Wider Network Benefits' LEP scheme.

63/16 TRAFFIC REGULATION ORDER - BUCKLAND LANE [Item 9]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager
Anne-Marie Hannam, Senior Traffic Engineer

This late report was tabled but had been published belatedly as part of the agenda pack online.

Members' discussion:

1. The proposal was fully supported by members although there was some concern expressed that the Traffic Regulation Order (TRO) may not be in operation before the temporary order expires.
2. The Area Highways Manager agreed that the timing was tight, but that it had been necessary to carry out a statutory consultation and link in with the meeting of the Reigate and Banstead Local Committee who also needed to approve the TRO.

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

- (i) Based upon the evidence, a Traffic Regulation Order restricting any motorised vehicles and any horse drawn vehicle wider than 1.5m (4ft 11ins) be implemented in the section of Buckland Lane (D318), which also includes BOAT No. 479, between borough boundary with Reigate and Banstead and a point 12.4m north of the junction with Lawrence Lane.

And agreed to:

- (ii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed width restriction (1.5m – 4ft 11ins) on Buckland Lane (D318), which also includes BOAT No.479 (Buckland), between borough boundary with Reigate and Banstead and a point 12.4m north of the junction with Lawrence Lane, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- (iii) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local

Committee and the local divisional member to resolve any objections received in connection with the proposal.

Reasons for Recommendations:

To address road safety concerns raised by Surrey Police following 4-wheeled vehicles rolling down the embankment due to subsidence on D318 Buckland Lane.

64/16 RECOMMENDATIONS TRACKER [Item 10]

No declarations of interest received.

Officer present:

Sarah Smith, Community Partnership and Committee Officer

The Local Committee (Mole Valley) noted the latest updates on the recommendations tracker.

Meeting ended at: 3.39 pm

Chairman

Questions from members of the public (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 16 NOVEMBER 2016
LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL DIVISIONS

Questions from District Councillor Harper

Question 1: A24 Leatherhead Road new Downsend School.

The 'ponding' around the Downsend dip on A24 forces cars into the middle of the road and makes the road single lane when it rains - even when that rain is quite moderate. From my personal experience of soakaways on Leatherhead Road (at Warren Court side opposite The Warren), the overflow soakaway was actually uphill from the first soakaway. Once identified, it was repaired and performs very satisfactorily now, with no ponding at the mouth to The Warren ever since. Perhaps the same issue is at Downsend? Please could SCC investigate what maintenance can be offered that would solve it? Drainage is normally planned to cope with a 1 in 100 year event and so this should be maintainable. But if not maintainable- then please assess capital costs to clear this important main A route.

Response:

We are aware that there was significant flooding here during a very heavy and somewhat exceptional downpour. The gullies have since been cleaned together with the outlet pipes which connect to a large soakaway in the Downsend school grounds.

The soakaway has also been checked and is in working order with no particular problems noted i.e. the soakaway was empty with no build-up of silt that would affect its operation.

We would suggest that the most recent flooding was caused by a large amount of debris being washed into the gullies causing a partial blockage which took time to seep away. The gullies and the soakaway do have a limit to capacity as it relies on soakage within the soakaway to remove the volume of water entering the system. It may have been overwhelmed for a while under what were quite exceptional local conditions that could have exceeded its design capacity. The natural low spot just here further exacerbates the situation of debris washed down into the system. Debris

www.surreycc.gov.uk/molevalley

on the highway is also linked to the frequency of street cleansing activities and this is a matter for the District Council to consider.

There are no issues with the "fall" of the pipework in this system at this location. The system in this area is being monitored along with the usual silt level checks to the road gullies but if flooding does occur it should be reported to Highways on 0300 200 1003 to enable a swift response to be made in the interest of highway safety.

Question 2: Drainage in Barnett Wood Lane in the vicinity of the shops.

Regarding the road humps on Barnett Wood Lane around the shops area and going towards Leatherhead, the humps form dams in wet weather, making the road impassable for cyclists, and risking pedestrians getting a soaking. This was raised recently at Ashted Residents Association meeting on 26th October. Please quantify and inspect the problem, and investigate the cost of releasing this dam past the hump(s).

Response:

Following site investigations and jetting work we identified a blocked/broken pipe outside the shops. We were unable to attend to this initially due to a clash with other utility work, such as Sutton and East Surrey Water who installed temporary traffic signals in order to carry out their work along Barnett Wood Lane in July.

We have since returned and repaired the damaged outlet pipe during w/c 8th August. We are currently monitoring the situation but have had no reports of flooding since that repair was completed that we are aware of. It would not be possible to remove part of the road tables to allow water flow as the resultant channel would prove to be a hazard for pedestrians crossing at the road table. Should further flooding occur please contact highways on 0300 200 1003 as soon as possible to report the matter.

The area near the shops and towards Leatherhead remains an area of interest for further drainage investigation as resources permit as we believe that parts of the drainage system here is not mapped or recorded. We also believe that Thames Water have surface water sewers that they may be unaware of. These are likely to be linked to the road gully connection pipes (which are SCC's responsibility) and carry away the surface water from the road through the Thames Water surface water system (in most cases).

Question 3: Drainage in Barnett Wood Lane towards Leatherhead

Further along from there towards Leatherhead (still on Barnett Wood Lane), the surface water goes down one gully, and then comes up at the next one, before forming a river flowing down the road towards West Farm Avenue. It maybe deduced

that the pipe is blocked after the gully that offers up the water. Or perhaps at that gully the surface water is meant to go to a soakaway or a surface water drain to the stream, and these are blocked. Please investigate maintenance of this gully.

Response:

Where road tables have been installed and if there is no nearby surface water outlet it is practice to install a "bubble drain" that allows water to pass the obstruction by entering a road gully and pipe to emerge in another gully in the channel line (on the downhill side) to allow the water to continue flowing down the channel of the road to the next available positive drainage gully.

The gullies and linking pipes are periodically checked and cleaned although on the surface they may appear to be blocked because after rain they would be full. There are no soakaways in this area of Barnett Wood Lane, and there are sections that have no positive drainage systems that are mapped by Thames water or SCC.

Question 4: Drainage in Woodfield Lane

On Woodfield Lane, again the humps form dams and hold water back into ponds. The progress of cyclists and pedestrians are again impaired. Especially this appears between the Cricket pitch and the mini roundabout before Craddocks Avenue. Please quantify and inspect the problem, and investigate the cost of releasing this dam past the hump(s).

Response:

This area of Woodfield Lane has been the subject of drainage investigations in the recent past. Clearly with the position of the road tables it is important to maintain the flow of surface water off the carriageway adjacent to the road tables. Road gullies are positioned strategically to effect the removal of surface water and these are connected to the Thames Water surface water sewer (on the cricket pitch side).

Previously issues were reported to Thames Water and they attended to carry out pipe cleaning work and to clear roots form the surface water sewer (carrier pipe) along that side of Woodfield Lane. We understand that there may be a capacity issue at times due to the existing surface water sewer. This should be reported to Thames Water should this occur again.

The road gullies in Woodfield lane are regularly cleaned however leaf debris can also cause water to pond by preventing the water from entering the road gully. Please contact Highways on 0300 200 1003 as soon as possible to report the issue should this occur.

Question from Mr John Moyer:

Question 1: A245 Randalls Road adjacent Oaks Close and Mole Valley District Council car park 9 November after heavy overnight rain

What can be done perhaps in conjunction with Network Rail, and MVDC about the drains and sewers overflowing, on the one-way section of A245 Randalls Road and the Mole Valley District Council car park adjacent Leatherhead Station. Whenever there is persistent rain as was the case on the morning of 9 November – is it SCC's view that it's all attributable to run-off from the Network Rail Station approach road?

Response

The incident of foul water flooding on Randalls Road on 9th November has been passed to colleagues at Thames Water who are the appropriate authority for foul waste water issues. At the time of writing the results of their investigations have not been made available to Highway officers and it is unclear what caused the issue within their system. Therefore it would be inappropriate at this time to make suggestions regarding what work can be carried out to prevent this in the future. Customers can contact Thames Water direct for updates regarding their operations or for issues with their apparatus information can be found at the following location on their website <http://www.thameswater.co.uk/help-and-advice/9782.htm> .

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 16 NOVEMBER 2016
LEAD OFFICER: SARAH J SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER
SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS
DIVISION: ALL



Question from Cllr Haque (Fetcham West)

Would SCC Highways consider introducing a 20mph speed limit in Gatesden Road, Fetcham? There are particular concerns about drivers going too fast during the school dropping off and pick up times.

Response:

Surrey County Council has an approved Speed Limit Policy which sets out the criteria under which a reduction in speed limit by signs alone would be considered. The policy requires that the length of road over which a speed limit change would be considered should be at least 600m in length. This is to ensure against too many speed limit changes that could be confusing to the motorist along a length of road. The suggestion being put forward by Cllr Haque would meet this criterion.

The policy also requires existing speeds to be measured over a 7 day continuous period using automatic survey equipment. The measured existing mean speeds are then compared to a threshold set out in the policy and if the recorded mean speeds are below the threshold, then the council will consider reducing the speed limit. For a reduction from 30mph to 20mph, the threshold mean speed is set at 24mph.

There is no recent speed survey data available for Gatesden Road. It is proposed to set aside a small sum from the revenue budget to fund speed limit surveys in 2017/18. Officers will arrange for a speed survey to be carried out at appropriate locations within Gatesden Road to determine existing speeds, in accordance with the speed limit policy. It should be noted that speed surveys should not be carried out if the results would be affected by other factors such as adverse weather conditions or school holidays. Therefore it is proposed to carry out this survey in spring 2017. The results of the speed survey will be reported to the Local Committee Chairman and Vice-Chairman and divisional Member.

A road safety assessment in line with Surrey County Council's Road Safety Outside Schools Policy was carried out on 20 September 2016 in Gatesden Road at the rear entrance to Oakfield Junior School. This assessment was as a result of concerns raised by residents about inconsiderate parking, drivers approaching the bend too fast, and pedestrians crossing the road. The Officers carrying out the assessment did not consider excessive traffic speeds to be of concern. The assessment recommended that school warning signs be provided in Gatesden Road either side of the rear entrance to the school in order to raise driver awareness of this entrance,

www.surreycc.gov.uk/molevalley

and these signs have been ordered. There are already “school keep clear” road markings at this entrance. However there are no signs associated with these markings informing what times of day the school keep clear markings are in operation. Surrey County Council’s Parking Team arrange for the provision of these signs, and this matter has been raised with them.

Questions from Mr Tim Hall (Leatherhead and Fetcham East)

1. A number of roads in Mole Valley previously listed for Operation Horizon have not been repaired and do not appear on the Forward Programme for 2017 onwards.

Could the Highways Management please list which roads have not been completed and are not on the 2016/7 or 2017-21 Programmes.

Response:

DISTRICT	ROAD NAME	ROAD NO	LIMIT (START)	LIMIT (END)	LENGTH (m)
Mole Valley	Abinger Road	D289	Anstie lane	Broome Hall Road	450
Mole Valley	Beare Green Rd	A29	Henhurst Cross Lane	Knowfield Copse	600
Mole Valley	Buckingham Rd	D299	Warwick Rd	End	150
Mole Valley	Church Close	D3905	Burwood Road	Turners Lane	230
Mole Valley	Cotmandene	D2834	Chart Lane North	Moore’s Road	400
Mole Valley	Guildford Road/Hawk's Hill	B2122	Cobham Road	The Ridgeway	1350
Mole Valley	Honeywood Lane	C50	Oakwoodland Lane	Ruckmans Lane	751
Mole Valley	Kingston Road	B2430	Plough R/A	Oxshott Rd	900
Mole Valley	Knoll R/A	A24	Leatherhead	Roundabout All Approaches	600
Mole Valley	Knoll Road	D2841	Flint Hill	End	360
Mole Valley	Little Bookham St	D2525	Lower Rd	Sole Farm Rd	615
Mole Valley	Lyefield lane	D279	Ockley Road	Lower Breache Rd	1500
Mole Valley	Meadow Way/ the Copse	D2544	Eastwick Drive	The Glade	492
Mole Valley	Monks Green	D2508	Entire Length		175
Mole Valley	Norfolk Rd	D299	Warwick Rd	End	130
Mole Valley	Nower Road	D2830	Hampstead Lane	End	320
Mole Valley	Oakfield Road	D2621	Entire length		400
Mole Valley	Park Rise	D2629	Kingston Road	End	100
Mole Valley	Pebble Hill Road	B2032	Level Crossing	Dorking Road	600
Mole Valley	Rough Rew	D2859	Entire Length		200
Mole Valley	Sheephouse Lane	D285	Guildford Rd	Damhurst Lane	750
Mole Valley	Stane Street	A29	Coles Lane	Friday Street	450
Mole Valley	Stane Street	A29	Cathill Lane	Sewage Works	450
Mole Valley	Upper Fairfield	D2600	Linden Road	End	230

	Road				
Mole Valley	Warwick Road	D299	Horsham Rd	End	130
Mole Valley	Waterway Road	B2122	Station Road	Mill Lane	300
Mole Valley	Willow Vale (2)	D2544	Spring Grove	End	100
Mole Valley	Young Street	A246	Start Of HFS Approx. 50m W R/A J/W B2122 Guildford Road	'Givons Grove' R/A J/W A24	1950

Over the past 18 months an assessment has been carried out on all remaining schemes on the Operation Horizon programme, as requested by John Furey. An assessment has also been carried out on the many additional schemes that have been generated from condition surveys.

All of the schemes (some 800+) have been prioritised against others countywide into a new 5 year list. Unfortunately the number of schemes involved means not all the scheme on prior Operation Horizon lists will now appear on the new version. However Local Committee will have the opportunity to allocate the final 20% of roads major maintenance schemes during the November/December meetings.

2. Could the Highways Management explain why Embankment and Retaining Wall at the Kingston Road Railway Bridge in Leatherhead are only on the forward programme to be assessed in 2018/2019, when it is fairly obvious that the road, pavement and retaining wall are all coming apart or subsiding at a rapid rate?

Response:

Kingston Road Railway Bridge in Leatherhead is owned by Network Rail and the sheet pile retaining wall on the north-west corner of the structure is maintained by Surrey County Council. The retaining wall is inspected by Surrey County Council as part of their structures inspection regime in accordance with National Guidelines.

The maintenance of the embankments on the approaches to the Kingston Road Railway Bridge are the responsibility of Network Rail. This is supported by a copy of an agreement from 1964 between British Rail and Surrey County Council about maintenance of highways on rail bridges, recorded as AGT8820. This confirms that, for a commuted sum, Surrey County Council will be responsible for surfacing and surface water drainage and British Rail (now Network Rail) “remain responsible for maintaining adequate support for road surfaces and drainage works over both the bridges and the approaches”.

The Transport Act 1968 made changes to the maintenance of highways over rail bridges, by making them maintainable at public expense. This didn't affect Network Rail's responsibility for maintenance of any part of the bridge or its approaches other than the surface of the highway.

Questions from Mrs Hazel Watson (Dorking Hills)

1. Can clarity be given on exactly what is meant by “hedge cutting has been passed back” to the County Council (ie what constitutes a hedge as opposed to a number of bushes on the side of the highway or number of plants growing a couple of feet high in the verge and thus define exactly has been passed back to the County Council) and what is the contract value that has been handed back to the County Council? Furthermore, can information be given as to who at the County Council is now responsible for this work, what budget (amount) has been allocated for this work, and what contract has the County Council entered into for the work to be carried out?

Response:

In 2016 following negotiations with Surrey County Council (SCC), highway hedge management was handed back to SCC from Mole Valley District Council (MVDC).

There is no specific definition of a hedge or a species to align it with. Generally, it is a plant that acts as a screen, and is maintained in that manner to define a boundary. However, not all hedges belong to the highway (SCC), but SCC are empowered to ensure that owners and occupiers remove or cut back trees, shrubs and hedges that obstruct or endanger highway users under the Highways Act 1980 (section 154). However the act does not provide specific guidance on what would be appropriate clearance, but guidance can be found at the following location of SCC’s website;

<https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/trees-grass-and-vegetation/trees-and-shrubs-near-roads>

There is no contract value, as it is an adhoc activity. An allowance was given to MVDC when they carried out the highway hedge management, but it was in the context of other horticultural activities that they carried out, such as grass and weed control, so it is not possible to put a direct value on it.

The Highways Service is now responsible for the programming of hedge flailing. The local team input into this process, and are also able to commission works locally if necessary, the budget for this work for the Mole Valley District for the 2017/18 financial year is £11,601. However the budget is subject to change once the final budget has been confirmed. In addition Local Committees may also allocate some of their delegated highway budgets to hedge management.

2. Where footpaths run alongside the road but with trees etc between the road and the footpath, such as on the A25 between Westcott and Abinger, which Council is responsible for cutting back the grass and hedges alongside and overhanging the footpath and what frequency (and in which month) is this scheduled? Furthermore, what additional cutting is planned for future years to address the failure to keep the path clear over much of the last two summers?

Response:

MVDC are responsible for the cutting of the grass footpaths that run alongside the A25. These will be cut 3 times a year, normally in May, July and September.

www.surreycc.gov.uk/molevalley

This year it appears that the grass was only cut on the roadside, and behind the hedge, where the footpath runs was initially missed. MVDC and SCC worked in partnership to clear this area once it was brought to their attention.

The highway hedge is the responsibility of SCC, and work to manage this hedge will be prioritised alongside other horticultural works. Large hedges are generally not recommended to be cut yearly, as this encourages growth and reduces the food available for wildlife.

3. Where cycle paths run alongside the A24 between Dorking and Leatherhead, which Council is responsible for cutting the vegetation on either side of the cycle path, ensuring sight-lines are open at all junctions where cars can cross the cycle path (side-turnings such as Swanworth Lane) and keeping the path clear? Which Council is also responsible for keeping the cycle path clear of broken twigs and branches etc and on what frequency is the path swept to ensure that the cycle path can safely be used by cyclists?

Response:

SCC are responsible for ensuring that vegetation is maintained to ensure sightlines are clear. However, MVDC is responsible for cutting the grass verges in this area, and weed control. Following feedback from residents, MVDC cut less of the verges in the first cut of the year as there was a desire to support local biodiversity. It was clear that in the first cut too much grass had been left uncut, which caused concerns about certain areas of the A24. MVDC responded to this, with the support of SCC, by bringing forward the second cut of the year to undertake a full cut.

There is currently no set frequency for sweeping the cycle paths along the A24, although this is something that can be addressed with MVDC's street cleansing contractor.

4. Which Council will be responsible for cutting the verge and roundabouts on the A24 next year; the "verge" in the central reservation is part grass verge and part hedge / trees? Is responsibility split as would appear from the comments made?

Response:

This is a shared responsibility between MVDC and SCC. MVDC is responsible for cutting the grass, and SCC is responsible for the hedges and shrubs.

5. Where the roadside of country lanes which includes significant vegetation as opposed to just grass needs to be cut back to ensure signposts can be seen etc, which Council had responsibility for this work in the past, and which will in the future?

Response:

In the past this was joint partnership between SCC and MVDC. It still is in many respects, however principally if it is highway owned vegetation in that it is prioritised by SCC to remove or cut back. If vegetation is private, then SCC will contact the landowner to request that they carry out maintenance work.

6. What action is planned to co-ordinate the verge cutting work with leaf clearance etc to ensure that gullies and drains are not blocked by verge cuttings and falling leaves?

Response:

The verge cutting work and leaf clearance generally happen at different times of the year. In terms of the verge cutting work, this is a matter that MVDC will address with its contractor. They are required to ensure that the highway is left clear after they have undertaken their works. In terms of the falling leaves, MVDC's street cleaning contractor brings in additional resource every autumn/winter to specifically focus on leaf clearance.

On roads subject to high speed traffic, works have to be carried out under traffic management which gives all parties an opportunity to work together to ensure that cyclical maintenance is carried out. This includes all street cleansing, gully emptying, sign and barrier repairs, grass cutting, specialist weed control, safety defect repairs, arboriculture works as well as litter picking.

SCC officers and MVDC officers work together to ensure works are programmed together for the best outcome.

Petition response – Chalkpit Lane (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 16 NOVEMBER 2016

LEAD OFFICER: ZENA CURRY

SUBJECT: CHALKPIT LANE CROSSING

DIVISION: DORKING HILLS



A2003 Chalkpit Lane, Dorking – Request for controlled pedestrian crossing on Chalkpit Lane (near triangle stores).

The petition's details read:

We, the undersigned, welcome Surrey County Council bringing forward the proposal for a controlled pedestrian crossing on Chalkpit Lane near Triangle Stores where pupils making their way to St Martins School and to the Ashcombe School both cross Chalkpit Lane (the A2003) following 'Road Safety Outside Schools' meeting held on 14 September 2016 and request that the County Council allocates funding in its Integrated Transport Scheme budget for Mole Valley District to enable this pedestrian crossing to be installed in the next financial year (2017/18).

Response:

Chalkpit Lane in Dorking is a section of the A2003 which links the A25 with the A24. It is a single carriageway road through a residential area with a 30mph speed limit. The section of the A2003 Chalkpit Lane in the vicinity of the Triangle Stores has residential properties, shops and businesses on both sides. There is currently an informal pedestrian crossing point in the form of a pedestrian refuge island in the centre of the road with dropped kerbs at the edge of the footway on both sides.

A site meeting to assess the safety of the existing crossing facility and investigate possible improvements on the A2003 Chalkpit Lane in the vicinity of the Triangle Stores, was held at the site in February 2014. The site meeting was attended by the local divisional member, officers from Surrey County Council's (SCC) Sustainable Travel Team and Local Highways Team, the Head Teacher of St Martin's School and parents of pupils from St Martin's School. Surrey Police's Road Safety and Traffic Management Team were advised of the findings and outcome of this meeting.

As a result of this meeting the provision of a pedestrian crossing on Chalkpit Lane was included on the list of schemes to be considered for progression by Mole Valley Local Committee. The progression of this scheme is subject to agreement by the Local Committee, available funding and prioritisation alongside other schemes.

Since the site meeting, held in February 2014, Surrey County Council has introduced a Road Safety Outside Schools policy. It was therefore agreed at the Local Committee meeting on 2nd March 2016 to carry out a safety assessment as outlined in this policy. A site meeting as part of that assessment was held on 14 September

www.surreycc.gov.uk/molevalley

2016 and was attended by the local divisional member, officers from SCC's School Sustainable Travel Team, Local Highways Team, Safety Engineering Team and Surrey Police.

It was observed during the meeting that the existing informal pedestrian crossing is used by primary school children and parents travelling west towards St. Martin's school and also by Ashcombe secondary school pupils travelling east. The pedestrian island ensures that a 2 stage crossing can be made, with pedestrians able to wait in the centre of the carriageway in the refuge.

Drivers are aware of the informal crossing being used by pedestrians, including school children. During the meeting drivers were observed stopping at the informal crossing to allow pedestrians to cross. Pedestrians, including school children, using the existing informal crossing are also much aware of the potential risk(s) in using the crossing, looking out for vehicles before ensuring safe crossing.

During the meeting it was also observed that there are two main crossing points on Chalk Pit Lane with St. Martin's children/parents crossing at the junction with Parkway, approximately 80m from the existing informal crossing point. Pedestrians cross here in order to use the access road to the rear of the properties opposite, which links to Ranmore Road and on to St. Martin's Primary School.

A review of the reported personal injury collisions shows that there has been 1 reported personal injury collisions in Chalkpit Lane, resulting in a slight injury, during the most recent 3 year period for which data is available (from 01/07/2013 to 30/04/2016). This collision involved a cyclist falling off their bike as a result of a car turning right across their path.

The provision of a pedestrian crossing on Chalkpit Lane remains on the list of schemes to be considered for possible future funding. The progression of this scheme is subject to agreement by the Local Committee, who are responsible for deciding which schemes to prioritise. County Councillors will take into account representations from the public, advice from engineers and availability of funding.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 16 NOVEMBER 2016

**LEAD OFFICER: STEVE MITCHELL – COUNTYSIDE ACCESS TEAM
MANAGER**

**SUBJECT: PETITION RESPONSE: GREEN LANE – PEDESTRIAN RAIL
CROSSING**

DIVISION: ASHTEAD



A petition with 609 signatories has been received by Surrey County Council requesting to support the retention and improvement of the railway line crossing between Green Lane and Links Road, Ashtead.

The petition received reads as follows:

1. The Green Lane footpath crossing over the railway line has been in use consistently and openly as a public path since the advent of the railway in 1856 and Network Rail's own website describes this crossing as a 'Public Footpath Crossing'. Surrey County Council's own Definitive Map shows this crossing as a Public Footpath. This crossing is used by an average of over 230 people a day, in excess of 1600 per week, amounting to over 80,000 crossings every year, figures which indicate the importance of this crossing to local residents. There has not been a serious accident here since 1967, a remarkable fact given the frequency of trains and that in the intervening 50 years, millions of pedestrians have responsibly and safely traversed the track. Given the extraordinarily high level of pedestrian usage and the unusual geographical predicament of the 'landlocked' residents to the north of the crossing who are isolated by the railway tracks, this public footpath crossing is a vital link for cyclists and pedestrians to local shops, schools, and bus routes, while many residents south of the crossing use it to access the common for recreation.

Response:

2.1 Public Footpath 24 Leatherhead crosses the Epsom railway line approximately 750m south west of Ashtead Station. It is recorded on the County Council's Definitive Map and Statement (DMS) of Public Rights of Way. It provides a pedestrian link between the residential areas on both sides of the railway with local services and access to and from Ashtead Common.

2.2 Network Rail has recently undertaken consultation with local residents and the County Council concerning the crossing as part of a national policy to review the safety of all uncontrolled, at grade, rail crossings. They have

www.surreycc.gov.uk/molevalley

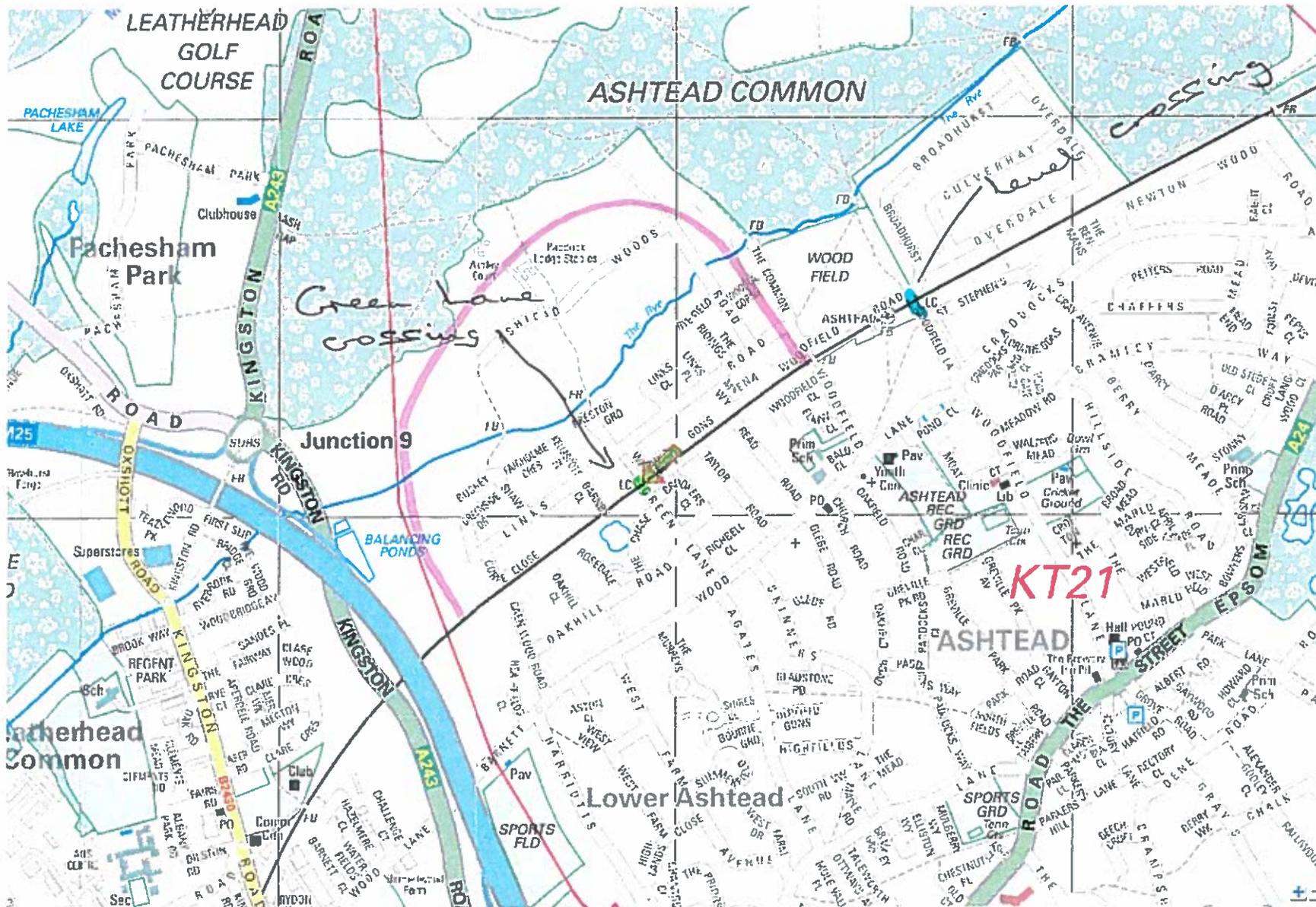
assessed it as the highest risk footpath crossing on the Wessex Route and the 11th highest nationally.

2.3 Network Rail has stated that they do not believe the crossing to be a public right of way and have discussed the matter with the County Council and also alternative options for the crossing. The County Council has explained that Network Rail are free to submit a formal application for the DMS to be modified. If an application is submitted and following detailed investigation, evidence establishes that public rights do not exist over the railway line, the County Council would be required to modify the DMS. The County Council has a legal duty to investigate such applications and must take into account relevant historic evidence. For the purposes of a Definitive Map Modification Order, the evidence the Council is required to consider does not include public need or safety considerations.

2.4 Network Rail has considered options including a stepped footbridge and miniature stop lights to improve safety at the crossing.

2.5 County council officers support the principle of making the crossing safer and have emphasised to Network Rail the value of the crossing to local residents.

Page 15



This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 16th NOVEMBER 2016

LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAY SCHEMES UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

At the 2nd December 2015 Local Committee Members agreed a programme of revenue and capital highway works in Mole Valley. An amended programme of works was agreed on 2nd March 2016 to take account of the reduced revenue budget. 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 on, the Strategic Transport Programmes for Dorking and Leatherhead, the A24 Resilience Scheme, Wider Network Benefits scheme and the number of enquiries and complaints received from customers.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- i. Note the contents of the report;
- ii. Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to decide on those schemes to include within the Mole Valley Draft Integrated Transport Scheme (ITS) Programme 2017/18 – 2018/19 during the Informal Local Committee meeting to be held after the Formal Local Committee meeting on 16th November 2016; and
- iii. **Delegate authority to the Transport and Travel Group Manager, in consultation with the Leatherhead Major Schemes Task Group, to respond to the feedback received from the Transform Leatherhead consultation.**
- iv. **Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to finalise the list of local priority schemes for inclusion in the Horizon 2 Roads Major Maintenance Programme (HRMM) by 31st January 2017, following consideration of the selection of schemes under the influence of the Local Committee at the informal Local Committee meeting to be held after the Formal Local Committee meeting on 16th November 2016.**

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on, the progress of the highway works programme in Mole Valley, the Dorking STP, Leatherhead STP, A24 Resilience Scheme and customer enquiries.

The timescales indicated by the LEP will require some detailed design work to be conducted before 31 March 2017. This will require decisions to be made about the consultation feedback and the design specification of the scheme in January, which is in advance of the committee's next meeting on 1 March.

To be able to pass to the Asset Planning Team an agreed list of schemes for the HRMM programme by the deadline of 31st January 2017.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In December 2015, 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. A revised works programme was agreed in March 2016 to take account of the reduced revenue budget devolved to the Local Committee.
- 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. The Road Safety Team also has a small Countywide budget which is used, on a priority basis, to address sites with an identified collision problem.

2. ANALYSIS:

- 2.1 **Capital Highway Schemes:** Progress on the approved Local Committee funded capital programme of highway works in Mole Valley is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions, the Parking Review and the Road Safety Team's schemes for Mole Valley.
- 2.2 A report regarding the Draft Highways Forward Programme for 2017/18 and 2018/19 for Capital Highway Schemes is to be discussed at the Informal Local Committee meeting to be held following this Formal Local Committee meeting. This will include allocating future funding for Integrated Transport Schemes, within the projected budget.
- 2.3 **Dorking STP:** Works are complete on improvements to the shared footway/cycleway on the A24 (east)/Station Approach and a Stage 3 Road Safety Audit has been carried out. Some recommendations were included within the Stage 3 Road Safety Audit for consideration, such as improved signing to make clearer where the route starts and finishes, particularly on Station Approach and these are currently being considered.

- 2.4 Signs are to be installed to make it clearer to cyclists that they should not cycle in front of Bus Stop A on the west side of the A24, and that they should instead use the ramp behind the bus stop.
- 2.5 Bus shelters at Dorking Main Station have been upgraded to provide for the Real Time Passenger Information (RTPI) signs. Once works to install the power supply to this bus stop has been carried out the RTPI sign will be installed. RTPI signs are also due to be installed at bus stop A and at the bus stop outside Waitrose in Dorking town centre, investigation work is currently being carried out to source a power supply for these signs.
- 2.6 The wayfinding element of the scheme is progressing; installation of signs is now anticipated in November/December, when foundation works for the signs will be carried out and temporary plates will be installed to temporarily cover the foundation prior to the installation of the signs themselves shortly after.
- 2.7 On-station works at Dorking Deepdene Station including, improved waiting facilities, information screens, improvements to cycle facilities and lighting improvements are anticipated to start in November.
- 2.8 Regular updates on the Dorking STP are posted on the website at www.surreycc.gov.uk/dorkingstp
- 2.9 **Leatherhead STP (update and task group set up):** The business case bid for funding from the Coast 2 Capital Local Enterprise Partnership's (LEP) Sustainable Transport fund is currently being drafted. It will request a figure approaching the maximum bid scale (£5M) and of this, 25% must be local match funding. This is proposed through a blend of commitments from the county council (subject to Cabinet approval), Mole Valley District Council (subject to final confirmation) and complementary measures currently being constructed. The business case is anticipated to be submitted at the end of November 2016. No timescale has yet been given for making a decision on the outcome of the bid.
- 2.10 The current scope of the project based on officer consideration of the feasibility report, is as follows:
- An off road cycle route, by means of a wide, shared pedestrian and cycling pathway from the station, along Randalls Road, leading to an on-road cycle route on Cleave Road to reach the Springfield Drive Business Park (CGI, KBR, Unilever).
 - Improving cycling access through Mole Valley Business Park, via negotiation with the site management.
 - Providing a toucan crossing at Mill Lane across Waterway Road, and an improving pedestrian and cycle route north along Waterway Road to the junction with Bull Hill.
 - Public realm improvements to the area in front of the waterworks involving rationalising the road layout, creating a new public space, enabling all turns in and out of the Leisure Centre and helping reduce vehicle speeds.

- Town bridge on Guildford Road: a wider pavement for pedestrians enabled by the introduction of “shuttle working” i.e changing the bridge to a single lane that is controlled by traffic lights on either side.
- Riverside path widening and surface upgrading, which in the future is anticipated to link up with the new Riverside Quarter of Transform Leatherhead.

2.11 As reported to the committee on 2 March 2016, the timescales for proposal development and business case submission to the LEP are tight. Reflecting this, a public consultation has recently been launched. The consultation will be open for six weeks until 12 December and is being conducted under the Transform Leatherhead branding. The consultation will involve:

- A website showing the proposals with an electronic feedback form.
- Engagement with local businesses via the Leatherhead Chambers of Commerce and meetings with large employers on Springfield Drive business park.
- Exhibitions at Leatherhead Leisure Centre on 12 and 19 November and at the Leatherhead Theatre on 26 November.
- Officer attendance at the mid Surrey Disability Alliance Network at the group’s next meeting in January 2017.
- Local digital and print advertising and social media activity, to highlight the consultation exercise.
- Direct resident engagement with householders on Randalls Road.

2.12 Following the public consultation, if necessary and feasible, the scheme proposals will be modified in response to the comments received ahead of detailed design work. The Local Committee has been asked to approve the setting up of a Leatherhead Major Schemes Task Group (see separate report to this meeting of the Local Committee). Subject to this approval being given, due to the timescales directed by the LEP to conduct some detailed design work before 31 March 2017, the Committee is asked to agree that delegated authority is given to the Leatherhead Major Schemes Task Group to consider the consultation feedback and the proposed responses to this.

2.13 The period of formal statutory consultation for the required Traffic Orders is not yet scheduled, as further detailed design work and initial safety audit will be conducted prior to the advertising of Traffic Orders.

2.14 **A24 Resilience Scheme:** As part of the A24 Resilience scheme, we have recently completed an assessment of Burford Bridge which has highlighted a number of minor repairs that we will be carrying out over the coming months.

2.15 We are currently waiting on the final accounts from all the re-surfacing and drainage improvements works to date. Once the final accounts for these works have been received, the remaining budget will be allocated to additional drainage, structures and carriageway infrastructure works. This is likely to include carriageway works to sections of the northbound carriageway

from Pixham Lane to Burford Bridge, as well as lining of existing drainage assets.

- 2.16 All works will be complete before the end of March 2017 and a full report of what has been achieved will be submitted.
- 2.17 **Wider Network Benefits Scheme:** Outline design and procurement of the Automatic Number Plate Recognition (ANPR) cameras, CCTV Traffic Cameras and Variable Message Signs (VMS) are now completed and detailed design of these elements are being refined, whilst site surveys are being carried out and contractors mobilised to commence installation of these three work streams.
- 2.18 Installation of ANPR cameras will commence shortly on the A24, A25, A29 and A246. Most of these cameras will be installed on existing Surrey CC apparatus (such as Traffic Signals and Lamp Columns), with the installation of new poles for cameras avoided where possible.
- 2.19 It is anticipated that the work to install CCTV Traffic Cameras will be complete by April 2017. However installation has been delayed slightly whilst final decisions are taken on which sites to have installed, because final costs mean that it is unlikely that there is sufficient project budget to install all preferred sites. Again, wherever possible existing Surrey CC apparatus will be used to mount the cameras at key locations across the “A” Road network.
- 2.20 VMS installation will also commence shortly and will be a far more visible asset on the A road network. Final detailed revisions on VMS siting are ongoing, although approximate locations from a Network management perspective are already identified. Once again it is anticipated that the majority of new VMS signs will be installed by April 2017.
- 2.21 Once these new assets are all commissioned, the back office systems required to link this equipment will be completed and tested at the NMIC Leatherhead.
- 2.22 Work in 2017/18 will focus on “Dial up Signal Control” (DUSC) Traffic Signal Controllers upgrade, and installation of the subsequent design of the alternate signal strategies required to make best use of this technology.
- 2.23 Further detail regarding the Wider Network Benefits Scheme is included in a separate report to this Local Committee.
- 2.24 **Customer Enquiries:** The total number of enquiries received by Surrey Highways between January and September 2016 is 114,082, an average of 12,676 per month. This is a reduction of 1,400 per month and is consistent with the annual trend where the summer months generate fewer enquiries. However this is above the 2015 position which averaged 11,000 per month at the same point.
- 2.25 **Table 1** below shows the total number of enquiries received from January-September 2016, compared to the same period in 2015.

Period	Surrey Highways: Total enquiries	Mole Valley: Total enquiries	Local Area Office: Total enquiries
--------	-------------------------------------	---------------------------------	------------------------------------

	(no.)	(no.)	(no.)
Sept 2015	93,885	10,542	3,258
Sept 2016	114,082	13,014	4,347

Table 1: Customer Enquiries

- 2.26 As shown in Table 1 above the number of enquiries received has increased compared to the same period in 2015. Despite the increase in the number of enquiries, 98% of the enquiries received by the area office have been resolved. This response rate is above the countywide average of 97%.
- 2.27 As part of our efforts to improve the customer experience the online reporting is being redesigned, allowing better tracking of reports and the ability to use the maps to identify defects that have already been reported. The outcome of which will be to reduce multiple reports and remove the need for additional site visits by Kier and Surrey County Council officers.
- 2.28 Unfortunately due to problems with the complaints system, information regarding the number and detail of complaints received was not received in time to include within this report. Should any information be received prior to this Local Committee, this information will be included within an addendum and distributed at the Local Committee meeting.
- 2.29 **Horizon 2 – Roads Major Maintenance Programme** – Local Committee members have already received the provisional Horizon 2 programme from the Works Communication Team (works.communication@surreycc.gov.uk) which is based on the rebalanced budgets approved by cabinet in the Highway Asset Strategy. This provisional Horizons 2 Programme shows provisional capital schemes planned for the next 5 years, beginning in April 2017. Assets included on the list are; roads, pavements, structures, drainage, traffic signals, safety barriers and embankments.
- 2.30 In terms of the Horizons Roads Major Maintenance (HRMM) programme, the Cabinet Member for Highways, Transport and Flooding has agreed to an amendment to the prioritisation policy. In order to ensure that an Asset Management approach is followed, 80% of the HRMM programme will be determined purely through the prioritisation criteria, these are the HRMM schemes shown on the lists already received by members. However to reflect local priorities the remaining 20% of the HRMM budget has been reserved for Local Committees to influence scheme selection.
- 2.31 **20% of the 5 year programme equates to approximately 25kms** and Local Committee Chairs have decided that this should be equally split between the 11 Districts, therefore each district will be able to choose a number of schemes up to a **maximum total length of 2,273m**. Schemes chosen must be selected from a list of needs based schemes that have been prioritised by the Asset Planning Team. Annex A shows the list of schemes that local committees can choose from and describes how these schemes are prioritised.
- 2.32 All schemes planned for year 1 (2017-18) are on the programme list sent to Members earlier in November and are in the process of being designed and programmed by our contractor which will ensure best value for Surrey County Council. The 20% of schemes that Members will be selecting will be programmed in years 2 to 5 (2018-2021).

- 2.33 It is recommended that the Local Committee delegate the final decision on these schemes to the Area Highway Manager in consultation with the Local Committee Chair and Vice Chair. The agreed list of 2,273m worth of schemes should be passed to the Asset Planning Team by 31st January 2017. Following this the schemes will be added to the programme and programme lists will be updated and added to the member's portal by the end of March 2017.
- 2.34 Once the programmes have been published, there will be minimal changes made during the 5 year period, the advantages of this include;
- Ensuring that best value can be achieved through providing certainty of work to our contractors
 - Enabling effective programming of schemes on this programme with other activities on the highway
 - Providing Members and Residents with confidence that schemes will be carried out when we say they will be
- 2.35 If further priorities come up after the lists have been published, they should be reported to the Area Highway Managers who will consider the most appropriate way to deal with the issue.
- 2.36 Please note all programmes are based on the budgets that we currently assume will be available, should budgets be reduced all programmes will be re-evaluated.

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 has 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)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of revenue and capital highway works in Mole Valley is set out in section 2 and Annex 1 of this report. Local Committee is asked to note the contents of the report, including progress on Dorking STP, Leatherhead STP, A24 Resilience Scheme, Wider Network Benefits and Customer Enquiries.

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 Officers:

Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team, 03456 009 009

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

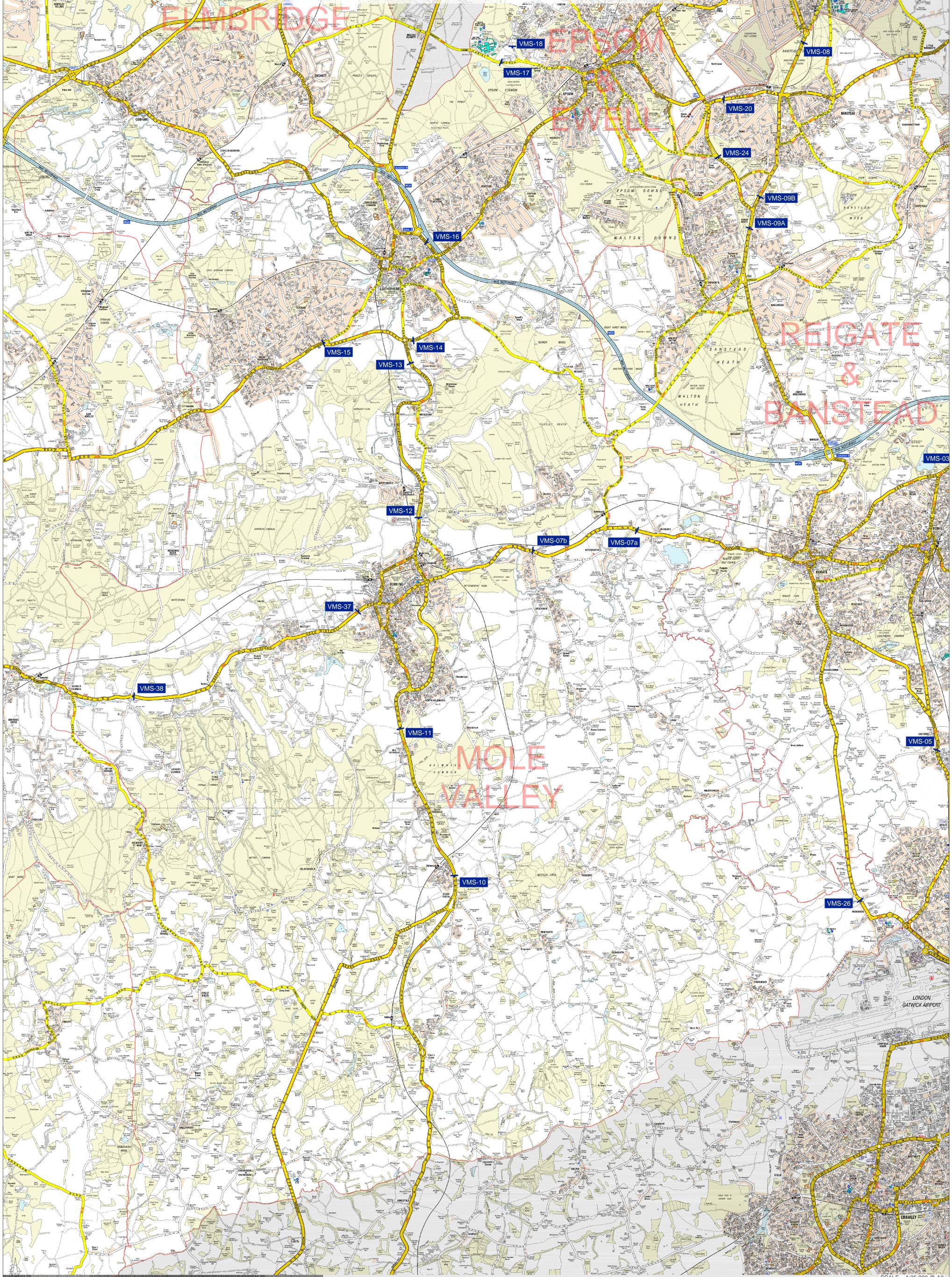
- Report to Mole Valley Local Committee, 2nd December 2015, Highways Forward Programme 2016/17 – 2017/18
- Report to Mole Valley Local Committee, 2nd March 2016, Highway Schemes 2015/16 End of Year Update.

This page is intentionally left blank



This page is intentionally left blank

Wider Network Benefits (east) Variable Message Signs - Mole Valley



This page is intentionally left blank