

Agenda

Mole Valley
Local Committee

**We welcome you to
Mole Valley Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

Average Speed Cameras – Givon's Grove to
Denbies Roundabout

Bid to Safer Roads fund – Hookwood

Highways Update



Venue

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

Date: Wednesday, 13
September 2017

Time: 2.00 pm



SURREY

You can get involved in the following ways

Ask a question

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

Write a question

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

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

Get involved

Sign a petition

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



Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: sarah.smith@surreycc.gov.uk

Tel: 07813 006 544 (text or phone)

Website: <http://www.surreycc.gov.uk/molevalley>



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This is a meeting in public.

Please contact **Sarah J Smith, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.



Surrey County Council Appointed Members

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

District Council Appointed Members

Cllr Rosemary Dickson, Leatherhead South
Cllr Paul Elderton, Dorking North
Cllr Raj Haque, Fetcham West
Cllr Mary Huggins, Capel, Leigh and Newdigate
Cllr Peter Stanyard, Ashtead Park
Cllr Vivienne Michael, Okewood

District Council Appointed Substitutes

Cllr Paul Potter, Brockham, Betchworth and Buckland
Cllr Charles Yarwood, Charlwood
Cllr Jatin Patel, Bookham South
Cllr David Hawksworth, Ashtead Common
Cllr Malcomson, Holmwoods
Cllr Chris Hunt, Ashtead Village
Cllr Patricia Wiltshire, Ashtead Common

Chief Executive
David McNulty

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

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from District members under Standing Order 39.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 10)

To approve the Minutes of the meeting on 22 June 2017 as a correct record.

3 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial

a PUBLIC QUESTIONS

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

b MEMBER QUESTIONS

To receive any written questions from Members under Standing Order 47.

5 PETITIONS

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

6 CABINET MEMBER (HIGHWAYS) UPDATE [AGENDA ITEM ONLY]

An update from the Cabinet Member for Highways, Mr Colin Kemp

7 HIGHWAYS UPDATE [EXECUTIVE FUNCTION FOR INFORMATION] (Pages 11 - 32)

This report summarises the progress of the Local Committee's programme of Highways works for the current financial year 2017/18. It also provides a summary of the progress on the Dorking STP, the Wider Network Benefits Scheme and A24 Resilience Scheme.

8 A24 DORKING ROAD AND LONDON ROAD 'MICKLEHAM BENDS' AVERAGE SPEED CAMERA SCHEME [EXECUTIVE ITEM FOR DECISION] (Pages 33 - 44)

The "Gatso" speed camera on the northbound A24 Dorking Road at Mickleham has been successful, since its installation in 2005, in encouraging greater compliance with the speed limit and reducing road death and injury in the vicinity of the camera. However the "wet film" technology it uses is becoming obsolete and needs to be replaced with digital technology. It is proposed that the existing camera be replaced with an average speed camera system that will enforce in both directions along a greater length of the A24 between "Givon's Grove Roundabout" and "Burford Bridge Roundabout" junction with Old London Road.

9 A217 REIGATE TO HORLEY (HOOKWOOD) - DEPARTMENT FOR TRANSPORT SAFER ROADS BID [EXECUTIVE ITEM FOR DECISION] (Pages 45 - 64)

The A217 route between Reigate and Horley has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled. The Department for Transport has created a £175 million "Safer Roads Fund" for local authorities to bid for to improve the quality of infrastructure specifically on these top 50 worst A-road routes. This report describes proposals for a range of highway improvements on the A217 between Reigate and Horley that could be included within the bid submission to the Department for Transport.

10 RECOMMENDATIONS TRACKER (Pages 65 - 66)

The tracker monitors the progress of the decisions and recommendations that the Local Committee (Mole Valley) has agreed.

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DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 22 June 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 Vivienne Michael

* In attendance

12/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [AGENDA ITEM ONLY] [Item 1]

Apologies received from Mrs Helyn Clack and Cllr Vivienne Michael.

13/17 MINUTES OF PREVIOUS MEETING [AGENDA ITEM ONLY] [Item 2]

It was agreed that the minutes were a true record of the meeting held on 01 March 2017.

14/17 DECLARATIONS OF INTEREST [AGENDA ITEM ONLY] [Item 3]

No declarations of interest were received.

a PUBLIC QUESTIONS [AGENDA ITEM ONLY] [Item 4a]

Officers present:

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

1. A question was received from District Cllr Wellman. A response was provided in advance of the meeting; he was not present to ask a supplementary.

b MEMBER QUESTIONS [AGENDA ITEM ONLY] [Item 4b]

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

Written questions have been received from Mrs Hazel Watson. Responses have been provided in advance of the meeting (attached). She asked the following supplementaries:

1. (question 2) What operational issues had caused the delay?

Response: One of the main operatives had been in an accident and there was no other team available to carry out the work.

2. (question 3) Could a review of the speed limit be progressed given the number of accidents.

Response: Over the whole stretch speeds had complied with 40mph. It is a long stretch and therefore expensive but it is on the ITS list for possible future funding. However speed had not been indicated as a contributory factor in the specific accidents.

.....

Written questions have been received from Stephen Cooksey. Responses have been provided in advance. He had the following supplementaries:

1. (question 1) He asked when the work would be done?

Response: There is no date at the moment but Highways area are aware of the urgency.

2. (question 3) He expressed concern that Highways had not engaged with the residents' group who had submitted the petition and asked whether the speed survey had been carried out in the wrong place.

Response: Highways officer had responded to a number of enquiries from the petitioner. The location of the speed survey has to be agreed with the Police. The location suggested had been considered but was affected by other factors.

16/17 PETITIONS [AGENDA ITEM ONLY] [Item 5]

Officer present:
Zena Curry, Area Highways Manager

Petition (629 signatures) was presented by Nichola Johnston (response attached).

1. Petitioner questioned whether the timetable for commissioning the study and carrying out the surveys was realistic.

2. Petitioner expressed concern that residents had not been consulted on the brief as they know the roads best. Many had submitted comments and suggestions as part of the petition.

3. The delay in instigating the transport study was highlighted, particularly as members had been advised that the funding was available from both councils.
4. The problems are long-standing due to the nature of the town and there are no easy solutions to striking the right balance for all users.
5. Some work has already been done with regard to sustainable transport options (Dorking Sustainable Transport Package).
6. Funding had been available but as the study had not been finalised, it could not have been used last year due to budgetary pressures.
7. There may be difficulties in identifying the funding to implement future changes but there is a commitment to carrying out the study.

The Local Committee (Mole Valley) agreed to:

- (i) note the officer's comment.

**17/17 HIGHWAYS UPDATE [EXECUTIVE FUNCTION FOR INFORMATION]
[Item 6]**

No declarations of interest received.

Officers present:

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

Discussion highlights

1. The impact of the extension of the Priory school on local traffic is not yet known as proposals are yet to be submitted.
2. With regard to the Dorking STP (page 25) there are a number of outstanding issues including:
 - Acoustic boarding at Deepdene station
 - Lincoln Road island does not give access to Lincoln Road from A24
 - Two parking bays on station approach need to be removed to facilitate access
3. The Area Highways Manager confirmed a safety audit had been carried out on Lincoln island but no concerns had been raised.
4. Officers will take these issues back to the project team.
5. The design work on the 20mph scheme in Fetcham has been completed and officers are trying to identify suitable developer funding.

ITEM 2

6. Developer funding has been identified to install safer crossing points in Eastwick Drive/Eastwick Park Avenue. (page 19)
7. Members expressed concern over the design for the junction improvement scheme in St John's Road/Poplar Road (page 16). The Area Highways Manager agreed to discuss further outside of the meeting.

The Local Committee (Mole Valley) agreed to:

- (i) note the contents of this report.

18/17 HIGHWAYS FORWARD PROGRAMME [EXECUTIVE FUNCTION FOR INFORMATION] [Item 7]

No declarations of interest received.

Officers present:

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

Discussion highlights:

1. Members discussed the severe financial problems facing the county council and that the public needed to be made aware of the drastic reductions in the budget.
2. The Area Highways Manager clarified that the minor works gang would be working on a one week on/two weeks off rota.
3. The Area Highways Manager made a verbal correction to the report. Page 29 (first bullet point) should read 'Community groups who have previously bid for funding under the Localism initiative **will be** advised'.
4. Highways' officers will continue to meet with colleagues in Transport Development Planning to identify developer funding for schemes.
5. Outside of the local committee budgets there is still centrally funded working being carried such as Horizon.
6. The Area Highways Manager acknowledged that with no funding allocated for Local Structural Repairs, there is a gap between surface dressing and larger schemes that needs to be addressed.
7. In her capacity as a member of the cabinet the divisional member for Bookham and Fetcham West underlined again the severity of the county council's financial situation. She urged fellow members to lobby MPs for changes to local government funding and highlighted the need to work more closely with Mole Valley District Council.

The Local Committee (Mole Valley) agreed to:

- (i) note the contents of the report.

19/17 DENE STREET, DORKING - CYCLIST CONTRAFLOW FEASIBILITY REPORT [EXECUTIVE FUNCTION] [Item 8]

No declarations of interest received.

Officers present:

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

Discussion highlights:

1. There is only sufficient funding ie £4,000 to make the one way scheme permanent.
2. Officers will keep a scheme to widen the footway, to assist those wheelchairs, mobility scooters and pushchairs, on the ITS list for possible funding in the future.

The Local Committee (Mole Valley) agreed to:

- (i) Note the contents of the feasibility study in **Annex 1**, particularly that the study showed that the provision of a contra-flow cycle lane within Dene Street one-way would not meet the minimum width required by current guidance, and the provision of a substandard contra-flow cycle lane would lead to road safety concerns.
- (ii) Note that there is no funding available to widen the existing footway in Dene Street.

And resolved to:

- (iii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the one-way working permanently.

REASONS FOR RECOMMENDATIONS:

To inform the Local Committee of the outcome of the feasibility study into the provision of a contra-flow cycle lane within the Dene Street one-way working, and to seek authority for a way forward.

20/17 INTRODUCTION OF BUS STOP CLEARWAY IN BOOKHAM [EXECUTIVE FUNCTION] [Item 9]

ITEM 2

No declarations of interest received.

Officers present:

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

Discussion highlights:

1. The exact location of the bus stop had not been provided and the divisional member had not been made aware of any issues in that area.
2. The divisional member proposed that the item be deferred as it also overlaps with a parking issue in Woodlands Road, that will be addressed as part of the parking review under item 10.
3. Members agreed that the item should be deferred until the September meeting.

The Local Committee (Mole Valley) agreed to:

(i) defer this matter to the next Local Committee meeting on 13 September 2017.

REASONS FOR RECOMMENDATION:

To receive further information on the exact location of the bus stop in question and the problems that need to be addressed.

21/17 PARKING REVIEW 2017 [EXECUTIVE FUNCTION] [Item 10]

No declarations of interest received.

Officer present:

Steve Clavey, Senior Engineer (parking)

Discussion highlights:

(A revised copy of the Statement of Reasons and a revised copy of drawing no. 42 was included in the tabled papers (attached)).

1. The Senior Engineer (parking) apologized on behalf of the county council to one local business owner who had contacted the council about an omission in the public notice. In error the proposal to implement one hour free parking bays outside his shop in South Street, had been omitted from the public notice.

2. The business owner had submitted an amended proposal that the new bays should only allow free parking for 20 minutes. It was agreed that this measure should be included in this year's consultation.
3. The posts and signs have already been erected in South Street. The Senior Engineer (parking) confirmed that he would prefer to leave them there and consider the options for either covering or removing and storing the signs.
4. The revised Statement of Reasons show the proposed schemes designated as either priority 1 or 2 to tie in with the options set out in the report.
5. The Senior Engineer (parking) explained the way that the parking team now handle petitions for residents' parking schemes, requiring support from at least 70% of residents in order to progress. This approach reduces the amount of funding spent on advertising those schemes favoured by just a handful of the residents who would be affected by the measures.
6. Members discussed the different options and decided that the option to advertise priority 1 and 2 scheme together and spread the cost of implementation over two years would be best value for money (s 3.3)
7. Members highlighted that it would be essential to ensure that members of the public were informed that the implementation would be staggered and which roads were in each category (ie Priority 1 or 2).
8. Members wanted to make amendments to a number of schemes and agreed to work with the Senior Engineer (parking) outside of the meeting.
9. Due to the number of schemes being added or amended the Chairman proposed (seconded by Clare Curran) that he and the Vice-Chairman should review the final version of the public notice in conjunction with the Senior Engineer (parking) before it is published.

The Local Committee (Mole Valley) resolved to agree:

- (i) The recommendations detailed in Annex 1 **subject to any minor amendments as set out at 3.5.**
- (ii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 **as per option 3.3** be advertised and, if no objections are maintained, the order be made;
- (iii) That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

ITEM 2

- (iv) To note that an allocation of £5,000 is required towards the cost of the parking review in 2018/19 financial year, to implement priority 2 proposals.
- (v) **To delegate review of final version of advert and list to Chairman and Vice-Chairman in conjunction with the Senior Parking Engineer.**

REASONS FOR RECOMMENDATIONS:

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

22/17 LOCAL COMMITTEE COMMUNITY SAFETY FUNDING AND REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES [DECISION ITEM] [Item 11]

No declarations of interest received:

Discussion highlights:

1. It was agreed that Cllr Paul Elderton would join the Property Task group.
2. It was noted that the new portfolio holder for Transform Leatherhead, Cllr Simon Edge would be co-opted to the Leatherhead Major Schemes task group as per the Terms of Reference.

The Local Committee (Mole Valley) resolved to:

- (i) Agree that the committee's delegated community safety budget of £3,000 for 2017/18 be retained by the Community Partnership Team, on behalf of the Local Committee, and that the East Surrey Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.3 of this report.
 - (ii) Agree that authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.3 of this report.
1. Approve the membership of the task groups and appointments to outside bodies, as detailed in paragraphs 2.8 and Annex 1 of this report.

REASONS FOR RECOMMENDATIONS:

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations. It also proposes local committee task group membership for the forthcoming year to enable the provision of informed advice and recommendations to the committee. The appointment of councillors of the local committee to external bodies enables the committee's representation on and input to such bodies.

23/17 LOCAL COMMITTEE SUBSTITUTES [AGENDA ITEM ONLY] [Item 12]

The Local Committee (Mole Valley) agreed:

- (i) To co-opt substitutes in the municipal year 2017/18.

24/17 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 13]

The Local Committee (Mole Valley) agreed:

- (i) to note the contents of the tracker.

Meeting ended at: 3.57 pm

Chairman

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)**

DATE: 13 SEPTEMBER 2017
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL DIVISIONS

SUMMARY OF ISSUE:

This report summarises the progress of the Local Committee's programme of Highways works for the current financial year 2017/18. It also provides a summary of the progress on the Dorking STP, the Wider Network Benefits Scheme and A24 Resilience Scheme.

RECOMMENDATIONS:

The Local Committee is asked to note the contents of this report.

REASONS FOR RECOMMENDATIONS:

Programmes of work have been agreed in consultation with the Committee, and the Committee is asked to note the progress of the Integrated Transport Scheme programme and revenue maintenance expenditure. It is also asked to note the work that is being carried out on the Dorking STP, the Wider Network Benefits Scheme and the large scale, centrally funded major maintenance schemes.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In March 2017, the Local Committee agreed the draft programme of capital Integrated Transport Schemes (ITS) and capital and revenue maintenance expenditure for 2017/18 – 2018/19, under the "Highways forward programme 2017/18 – 2018/19" report. The capital funding was based on the budget set out in the Medium Term Financial Plan (MTFP) 2015-20 and the revenue budget assumed the same level of funding as received in 2016/17.
- 1.2 Under the "Highways forward programme 2017/18 – 2018/19" report presented to the Local Committee in March, the Local Committee authorised delegated 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 was a change in the Local Committee's devolved budget.
- 1.3 Following the reductions in the Local Committee's capital and revenue budget, as agreed by Cabinet on 28 March 2017, the Local Committee agreed the revised capital and revenue programme for 2017/18 under the "Highways

ITEM 7

forward programme 2017/18 – 2018/19” paper that was presented to the 22 June Local Committee.

1.4 This report provides information to the Local Committee on the progress of the capital and revenue highway works programme. It also provides information to the Local Committee regarding progress on road safety schemes and schemes that could be potentially funded (either wholly or in part) by developer contributions.

1.5 **Annex 1** provides updates on the Integrated Transport Schemes, road safety schemes, developer funded schemes and the parking review.

1.6 **Annex 2** provides an update on the Dorking Sustainable Transport Package (STP).

1.7 **Annex 3** provides a summary of the work carried out under the A24 Resilience Scheme.

2. ANALYSIS:

2.1 Local Committee finance

The Mole Valley Local Committee has delegated highway budgets for the current Financial Year 2017-18 as follows:

- Capital: £36,000
- Revenue: £40,910
- **Total: £76,910**

In addition to the delegated highway budgets above, highway officers within the local area office are continuing to look for other sources of funding for schemes that have been identified within the Integrated Transport Scheme Programme. As a result funding has been secured from Section 106 developer funding for the provision of build outs to provide safer crossing points and to try to control parking outside Eastwick Infant and Junior schools.

The budgets delegated to Local Committee are in addition to budgets allocated at County level to cover various major highways maintenance and improvement schemes, including footway/carriageway resurfacing, the maintenance of highway structures including bridges and culverts and major drainage schemes.

2.2 Local Committee capital works programme

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 Dorking Transport Study.

2.3 Local Committee revenue works programme

Table 1 shows the revenue programme for this financial year.

Table 1 Agreed Revenue Maintenance Allocation 2017-18

Item	Allocation (£)	Comment
Drainage / ditching works	£5,410	Regrading of carriageway and drainage in Coldharbour Common Rd
Tree & vegetation works	£0	
Parking	£5,000	Contribution to parking review.
Signs and road markings	£1,500	e.g Ice warning signs for Partridge Lane, Newdigate. Cycling prohibited sign for Vincent Lane.
Speed Limit Assessments	£1,000	Surveys carried out on A2003 Horsham Road and Punchbowl Lane.
Localism Initiative/Community Enhancement	£0	
Minor Maintenance Works (Community Gang)	£28,000	Various minor maintenance work, carried out following enquiries raised by the public/Members. Schemes identified by the Maintenance Engineer as needing to be carried out for highway safety are prioritised.
TOTAL	£40,910	

The revenue maintenance allocation for Mole Valley has been reduced from £196,601 (including Community Enhancement Funding) in 2016/17 to £40,910 in this financial year. As a result it is not possible to allocate Community Enhancements funding as in previous years. An allocation of £28,000 is provided for minor maintenance works such as cutting back hedges/vegetation, siding out verges and clearing trees. This allocation is managed by the maintenance engineer and works that are identified as needing to be carried out for highway safety are prioritised.

2.4 Parking

An update on the parking review is provided in **Annex 1**.

Other highway related matters

ITEM 7

2.5 Customer services

The total number of enquiries received by Surrey Highways between January and June 2017 was 65,281, an average of 10,880 per month. When compared to the same period in 2016, there has been an 11% reduction in the number of enquiries received by Surrey Highways. The Service has been working hard to improve the information available to residents and customers to remove the need for them to contact us about routine matters and this reduction can be partly attributed to this work.

Table 2 below shows the number of enquiries received between January-June 2017 compared to the number received during the same period in 2016.

Table 2 Customer Enquiries

Period	Total enquiries (no.)	Average no. of enquiries per month
Jan-June 2016	73,632	12,272
Jan-June 2017	65,281	10,880

For Mole Valley specifically, 7317 enquiries have been received since January of which 3235 (44%) were directed to the local area office for action, of these 89% have been resolved. This response rate is below the countywide average of 94%.

For the first half of 2017, Highways received 197 Stage 1 complaints of which 11 were for the Mole Valley area. These complaints were mainly in regards to procedures and service delivery. In addition two stage 2 complaints were received and the service was found to be at fault in one of these. One complaint was referred to the Local Government Ombudsman but they found no fault with the service.

The Service has recently undergone its annual Customer Service Excellence review. This is undertaken by an independent, external body licensed by the Cabinet Office. This recognised the continued improvements that have been made and has recommended retention of the Customer Service Excellence award for a further three years. The assessment highlighted a number of areas of best practice including *“the investment in time to keep the roadworks information updates. The clarity and customer focused language used has assisted in Surrey being the most accessed area nationally on www.roadwork.org.”* Members can sign up via the website to receive email alerts for works in their area. Surrey Highways & Transport is using two schemes; Runnymede Roundabout and drainage scheme on the A22 to trial the use of proactive messaging. Customers can register to receive updates during the course of the works rather than having to contact Surrey Highways direct or check the website for the latest position. If successful it is intended to roll this out to all major schemes.

2.4 Major schemes

As well as the work being carried out under the delegated budget, major scheme work is also being carried out in Mole Valley, including the Dorking

STP and the Wider Network Benefits Scheme. An update on the progress of the Dorking STP can be found in **Annex 2** of this report.

The Wider Network Benefits Scheme is a package of measures to help manage Surrey's road network and respond to the challenges caused by traffic congestion. The Wider Network Benefits scheme aims to expand and upgrade the traffic management systems on the primary road network which will help to improve traffic flow during congestion and journey time reliability.

The Wider Network Benefits Scheme is made up of different Intelligent Transport Systems (ITS) measures. The introduction of these measures can deliver noticeable benefits for Surrey through swifter responses to incidents and improved journey time reliability for all vehicles using the roads, as well as improvements in safety, reductions in pollution and more accurate real time travel information.

The ITS measures that are to be installed as part of the Wider Network Benefits Scheme include average speed cameras on a section of the A24. A separate report regarding this work is included in a separate report to this Local Committee.

Additional measures include the installation of VMS signs and CCTV cameras, and work to install these measures will be starting in mid-September. A number of ANPR cameras have already been installed as part of the Wider Network Benefits Scheme, however 6 cameras are still to be installed. Work has also started on developing the journey time monitoring system and the operation of traffic signals were amended in August. All elements of the Wider Network Benefits Scheme are expected to be complete by March 2018.

2.5 Centrally funded maintenance

The Operation Horizon Team programmes of major maintenance works for 2017-18 for the Mole Valley area are now published on Surrey County Council's website here:

<https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>

The major maintenance works to be carried out in Mole Valley in 2017-18 include road surface treatment/maintenance work, the maintenance of highway structures such as bridges, culverts and embankments and major drainage schemes.

2.6 Road safety

The Road Safety Working Group meets every 6 months to review personal injury collision data provided by Surrey Police. The Road Safety Working Group is attended by Surrey County Council Road Safety Engineers, Surrey County Council Highway Engineers and Surrey Police. An update on road safety schemes that have been identified by the Road Safety Working Group and are being progressed by the Road Safety Team is provided in **Annex 1**.

2.7 Passenger Transport

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Surrey County Council applied for funding from the Coast to Capital Local Enterprise Partnership for the Dorking Sustainable Transport Package (STP), the aim of this package of schemes is to improve sustainable travel options in Dorking. Funding was granted in 2016.

To improve sustainable travel options in Dorking, works have been carried out to allow shared pedestrian and cycle use between Dorking Main and Dorking Deepdene station. Work has also been carried out to improve bus stop facilities at Dorking Main railway station, and the installation of a road table at the junction of Station Approach and Lincoln Road has resulted in easier pedestrian and cycle access into Dorking Main station.

An update on the progress of the Dorking STP is in **Annex 2**.

2.8 Other key information, strategy and policy development

An update on the Dorking Transport Study is included in **Annex 1**.

3. OPTIONS:

- 3.1 No options to consider at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member or indeed the Committee as appropriate, whenever preferred options need to be identified.

4. CONSULTATIONS:

- 4.1 In August consultation was carried out on the Integrated Transport Scheme to install a table-top road hump in St. John's Road, Leatherhead at the junction with Poplar Road and the entrance to the Leatherhead Community Hospital. The consultation was carried out in line with Surrey County Council's "Consultation for Local Highway Improvement Schemes; Officer Good Practice Guide". Officers will discuss the outcome of this consultation with the Chairman (who is also the Divisional Member for this area) and Vice Chairman.

5. FINANCIAL IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 2 above.

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. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community	No significant implications

involvement and impact)	
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 Progress on the programme of Integrated Transport Schemes, road safety schemes, developer funded schemes and the parking review is set out in section 2 and **Annex 1** of this report.
- 7.2 Section 2 also outlines the work being carried out on major scheme projects and centrally funded maintenance schemes. The Local Committee is also asked to note the content of **Annex 2** to this report which sets out progress on the Dorking STP.
- 7.3 The Local Committee is also asked to note the summary of works carried under the A24 Resilience Scheme in **Annex 3** of this report.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, as set out under section 2.1 to 2.3 of this report and detailed under Annex 1.

Contact Officer:

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

Consulted:

Not applicable.

Annexes:

Annex 1 – Summary of progress
 Annex 2 – Dorking STP update.
 Annex 3 – A24 Resilience Scheme summary

Background papers:

- Report to Mole Valley Local Committee, 1st March 2017, Highways Forward Programme 2017/18 – 2018/19
- Report to Mole Valley Local Committee, 22nd June 2017, Highways Forward Programme 2017/18 – 2018/19

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CAPITAL ITS IMPROVEMENT SCHEMES			
Project: A24 Deepdene Avenue, Dorking (Phase 3)			
Detail:	Safety measures	Division: Dorking South and the Holmwoods	Allocation: £8,000 (2017/18)
Progress: Phase 3 measures to improve safety on the A24 Deepdene Avenue – extension of the existing street lighting southwards from Chart Lane junction to just north of the Chart Lane South junction. Ducting work and purchase of additional street lighting was funded from the 2016/17 Integrated Transport Schemes budget, work to install this additional lighting is to begin later in this financial year, once the bird nesting season is over.			
Project: Dene Street, Dorking			
Detail:	One-way working	Division: Dorking South & the Holmwoods	Allocation: £4,000 (2017/18)
Progress: Following the introduction of the trial one-way working in Dene Street between the junctions of Heath Hill and A25 High Street, the results of traffic surveys measuring the impact of the one-way working on local traffic and the results of the public consultation asking for views on making the one-way permanent, were presented to this Local Committee in September 2016. Following representation from a member of the public at this Local Committee meeting, it was decided that a feasibility study of installing a cycle lane and facilities for mobility scooters on this one-way system be carried out. The findings of this feasibility study were presented to this Local Committee in June 2017. Work to make the scheme permanent is currently being progressed.			

CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Pixham Lane		
Detail: Measures to influence driver behaviour	Division: Dorking Hills	Allocation: £10,000 (2016/17)
<p>Progress: Design of measures (eg. signs, road markings, kerb build-outs) to influence driver behaviour. Options for traffic calming were developed and discussed with Divisional Member and Residents Association, following this discussion a scheme at the Pixham Lane/Pixholme Court junction were designed and constructed in the 2016/17 financial year, these works are now complete. Design work on proposals for traffic calming between A25 Reigate Road and Chester Close as well as between the railway line and the junction with Pixholme Grove are on hold subject to additional funding becoming available. These schemes will remain on the Integrated Transport Scheme list.</p>		
Project: St. John's Road/Poplar Road/Leatherhead Community Hospital		
Detail: Junction Improvement	Division: Leatherhead and Fetcham East	Allocation: £13,000 (2017/18)
<p>Progress: Design and construction of measures to highlight to drivers the existing crossroads junction. Design work for a proposed raised table at the end of St John's Road has been completed. As part of the scheme the informal pedestrian crossing point will be relocated a short distance into St John's Road, so that pedestrians will cross on the newly constructed raised table. The raised table is currently being advertised, and residents are being consulted about the proposed scheme.</p>		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Buckland Lane, Buckland

Detail: No Motor Vehicles Restriction

Division: Dorking Rural

Allocation: 5,000
(2017/18)

Progress:

The TRO Notice is to be advertised to make a Traffic Regulation Order (TRO) to introduce a 1.5m (4ft 11ins) width restriction on Buckland Lane (D318), Byway Open to All Traffic (BOAT) 479 (Buckland), Buckland Lane (X25120) and BOAT 98. Once the TRO is in place works will be carried out to install physical barriers and appropriate signage.

Project: Small Safety and Improvement Schemes

Detail: To be carried out as appropriate

Division: All

Allocation: £6,000

Progress:

Schemes to be identified.

DEVELOPER FUNDED SCHEMES		
Project: Leatherhead Town Centre		
Detail: Town centre improvements	Division: Leatherhead and Fetcham East	
Progress: Jointly funded scheme (Surrey County Council, Mole Valley District Council, Developer contributions) to improve area around Leatherhead Theatre in Church Street to provide improved accessibility and streetscape. Construction is progressing, with the final phase of the works due to commence on 11 th September which will involve the closure of Church Street between the access to the car park and the High Street. On-going discussions are being held with local businesses and residents regarding access and loading arrangements. A further leaflet is being distributed to keep everybody informed of the road closure.		
Project: Pebble Hill Road, Betchworth		
Detail: Safety scheme	Division: Dorking Rural	
Progress: Design work on improvements to the road markings is complete, some work has been carried out although the contractor is to return to complete the scheme.		
Project: 20 mph Speed Limits Outside Schools		
Detail: 20mph speed limits outside: <ul style="list-style-type: none"> ▪ City of London Freemans School and St Giles C of E Infant School, Ashtead ▪ Fetcham Village Infant School and Oakfield Junior School, Fetcham ▪ Newdigate C of E Infant School, Newdigate 	Division: Ashtead, Bookham & Fetcham West, Dorking Rural.	

DEVELOPER FUNDED SCHEMES

Progress:

Initial design of measures to support mandatory 20mph speed limits outside several schools where advisory 20mph speed limits were introduced as pilot schemes are complete.

Newdigate Parish Council has decided to progress their scheme by employing their own consultant. The City of London Freemans School is currently considering changes to their access, which may impact on the existing proposals. Work is ongoing to find available developer funding to progress these schemes.

Project: Brockham, Capel & Charlwood

Detail: Measures to improve road safety in villages	Division: Dorking Rural
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Progress:

Initial meetings with the Parish Council's have been held to discuss what measures they would like to see installed to try to improve road safety in these villages. Work is ongoing to find available developer funding to progress these schemes.

Project: Eastwick Drive/Eastwick Park Avenue

Detail: Improvements to provide safer crossing points	Division: Bookham and Fetcham West	Allocation: £5,000 (2016/17)
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Progress:

Meeting held in October with the school and Divisional Member regarding possible crossing improvements. A feasibility design for a build out in Eastwick Drive outside the school has been completed. Developer funding has been identified to progress this scheme and detailed design work has started.

Project: Blackbrook Road, North Holmwood

Detail: Measures to reduce speeds	Division: Dorking South & the Holmwoods	Allocation: £5,000 (2016/17)
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DEVELOPER FUNDED SCHEMES**Progress:**

Meeting was held with Divisional Member and residents in September 2016 to discuss measures to be designed in the 2016/17 financial year. Feasibility design is complete however no funding has been allocated for implementation in the 2017/18 financial year. Work is ongoing to find available developer funding to progress this scheme.

ROAD SAFETY TEAM SCHEMES

Project: A24 Leatherhead By-Pass/M25 J9A, Leatherhead

Detail: Road Markings at roundabout

Division: Leatherhead and Fetcham East

Progress:

Provision of spiral road markings on the A243/M25 J9A circulatory carriageway together with associated changes to the road markings on the approaches to the roundabout. Will require consultation with Highways England and possible modelling. With the design team to progress.

Project: Cobham Rd, Bookham

Detail: Enhance existing signs

Division: Leatherhead and Fetcham East/Bookham and Fetcham West.

Progress:

Remove existing warning signs and replace with yellow backed signs and plates. Install signs in slightly different locations that that they are not obstructed by vegetation. Design work complete, signs to be installed by the end of the financial year.

Project: Lower Road/The Ridgeway/Bell Lane, Fetcham

Detail: Install hatched markings on roundabout

Division: Leatherhead and Fetcham East/Bookham and Fetcham West.

Progress:

Hatched markings to be installed to mark out "dead" areas of carriageway on the roundabout in front of the splitter islands. Design work ongoing.

PARKING

Progress:

Work on the 2016 parking review is substantially complete, with just a bit of snagging. The 2017 review report was presented to the local committee on 7 June and the proposals are due to be advertised in September.

DORKING TRANSPORT STUDY

Progress:

A bid for capital funding to the Local Enterprise Partnership to improve sustainable transport infrastructure was successful in 2014 and schemes are under construction: these focus on the railway stations and related access. A second supporting Expression of Interest was submitted earlier in 2016, again focusing on sustainable transport measures. This second bid considers that a complementary Dorking Transport Study is required to identify traffic related measures for which funding can be sought in subsequent bidding rounds.

Both Surrey County Council and Mole Valley Council are keen to ensure traffic management measures are identified to support the Sustainable Transport packages, help to address traffic issues and facilitate anticipated development. Should the current Expression of Interest be successful, it is anticipated that some such measures could be included in the subsequent business case for funding.

Given the historical nature of the town, it is unlikely that there will be an appetite for major interventions in the town centre, but there may be opportunities to consider suitable major schemes elsewhere. For example, given the location of the previous industrial area off Vincent Lane and the Priory School, consideration could be given to whether a new access off the A25 Westcott Road might both be beneficial and feasible (both in engineering and planning terms).

DORKING TRANSPORT STUDY

A brief for the Traffic Study has been determined and the award of the contract to carry out the study is currently being finalised.

Note: Information correct at time of writing (23/08/17)

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Dorking Sustainable Transport Package (update August 2017)

Surrey County Council on highway works

Wayfinding

Installation of fingerposts and totems is complete, with temporary side panels installed; these will be swapped for the permanent engraved side panels later this year.

Information signs at Dorking Deepdene

Real Time Passenger Information signs (bus & rail) signs have been installed at Dorking Deepdene railway station access points.

Real Time Passenger Information (RTPI) in town centre, South Street, opposite Waitrose
This has now been installed.

Improvements to Dorking Deepdene station to be delivered by Great Western Railway (GWR)

Due to some delays in finalising approvals between GWR and Network Rail, the start of the work on site was delayed until the end of August 2017; the completion of the remainder of the works is expected by December 2017.

Latest newsletter dated August 2017, available on the Surrey County Council website:
www.surreycc.gov.uk/dorkingstp

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A24 Resilience Scheme – update

The A24 scheme commenced in August 2015 and completed in March 2017.

The first stage consisted of drainage works whereby the capacity of gullies was increased and new catch pits and soakaways added. Resurfacing of the A24 between Leatherhead and Dorking then took place and was split into five phases encompassing areas including Swanworth Lane, Burford Bridge, Givons Grove and Pixham Lane.

In total 5 km of S/bound and 1.3 km of N/bound carriageway were completed using various treatments to provide long term resilience where existing construction was poor and to improve the overall ride quality. The final stage of the works consisted of cleaning and stone repairs.

All of this work was undertaken at night to minimise disruption to the travelling public. The project was delivered on time and under budget, costing £4.47m of an estimated £4.6m budget

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SURREY COUNTY COUNCIL
LOCAL COMMITTEE (MOLE VALLEY)



DATE: 13 September 2017

LEAD OFFICER: Duncan Knox, Road Safety Team Manager

SUBJECT: A24 Dorking Road & London Road “Mickleham Bends”
Average Speed Camera Scheme

DIVISION: Dorking Hills

SUMMARY OF ISSUE:

The “Gatso” speed camera on the northbound A24 Dorking Road at Mickleham has been successful, since its installation in 2005, in encouraging greater compliance with the speed limit and reducing road death and injury in the vicinity of the camera. However the “wet film” technology it uses is becoming obsolete and needs to be replaced with digital technology. It is proposed that the existing camera be replaced with an average speed camera system that will enforce in both directions along a greater length of the A24 between “Givon’s Grove Roundabout” and “Burford Bridge Roundabout” junction with Old London Road.

RECOMMENDATIONS:

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

- (i) An average speed camera system be installed to replace the aging “Gatso” spot speed camera on the northbound A24 Dorking Road. The new system will provide enforcement between Givon’s Grove Roundabout and Burford Bridge Roundabout in both directions.

And note that:

- (ii) The new average speed camera system will be paid for from the Wider Networks Benefit Project that has received funding from the C2C Local Enterprise Partnership, at no cost to the county council or police. The ongoing maintenance and running costs will be fully met from part of the fee that offending drivers pay to attend driver rehabilitation courses (such as speed awareness courses).

REASONS FOR RECOMMENDATIONS:

The wet film “Gatso” camera on this stretch of road has been successful in reducing speeding and road casualties. However the “Gatso” wet film technology is becoming obsolete and needs to be replaced. The proposals for an average speed camera system will ensure even greater compliance with the 50 mph speed limit and fewer casualties over a longer stretch of road, and in both directions. This will improve journey time reliability on this strategic route.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Speeding increases the risk of collision and also increases the likely severity of injury should a collision occur. Speeding is also a prime concern of Surrey residents as it is anti-social and can make places less pleasant to live in. The use of speed cameras is one of the tools used by Surrey County Council and Surrey Police to encourage improved compliance with the speed limit. In Surrey, in accordance with national guidance, safety camera enforcement is prioritised at sites where there has been a serious history of collisions and where speeding has been confirmed as being part of the problem.
- 1.2 In 2004 the Surrey Safety Camera Partnership was created. Subsequently analysis of personal injury collisions recorded by the police showed that the A24 Dorking Road in Mickleham was a serious collision hotspot. Speed surveys also confirmed excessive speeding on this 50 mph dual carriageway. Consequently a safety scheme was implemented that consisted of:
- Spot speed “Gatso” camera enforcing in the northbound direction
 - Electronic vehicle activated signs that illuminate to remind drivers of the 50 mph speed limit and warn of the camera enforcement
 - Central reservation safety fencing
- 1.3 The photo in Figure 1, (taken in 2005), shows the “Gatso” camera with its bright yellow housing and conventional signing reminding drivers of the 50 mph speed limit and warning of the camera enforcement ahead. The photo in Figure 2 (also taken in 2005) shows the start of the 50 mph limit at Swanworth Lane (now moved to a point just north of Denbies Roundabout) and the vehicle activated signs that illuminate to remind drivers of the 50 mph speed limit and warn of the camera enforcement ahead should they be approaching too fast. The aim was to deter motorists from speeding without the need to issue penalties. However if despite the warnings drivers still exceeded the speed limit then they faced the risk of being issued with a penalty.

Figure 1: Existing “Gatso” spot speed camera (photo taken in 2005)



Figure 2: 50mph speed limit threshold near to Swanworth Lane and Vehicle Activated Signs (photo taken in 2005). Note that the speed limit threshold has now moved to a point just north of “Denbies Roundabout”



- 1.4 Prior to enforcement beginning in April 2005, there were 36 collisions in three years on the 1.5 km stretch of road in the vicinity of the camera. These collisions resulted in

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56 casualties, including seven suffering serious injury and two fatalities. In the three subsequent years after enforcement began there were 6 collisions resulting in slight injury to 6 people on the same 1.5 km stretch of road (an 83 per cent reduction in the number of collisions and 89 per cent reduction in the number of casualties). In the three most recent years to the end of April 2017 there were 8 collisions resulting in 9 casualties including one serious injury on the same stretch of road. This shows that the safety scheme resulted in a substantial reduction in road casualties, and this reduction has been enduring.

- 1.5 The "Gatso" camera uses "wet film" technology, whereby a camera and camera film is loaded and unloaded in the housing then taken by hand to be processed. This technology is becoming obsolete and the licensed supplier of "Gatso" products to the UK has indicated that they can no longer guarantee that they will be able to provide spare parts to maintain the cameras. Therefore to maintain the enforcement deterrent the existing camera needs to be replaced with new digital camera technology. This has the advantage of allowing offence images to be transmitted to the back office remotely without the need to visit the site. This reduces the time and risk of injury for personnel to load and unload the camera at the road side.

2. ANALYSIS:

2.1 The need to upgrade the existing speed camera has provided an opportunity to consider the latest types of speed enforcement systems now available. Average speed cameras are now in use in many locations across the country. The camera systems work by automatically reading the number plate of vehicles and noting the time that vehicles enter and exit the zone covered by the camera system. The system then calculates the average speed from the time taken to travel between the entry and exit cameras. If the average speed of a vehicle exceeds a set threshold over the posted speed limit then the details of the offence and images are sent electronically to the Police back office to be processed. Information and images of vehicles that do not exceed the speed limit are not retained. The enforcement zones are highlighted to drivers using "Average Speed Check" signing.

2.2 Average speed cameras have often been used to enforce a temporary lower speed limit on motorway road works schemes but are now increasingly being used as permanent installations on local roads. Anecdotally it is thought that average speed camera enforcement is preferred by motorists as they consider it fairer due to it being more forgiving of momentary lapses in concentration, and also because it is not possible to slow down at one location and then speed up again to avoid detection. Research published by the RAC Foundation¹ in 2016 showed that

- On average - having allowed for natural variation and overall trends - the number of fatal and serious collisions decreases by 36% after average speed cameras are introduced.
- The average reduction in personal injury collisions of all severities was found to be 16%.
- By the end of 2015 there were at least 50 stretches of road in Great Britain permanently covered by average speed cameras keeping a total length of 255 miles (410 km) under observation. The 50 stretches range in length from under half a mile in Nottingham to 99 miles (159 km) on the A9 between Dunblane and Inverness in Scotland.

2.3 A number of factors were taken into account when considering the possible introduction of an average speed camera system in place of the existing spot speed camera on this stretch of the A24 (shown in Appendix A).

- Since the speed camera was installed in 2005, the 50 mph speed limit was extended in May 2012 from a point near to Swanworth Lane further south to a point just to the north of the Denbies Roundabout junction with Pixham Lane. Therefore there is now a much greater length of continuous 50 mph speed limit. The use of average speed cameras could extend the enforcement zone beyond the comparatively smaller area of influence of a spot speed camera, and would operate in both north and southbound directions.
- The stretch of road has only a small number of minor side road entry and exits (e.g. Old London Road and Swanworth Lane). The overwhelming vast majority of vehicles travel north to south or vice-versa through the proposed zone.
- Analysis of collisions beyond the immediate influence of the existing spot speed camera (to the south of the junction with Swanworth Lane to Burford Bridge Roundabout) has shown that from the beginning of 2014 to the end of December

¹ Owen, Ursachi and Allsop (2016) Effectiveness of Average Speed Cameras in Great Britain, RAC Foundation, London.

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2016 there were 8 personal injury collisions, including 2 that resulted in serious injury.

- Speed surveys conducted in May 2015 showed that on the stretch south of the existing camera between Swanworth Lane and Burford Bridge, the average speeds were 54.6 mph northbound and 56.1 mph southbound. The 85 percentile speeds (the speed above which the fastest 15 per cent of vehicles travel) were 62.4 mph northbound and 64.7 mph southbound. Therefore there is evidence of excessive speeding by a significant proportion of vehicles on this length of the A24.
- Additional mobile camera van enforcement has been provided to the north and south of the existing fixed speed camera site to supplement the deterrent effect of the fixed spot speed camera. The provision of average speed camera enforcement will remove the need for this mobile camera van enforcement and these resources could be used elsewhere instead.
- The use of average speed cameras has been shown to improve journey time reliability. This is because the average speed camera system would reduce collisions and the disruption to vehicle flows associated with such incidents. The cameras also promote smoother vehicle flows. Consequently the option to implement average speed cameras on this stretch of road was included within the Wider Network Benefits Project that has received approval and funding from the C2C Local Enterprise Partnership.

2.4 The possibility of extending the average speed enforcement zone even further south to the start of the 50 mph speed limit just to the north of the Denbies Roundabout junction with Pixham Lane was also considered. Speed surveys conducted in June 2014 for this stretch showed average speeds of 50 mph northbound and 47.6 mph southbound and 85th percentile speeds of 59 mph northbound and 55.1 mph southbound. Therefore although there is some speeding, most vehicles are already travelling in compliance with the existing speed limit on this stretch. The cost of providing the additional entry and exit cameras that would be required to cover this stretch will exceed the current budget available. However if necessary an extension to the zone to cover this stretch could be considered in the future following evaluation of the initial scheme.

3. OPTIONS:

Option 1

3.1 Do nothing. This would result in the existing camera becoming obsolete and eventually being removed. There would be no permanent deterrent to speeding and so vehicle speeds and casualties would be highly likely to increase at a site that prior to enforcement was one of the worst collision hotspots in the county of Surrey. Therefore this option is not recommended.

Option 2

3.2 The existing “wet film” spot speed camera could be replaced with a similar spot speed camera that uses digital technology. This would maintain the existing level of enforcement deterrent. This would continue to need to be supplemented by mobile camera enforcement from time to time to deter speeding on other parts of this stretch of road. This could cost in the region of £20,000 to £50,000 to install and would require funding from Surrey Police and/or Surrey County Council. Therefore this option is not recommended.

Option 3

3.3 Alternatively an average speed camera system could be installed to replace the existing camera covering the zone shown in Appendix A. This would have the advantage of increasing compliance with the speed limit and reducing road casualties over a much greater length of road, in both directions. It would also have the advantage of reducing

the disruption to journey times that derive from road collisions to a much greater extent than a standard spot speed camera. It would also remove the need for supplementary mobile camera van enforcement which could be used elsewhere instead. It is expected that such a system will cost in the region of £100,000. The funding would be provided by the C2C Local Enterprise Partnership at no cost to Surrey County Council or Surrey Police. Therefore this is the recommended option.

4. CONSULTATIONS:

4.1 Surrey Police have been consulted and support the proposal to implement an average speed camera system on this stretch of road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The proposed average speed camera system will be funded by the C2C Local Enterprise Partnership at no cost to the county council or police. The ongoing costs of maintenance and processing of offences will be recovered by part of the fee paid by motoring offenders to attend driver rehabilitation courses (such as speed awareness courses). It is expected that the average speed camera system will cost in the region of £100,000 and will be procured in accordance with the county council's standard rules and procedures to ensure best value. There are four companies that have type approval from the Home Office to supply and install average speed camera systems that will be invited to quote.

5.2 The government's latest estimate (2015) of the value of preventing road collisions for use in cost benefit analysis thus:

Fatal collisions (where one or more casualties were killed)	£2,005,664
Serious collisions (where one or more casualties were seriously injured)	£229,757
Slight collisions (where one or more casualties were slightly injured)	£24,194
Average for all severities	£76,466

5.3 It can be seen therefore that if the implementation of the average speed camera results in a further reduction in the number of injury of collisions (as we very much expect), there is likely to be a substantial economic benefit to society.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 Safety camera enforcement by its very nature is indiscriminate. Increased compliance with the speed limit may improve the safety and ability of people with mobility impairment to cross the road safely.

7. LOCALISM:

7.1 The proposals for an average speed camera system presented here would benefit the local area by reducing the pain grief and suffering associated with road death and injury. It would also reduce the disruption to travel derived from collisions on this section of road network.

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	Set out below.

8.1 Crime and Disorder implications

The proposals would improve compliance with the speed limit on this stretch of road and could help deter anti-social motorcycling.

8.2 Sustainability implications

The proposals would promote smoother vehicle flow and increased compliance with the speed limit and so would lead to a reduction in carbon emissions from vehicle engines.

8.3 Public Health implications

The proposals will reduce the risk of death and injury. They would also promote smoother vehicle flow and increased compliance with the speed limit and so would also lead to a reduction in reduce harmful vehicle emissions and improved air quality.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The wet film “Gatso” camera on this stretch of road has been successful in reducing speeding and road casualties. However it is becoming obsolete and needs to be replaced. The proposals for an average speed camera system will ensure even greater compliance with the speed limit and fewer casualties over a longer stretch of road, and in both directions.

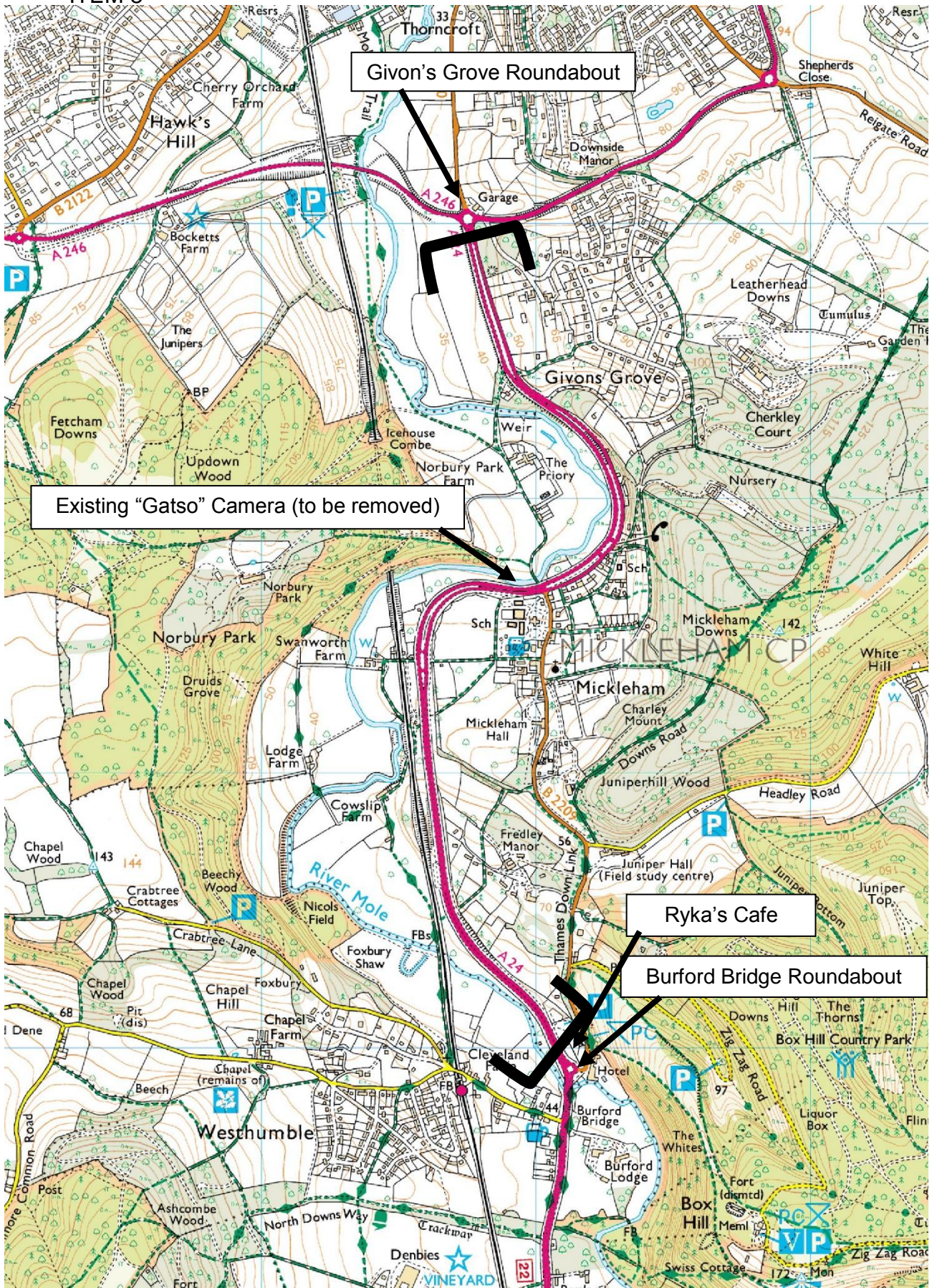
10. WHAT HAPPENS NEXT:



10.1 A specification will be finalised and agreed with Surrey Police. The companies that have equipment with Home Office Type Approval will be invited to quote to supply and install an average speed camera system and associated “Average Speed Check” signing before the end of the current financial year.

Duncan Knox Road Safety Manager
0208 5417443

Consulted:

Surrey Police Road Safety and Traffic Management Team



 <p>GRID NORTH</p>	<p>Appendix A: A24 Mickleham Bypass Average Speed Camera Scheme Site Extents</p>		 <p>SURREY COUNTY COUNCIL</p>
	<p>Date Printed: 24/08/2017</p> <p>Printed By: DK</p>	<p>Scale (approx): N/A</p> <p>Drawing Number: 1</p>	

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SURREY COUNTY COUNCIL
LOCAL COMMITTEE (MOLE VALLEY)



DATE: 13 September 2017

LEAD OFFICER: Duncan Knox, Road Safety Team Manager

SUBJECT: A217 Reigate to Horley, Department for Transport Safer Roads Fund Bid

DIVISIONS: Dorking Rural

SUMMARY OF ISSUE:

The A217 route between Reigate and Horley has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled. The Department for Transport has created a £175 million "Safer Roads Fund" for local authorities to bid for to improve the quality of infrastructure specifically on these top 50 worst A-road routes. This report describes proposals for a range of highway improvements on the A217 between Reigate and Horley that could be included within the bid submission to the Department for Transport.

RECOMMENDATIONS:

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

- (i) The proposals for highway safety improvements (in Mole Valley) described within this report are included within the bid submission to the Department for Transport's Safer Roads Fund.

REASONS FOR RECOMMENDATIONS:

The proposals described within this report would improve the quality and safety rating of the infrastructure on the A217 between Reigate and Horley. This would result in reduced risk of road casualties and severity of injury on this key strategic route.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Road Safety Foundation is a UK charity who undertake analysis of the safety of UK roads as part of the European Road Assessment Programme (EuroRAP). Their analysis highlights the statistical risk of death or serious injury on the Motorway and main A-Road network in the UK by comparing the frequency of road crashes resulting in death and serious injury on every stretch of road with how much traffic each road is carrying. For example, if there are 20 crashes on a road carrying 10,000 vehicles a day, the risk is 10 times higher than if the road has the same number of crashes but carries 100,000 vehicles. The output of the analysis is data and mapping for all the motorways and main A-roads in the UK showing their comparative risk.
- 1.2 A copy of the most recent map published by the Road Safety Foundation in November 2016 for the south east region (using collision data for the period 2012 to 2014) is included within Annex A. This highlighted that the 9.1 km stretch of the A217 between Reigate and Horley in Surrey was one of the top 50 worst A-routes in the UK for the number of fatal or serious collisions per vehicle kilometre travelled.
- 1.3 Following publication of the risk mapping and analysis by the Road Safety Foundation the Department for Transport announced a £175 million “Safer Roads Fund” for local authorities to bid for to improve safety specifically on the 50 worst A-routes. Bids are expected to be up to a threshold of £200,000 per km of eligible road section – any more than this will require match funding. This means that there is a total of £1.82 million capital funding available (without match funding) for this 9.1 km section of the A217. Bids are required to be submitted by 29 September 2017.

2. ANALYSIS:

- 2.1 This stretch of the A217 is a north-south link between Reigate and Horley that includes 30 mph speed limit urban areas, as well as sections with 40 mph and 50 mph speed limit rural single carriageway. There are two main signalised junctions and four roundabouts (one signalised) on the route. The section of road in question is shown within Annex B.
- 2.2 As described above, this route has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled using data from 2012 to 2014. Updated analysis by Surrey Officers using data from 2012 to the end of 2016 has highlighted that there were a total of 95 collisions. These included two collisions resulting in fatal casualties, and 18 collisions resulting in serious injuries.
- 2.3 In the bid guidance the Department for Transport have recommended that local authorities utilise a Strategic Road Assessment methodology and software provided by the Road Safety Foundation to develop their proposals. This involves a video drive through of the route which is then viewed by Road Safety Foundation colleagues and used to code the nature and quality of the infrastructure along the route. Software is then used to suggest what improvements could be considered to improve the safety “star-rating” of the infrastructure.
- 2.4 Alongside the deficiencies identified by the Road Safety Foundation assessment process and software, Surrey officers have considered proposals that also address known safety problems that have been confirmed from analysis of the history and pattern of collisions along the route alongside local engineering knowledge and requests from local people.

Care has also been taken to ensure that the proposals integrate with adjacent schemes and developments that support the wider objectives of Surrey County Council and the Department for Transport to support economic development, reduce congestion and support active travel.

3. OPTIONS:

- 3.1 Outline drawings describing the proposals are included within Annex C. These are basic drawings that will be subject to further refinement in due course. The following paragraphs provide a description of the proposals and the rationale behind them, section by section with reference to the drawings, starting at the southern end of the route for the section that is within the Mole Valley District area.

Proposals within Mole Valley District Area

Longbridge Roundabout to (and including) Tesco Roundabout (Drawings 12-001 and 12-002)

- 3.2 This section of road is 40 mph (this speed limit was reduced from 60 mph in November 2014) and has a very wide carriageway and running lanes. It is proposed that an area of central hatching is introduced to provide a narrowing of the running lanes to encourage greater compliance with the 40 mph speed limit and separation of the opposing vehicle flows. This would be similar and consistent with the section of road to the west of the Tesco Roundabout which already has a wide area of central hatching. It is also proposed to introduce raised-rib edge of carriageway markings. This creates a vibration if vehicles veer too close to the edge of the road as a warning and deterrent to drivers to correct their course to reduce the risk of inadvertently leaving the road.
- 3.3 It has been observed that pedestrians regularly cross the road across the eastern arm of the Tesco Roundabout. It is proposed therefore that the size of the splitter island on this arm is increased so as to reduce the width of carriageway that the pedestrians have to cross, as well as encouraging safer vehicle speeds on the eastbound exit from the roundabout. It is also proposed to introduce additional carriageway lining on the roundabout to reduce the circulatory width to improve lane discipline and encourage safer use of the roundabout by motorists. Anti-skid road surfacing will also be installed to reduce skidding on the approaches to the roundabout.

Tesco Roundabout to (and including) Hookwood Roundabout (Drawing 11-001)

- 3.4 This section of 40 mph speed limit road (this speed limit was reduced from 60 mph in November 2014) also has a very wide carriageway, but unlike the section described above, already has an area of central hatching. Therefore it is proposed to introduce raised-rib edge of carriageway markings.
- 3.5 At the Hookwood Roundabout it is proposed that the existing pedestrian crossing facility that provides a route across the roundabout via the central island would be enhanced alongside improved carriageway markings to encourage safer entry, exit and circulatory speeds and lane discipline by drivers travelling through the roundabout. Anti-skid road surfacing will be installed to reduce skidding on the southbound and westbound approaches to the roundabout. The missing chevron signing on the central island facing the southbound vehicles entering the roundabout will also be replaced.

Hookwood Roundabout to Junction with Mill Lane (Drawings 11-002)

- 3.6 This 40 mph section of road (this speed limit was reduced from 50 mph in November 2014) has benefitted already from a safety scheme implemented in March 2014. This consisted of the removal of an acceleration lane for vehicles turning left from Mill Lane and a road narrowing on the southbound carriageway. The aim of this was to

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discourage illegal u-turns and encourage slower speeds in support of a reduction in the speed limit from 50 mph to 40 mph. This has resulted in a reduction from four u-turn collisions in the three years prior to the scheme (including two resulting in serious injury) to one slight injury u-turn collision in the 3 year period after the scheme.

- 3.7 It is proposed that central hatching carriageway marking is introduced between the Hookwood Roundabout and the junction with Mill Lane to provide a narrowing of the running lanes to encourage greater compliance with the 40 mph speed limit and separation of the opposing vehicle flows. It is also proposed to introduce raised-rib edge of carriageway markings.

4. CONSULTATIONS:

- 4.1 The initial proposals were developed with assistance from the county council's local Area Highway Team and the police Road Safety and Traffic Management team colleagues. It is anticipated that further consultation with these colleagues will be undertaken as detailed design progresses.
- 4.2 Consultation with local people will be undertaken prior to the final drawings being approved. This could be undertaken through meeting with residents associations, parish councils and/or publication of the proposals to seek local views.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Further work will be required to refine the designs and the cost estimates for the purposes of the bid to the Department for Transport. At the present time it is estimated that the total cost of all the works between Reigate and Horley will be between £700,000 to £900,000. It is a requirement that a benefit cost ratio is provided as part of the final bid submission to the Department for Transport.
- 5.2 The government's latest estimate (2015) of the value of preventing road collisions for use in cost benefit analysis is thus:

Fatal collisions (where one or more casualties were killed)	£2,005,664
Serious collisions (where one or more casualties were seriously injured)	£229,757
Slight collisions (where one or more casualties were slightly injured)	£24,194
Average for all severities	£76,466

- 5.3 It can be seen therefore that if the implementation of the proposals result in a significant reduction in the number of injury collisions on a route that has suffered 95 injury collisions in the last five years, there is likely to be a substantial economic benefit to society.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equality Impact Assessment has been completed. This identified a positive impact in that the scheme will result in improvements to pedestrian facilities at a number of locations along the route. These will provide particular benefits for those with mobility impairment disabilities. No adverse impacts were identified.

7. LOCALISM:

- 7.1 The proposals for highway safety improvements presented here would benefit the local area by reducing the pain grief and suffering associated with road death and injury. It

would also reduce the disruption to travel and the economy deriving from collisions on this section of road network.

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	Set out below.

8.1 Crime and Disorder implications

The proposals would improve compliance with the speed limit on this stretch of road and could help deter anti-social driving.

8.2 Sustainability implications

The proposals would promote increased compliance with the speed limit and so could lead to a reduction in carbon emissions from vehicle engines. The proposals also improve facilities for pedestrians and so help to promote more sustainable travel.

8.3 Public Health implications

The proposals will reduce the risk of death and injury and support active travel which is healthier for the participant. They would also promote increased compliance with the speed limit and so would also lead to a reduction in reduce harmful vehicle emissions and improved air quality.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The A217 route between Reigate and Horley has been identified by the Road Safety Foundation as being within the top 50 worst A-routes for the number of fatal and serious injuries per vehicle kilometre travelled. The Department for Transport have created a Safer Roads Fund and have invited local authorities to bid for funding for safety improvements on the top 50 worst routes. This report describes a range of proposals that could be included in a bid to the Department for Transport and seeks approval from the local committee to include them within the bid.

10. WHAT HAPPENS NEXT:

- 10.1 Following approval from the local committee the designs and cost estimates will be refined further before inclusion within the bid to the Department for Transport to be submitted by the end of September 2017.

Duncan Knox Road Safety Manager
0208 5417443

Annex A: Risk rating motorways and A roads South East region
Annex B: A217 Route Plan Reigate – Horley Route Plan
Annex C: Drawings

Consulted:

Surrey Police Road Safety and Traffic Management Team
Local Area Highways Team
Traffic Systems Team
Transport Studies Team

Risk Rating of Britain's Motorways and A Roads South East Region

This map shows the statistical risk of death or serious injury occurring on Britain's motorways and A road network for 2012-2014 in the SE region.

The risk is calculated by comparing the frequency of road crashes resulting in death and serious injury on every stretch of road with how much traffic each road is carrying. For example, if there are 20 crashes on a road carrying 10,000 vehicles a day, the risk is 10 times higher than if the road has the same number of collisions but carries 100,000 vehicles.

Some of the roads shown have had improvements made to them recently, but during the survey period the risk of a fatal or serious injury collision on the black road sections was 23 times higher than on the safest (green) roads.

For more information on the Road Safety Foundation go to www.roadssafetyfoundation.org.
For more information on the statistical background to this research, visit the EuroRAP website at www.eurorap.org.

Road Assessment Programme Risk Rating

- Low risk (safest) roads
- Low-medium risk roads
- Medium risk roads
- Medium-high risk roads
- High risk roads

- Motorway
- Single and dual carriageway
- Unrated roads

Scale

0 10 20 mi
0 10 20 30 km



© Road Safety Foundation 2016. Digital Map Data © Collins Bartholomew Ltd 2016. Contains Ordnance Survey data © Crown copyright and database right 2016. The Foundation is indebted to the Department for Transport (DfT) for allowing use of data in creating the map. This work has been financially supported by Ageas. Crash information is for 2012-2014. Traffic data is the average for 2012-2014 weighted by section length with local corrections where appropriate. The roads shown are based on the 2013 network but the map excludes the centres of major cities. No results are presented for roads shown in grey - these are roads that are not statistically robust enough for analysis. Risk rates on road sections vary but it is expected that, on average, those off the A road network will have higher rates than sections on it. Generally motorways and high quality dual carriageway roads function in a similar way and are safer than single carriageway or mixed carriageway roads.

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Sponsored by Ageas

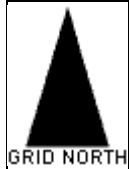
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Annex B: A21 Reigate to Horley Route Plan

Date Printed:	08/08/2017	Scale	N/A
Printed By:	DK	Drawing Number:	1

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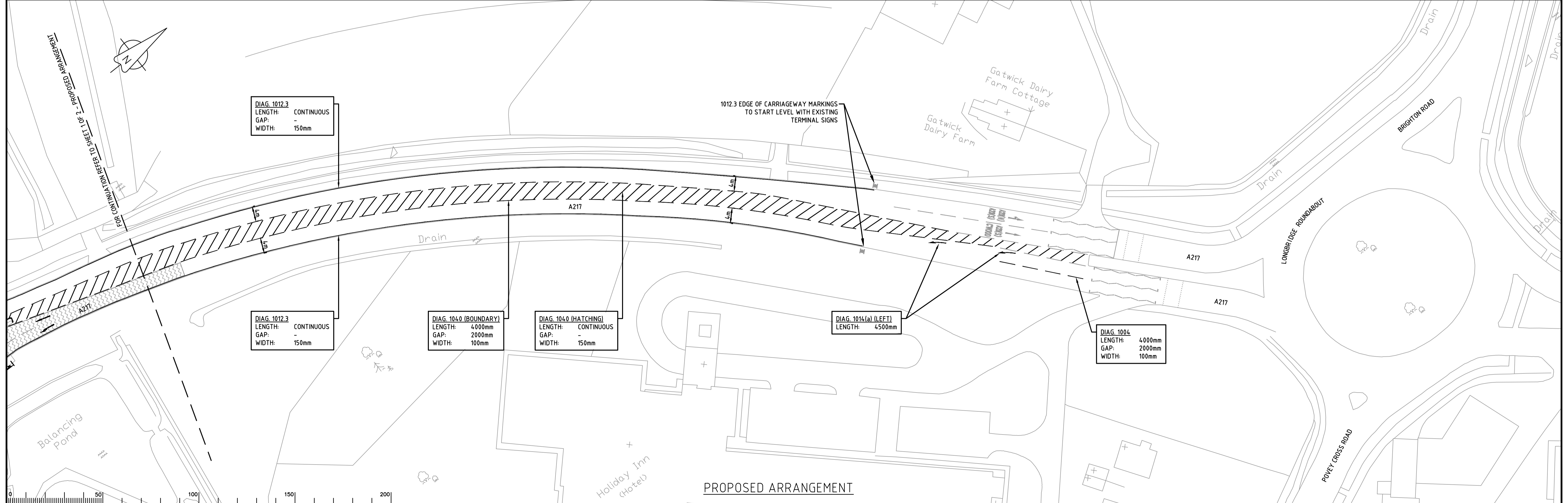
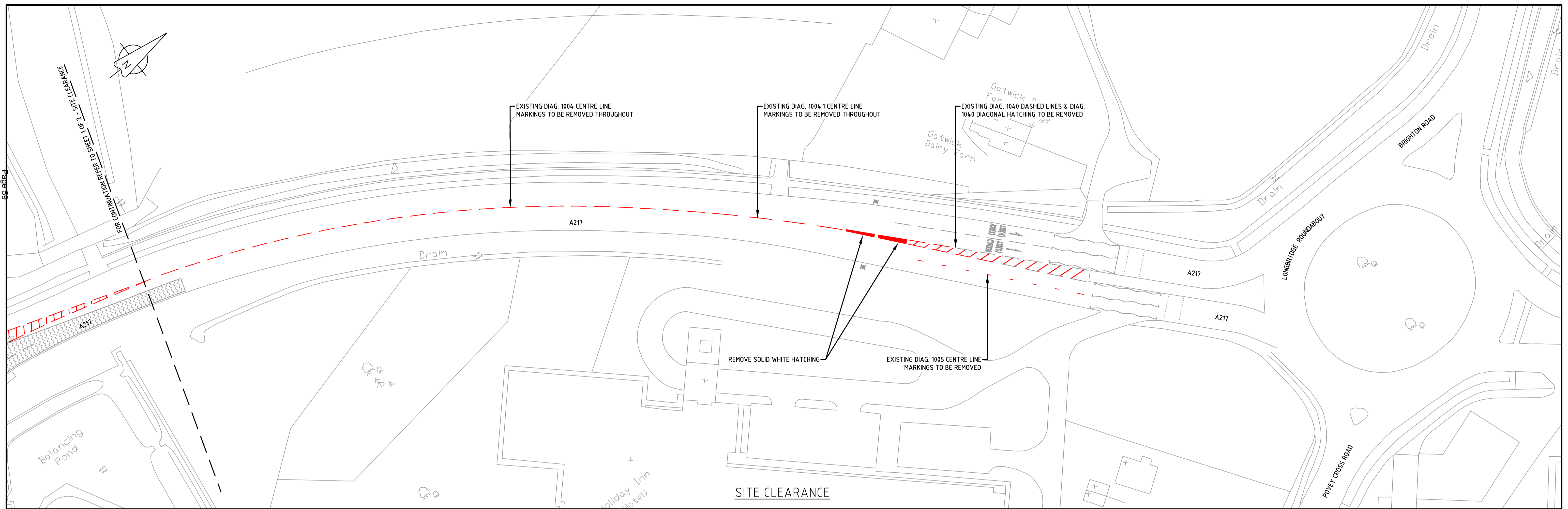
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**Annex C: Proposed Highway Safety Improvements in Mole Valley
(see attached drawings)**

- (a) Longbridge Roundabout to (and including) Tesco Roundabout (Drawings 12-001 and 12-002)
- (b) Tesco Roundabout to (and including) Hookwood Roundabout (Drawing 11-001)
- (c) Hookwood Roundabout to Junction with Mill Lane (Drawings 11-002)

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Notes

KEY:

- EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED ROAD MARKINGS TO BE INSTALLED IN ACCORDANCE WITH T.S.R.G.D. 2016
- EXISTING ROAD MARKINGS TO REMAIN
- EXISTING TRAFFIC SIGN TO REMAIN

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale 1:500

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Drawn by	Sig.	Date
TC	SP	AUG 17
Checked by originator	Sig.	Date
SP	SP	AUG 17
Approved by	Sig.	Date
JD	JD	AUG 17

Project: A217 REIGATE TO HORLEY (WHOLE ROUTE STUDY)
 SITE No. 12 - A217 HOOKWOOD RBT TO LONGBRIDGE RBT

Drawing: SITE CLEARANCE & GENERAL ARRANGEMENT

SHEET 2 OF 2

Project No. SP0028

Contract Sheet No. 12-002

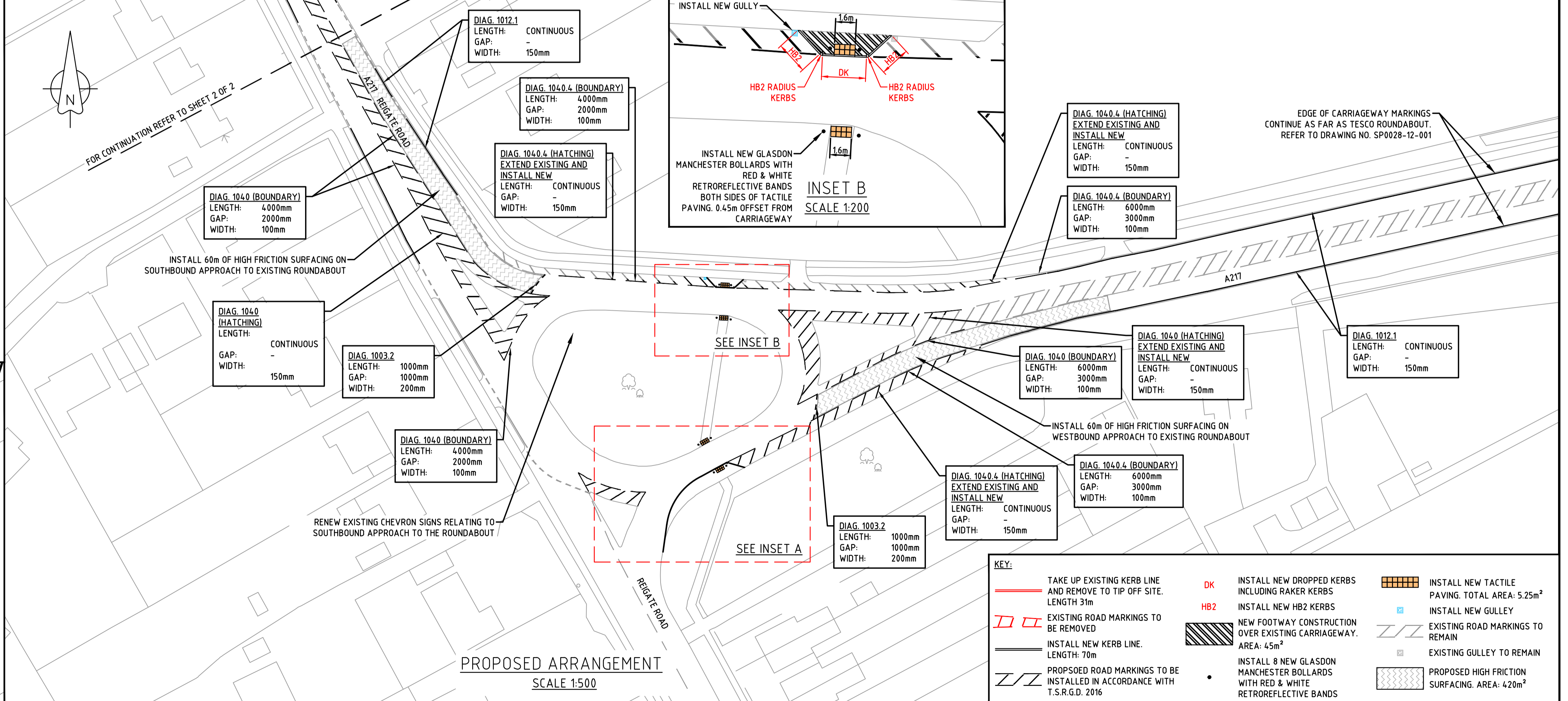
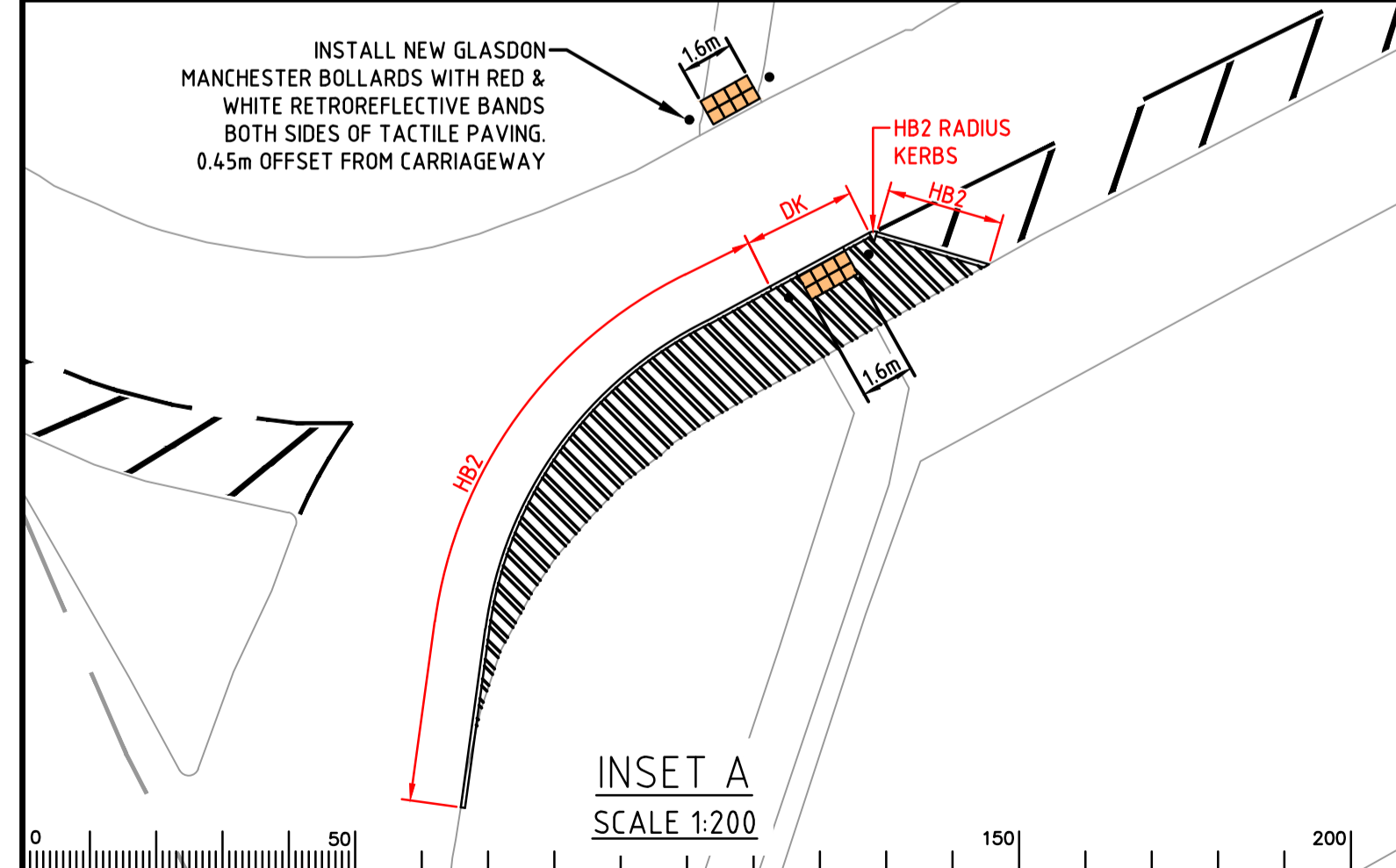
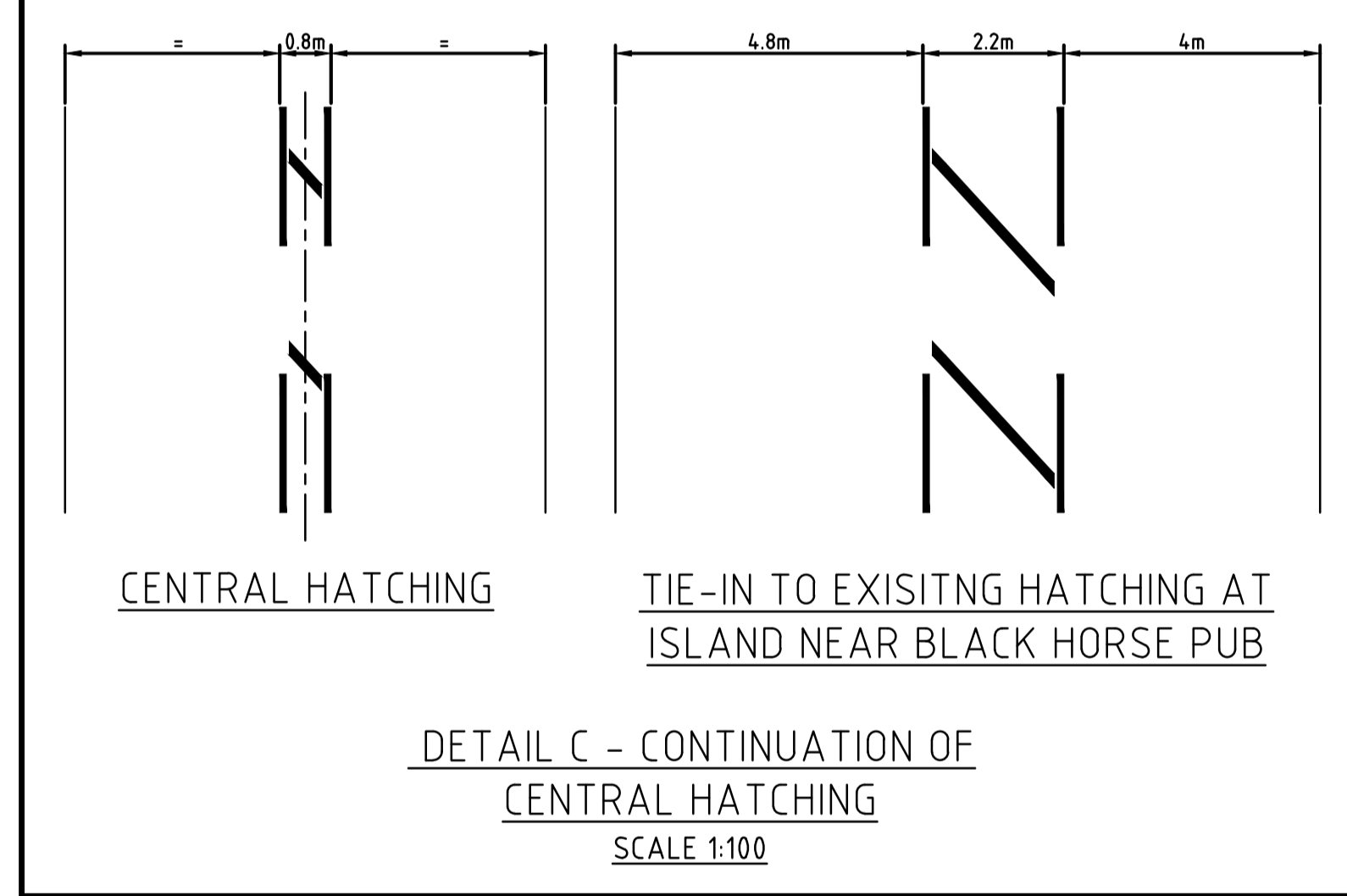
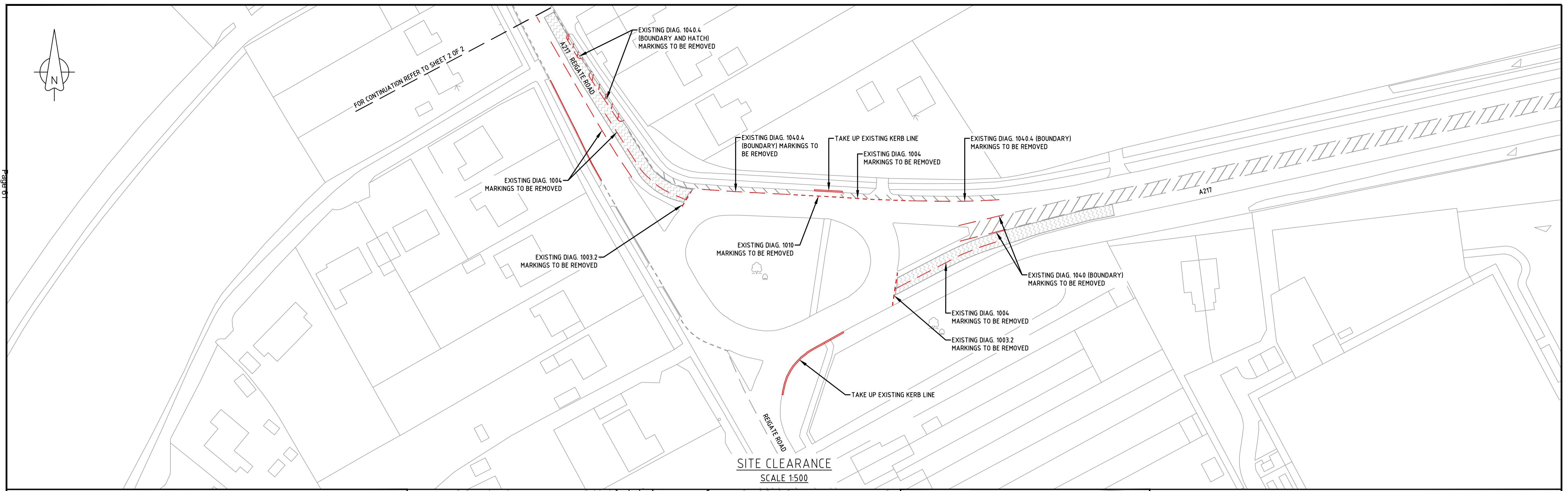
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Checked by	SP	Date	AUG 17
Approved by	JD	Date	AUG 17

Project: A217 REIGATE TO HORLEY (WHOLE ROUTE STUDY)
 SITE No. 11 - A217 HOOKWOOD ROUNDABOUT, HOOKWOOD

Contract Sheet No. 11-001
 Project No. SP0028

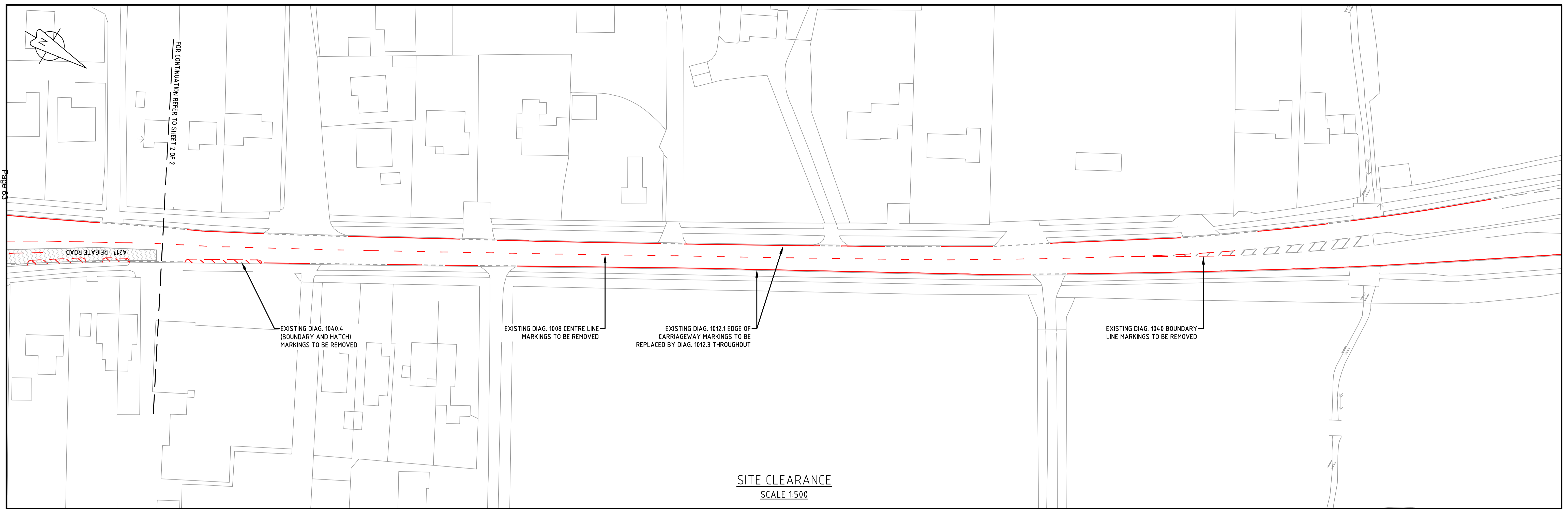
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 Transport & Highways

Classification: DRAFT

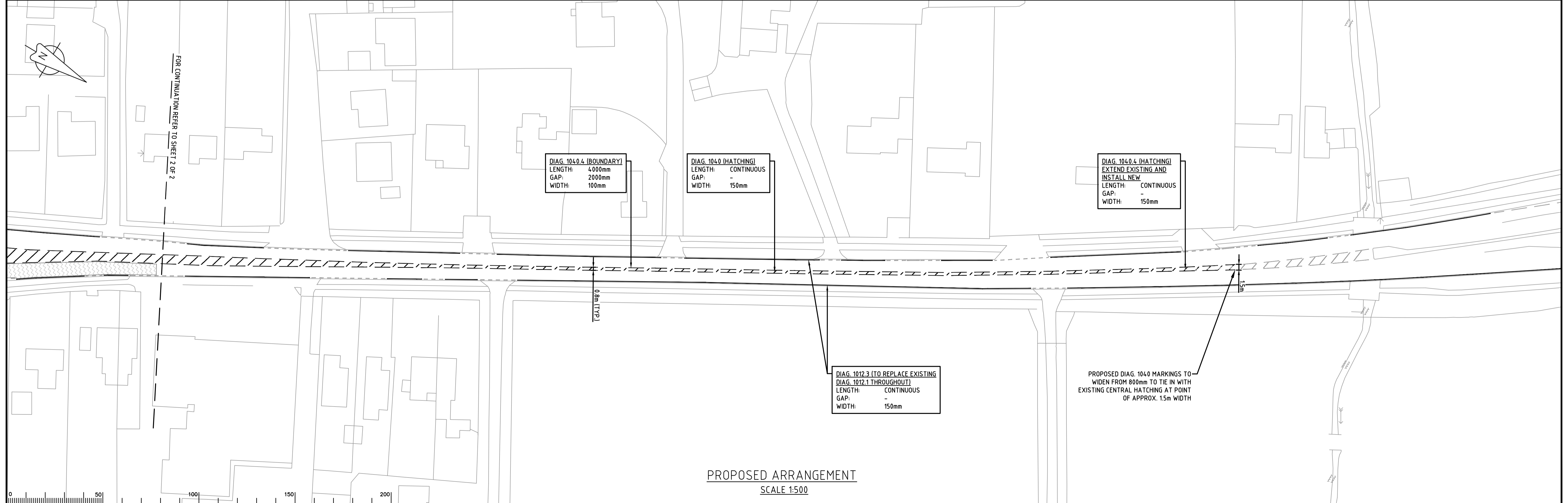
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Scale: SHEET 1 OF 2

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SITE CLEARANCE
SCALE 1:500



PROPOSED ARRANGEMENT
SCALE 1:500

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Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale AS SHOWN

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TC	TC	AUG 17	SP	SP	AUG 17	JD	JD	AUG 17

Project: A217 REIGATE TO HORLEY (WHOLE ROUTE STUDY)
SITE No. 11 - A217 HOOKWOOD ROUNABOUT, HOOKWOOD

Drawing: SITE CLEARANCE & GENERAL ARRANGEMENT

SHEET 2 OF 2

Project No. SP0028
Contract Sheet No. 11-002
Drawing No. 11-002
Rev. -
Classification: DRAFT

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Local Committee Action Tracker

This tracker monitors progress against the decisions and actions that the Local Committee has agreed. It is updated after each committee meeting using the 'RAG' (red, amber, green) ratings below.

- Green:** Actions are on track and progressing as expected
- Amber:** Action is off track but corrective measures are in place to meet the original or new due date
- Red:** Action has not been progressed and is off track. Due date will not be met.

List formal decisions and other actions agreed during the meeting, including any which emerge from public or member questions.

Once actions have been reported to the Committee as complete, they are removed from the tracker.

Meeting Date	Item	Action	Due By	RAG	Officer	Comment or update
16/11/16	9	To implement a Traffic Regulation Order in Buckland Lane	End of March 2018	A	Zena Curry	Traffic Regulation Orders Team progressing the formal TRO/Notice process to close Buckland Road to 4-wheeled vehicles and horse drawn carriages over 1.5m wide. A quote for the installation of gates and bollards to support the TRO has been received
22/6/17	5	To commission the Dorking Transport Study	End March 2018	A	Zena Curry	A brief for the Traffic Study has been determined and the award of the contract to carry out the study is currently being finalised.
22/6/17	8	To implement OW system in Dene Street	End of Sept 2017	G	Zena Curry	The TRO for the one-way system in Dene Street is to be advertised on 7 th September, for implementation from 9 th September 2017.
22/6/17	10	To advertise TRO of agreed changes to on street parking.	End Sept 2017	G	Steve Clavey	Proposals are being finalised for advertisement at the end of September.

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