

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

Speed Limit Leith Hill Road
Community Safety project funding
Highways Forward Plan



Venue

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

Date: Thursday, 30 November
2017

Time: 10.00 am



SURREY

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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. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

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

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

Sign a petition

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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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- 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)
Mr Chris Townsend, Ashtead (Vice-Chairman)
Mrs Clare Curran, Bookham and Fetcham West
Mrs Helyn Clack, Dorking Rural
Mr Stephen Cooksey, Dorking and the Holmwoods
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 Chris Hunt, Ashtead Village
Cllr Jatin Patel, Bookham South
Cllr Malcomson, Holmwoods
Cllr Paul Potter, Brockham, Betchworth and Buckland
Cllr Charles Yarwood, Charlwood
Cllr David Hawksworth, Ashtead Common
Cllr Patricia Wiltshire, Ashtead Common

Julie Fisher
Acting Chief Executive

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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 - 8)

To approve the Minutes of the previous meeting 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

4a PUBLIC QUESTIONS

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

4b MEMBER QUESTIONS

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

5 PETITIONS

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

Petition 1 (221 signatures): Submitted by resident Gareth Winterflood calling for 'the enforcement of speed restrictions on Middle Street and Brockham Lane'.

Petition 2 (689 signatures): Submitted by Hookwood resident Lisa Scott calling for 'the provision of a safe, fit for purpose, segregated shared cycle path / footpath along the Reigate to Horley A217 as part of the current Safer Roads Improvement plan.'

- 6 HIGHWAYS FORWARD PROGRAMME [EXECUTIVE FUNCTION FOR DECISION]** (Pages 9 - 16)
- This report seeks approval of a programme of highway works for Mole Valley funded from the Local Committee's delegated capital and revenue budgets.
- 7 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION FOR INFORMATION]** (Pages 17 - 34)
- This report summarises progress with 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 Transport Study, the Dorking STP and the Wider Network Benefits Scheme.
- 8 SPEED LIMIT ASSESSMENTS - LEITH HILL AND OCKLEY [EXECUTIVE FUNCTION FOR DECISION]** (Pages 35 - 44)
- This report seeks approval for the changes to the speed limits on various roads in Leith Hill and Ockley in accordance with Surrey's policy.
- 9 SURREY HILLS HGV AND COUNTRY LANE REVIEW [EXECUTIVE FUNCTION FOR DECISION]** (Pages 45 - 70)
- This report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area.
- The report also outlines the proposed measures for HGV management, including safe measures to conserve and enhance country lanes within the area that have been considered during this process and puts forward a recommended strategic concept for Local Committee approval.
- 10 EXPENDITURE OF COMMUNITY SAFETY FUNDING 2016 - 17 [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN]** (Pages 71 - 74)
- The Local Committee had a delegated budget of £3,000 in 2016/17 for community safety projects. It was agreed in September 2016 that the Committee should receive a report detailing the projects that had received the funding and the outcomes achieved.
- This report is to update the Committee on the outcome of the £3,000 funding awarded towards the cost of supplying and installing a second CCTV camera at Kingston Road Recreation Ground in Leatherhead.
- 11 RECOMMENDATIONS TRACKER [FOR INFORMATION]** (Pages 75 - 76)
- The tracker monitors the progress of the decisions and recommendations that the Local Committee (Mole Valley) has agreed.
- The Local Committee (Mole Valley) is asked to note the progress made.

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Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 13 September 2017
 at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Rosemary Dickson
- * Cllr Paul Elderton
- * Cllr Raj Haque
- * Cllr Mary Huggins
- Cllr Vivienne Michael
- Cllr Peter Stanyard

* In attendance

25/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies had been received from Cllr Michael and Cllr Stanyard and notification that Clare Curran would be arriving late.

26/17 MINUTES OF PREVIOUS MEETING [Item 2]

It was agreed that the minutes of the last meeting on 22 June were a true record.

27/17 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

a PUBLIC QUESTIONS [Item 4a]

No declarations of interest received.

Officers present:

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

1. Questions from members of the public and responses are included in the Supplementary Agenda (tabled papers)

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2. Buckland Parish Council (represented at the meeting by Julian Steede) asked a supplementary (as part of the meeting's Open Forum, but minuted here).

Supplementary question: If we assume the statutory notice is made during October and the 28 day consultation period ends before the end of November, could SCC please advise how soon the gates and bollards (to enforce the width restriction) are likely to be installed.”

Response: The Area Highways Manager explained that consultations on BOATS often produce significant comments or objections from interested parties, therefore it is not possible at this time to give exact dates but they will share these with the parish council when they are known. She also agreed to provide a chart for information that sets out the Traffic Regulation Order process.

The divisional member (Dorking Rural) had been contacted by the local landowner over concerns that since the temporary order had expired and the new one was not in place, vehicles had been using it again and he has had to rescue some who had got stuck. As a result she asked whether a second temporary order could be introduced.

The Area Highways Manager explained that another temporary TRO cannot be introduced until at least a year after the first has expired without gaining permission from the Secretary of State. She agreed to look with the Traffic Order team how best to communicate this message to the public, as well as to provide example timelines of the best and worst case scenarios.

3. Paul Kennedy submitted the following supplementary questions:

Will the authorities commit to taking a more robust approach to enforcement of highways related conditions at the end of and if necessary during development work, both in this and in other cases, by for example:

- a) ensuring there is a comprehensive post-completion highway survey;
- b) putting the burden on developers to demonstrate that every piece of damage identified (not just isolated examples) for which they are seeking to avoid liability was either pre-existing or has been caused by a third party, especially where there has been a failure by the developers to undertake a pre-commencement survey;
- c) requiring developers to reinstate all such damage including making a proportionate contribution to the cost of repairing damage which may have been partly pre-existing or caused by a third party but has been accelerated or exacerbated by the development work;
- d) taking account of evidence provided by residents and giving residents an opportunity to validate other evidence submitted including the comprehensive post-completion highway survey?

Response: The Area Highways Manager understood the concerns being raised and agreed to forward these on to the Development Control Team for a response outside of the meeting. She will also look into a possible further inspection by local highways officers and try and find the necessary resources to make some improvements, including working with the Developer. Members further discussed whether or not some of the issues raised were the county council's responsibility or whether they sat with the district council as

the authority that enforces conditions of planning applications. Members agreed that the two councils should look to working closer together in order to provide a better service to residents.

b MEMBER QUESTIONS [Item 4b]

No declarations of interest received.

Officers present:

Zena Curry, Area Highways Manager

Anne-Marie Hannam, Senior Traffic Engineer

1. Written questions from members of the Local Committee and the responses are included in the Supplementary Agenda to this meeting.
2. Cllr Haque expressed his disappointment in the responses he received.
 - a. **The Glade** – The Chairman reassured him that Network Rail carries out regular checks. The Area Highways Manager will try and arrange a meeting with a representative of the company to discuss the site.
 - b. **Sainsbury's Cobham Road** – The Area Highways Manager explained that the that site is zoned for development, so it would not be prudent to add new restrictions that might be affected by future developments and as the problems are due to driver behaviour.
 - c. **Monks Green** – The Area Highways Manager stressed again that there is a very limited budget for Horizon works and roads are prioritised according to the SCC Asset Management Strategy. Limited work can be carried out on Monks Green due to it having a concrete underlay. The road surface will continue to be inspected but although it looks bad, it does not meet the criteria for a safety defect.
 - d. **Reading room Cobham Road** – The Area Highways Manager suggested that those with mobility issues might perceive the traffic to be moving faster than it actually is. Concerns have been noted but as there are already informal crossing points north and south of the reading room and no accident data at the site, a crossing in this location would not be progressed.
3. Hazel Watson had received written responses to two questions:
 - a. **A24 safety signage** – She expressed her disappointment at the further delays. The Area Highways Manager provided a verbal update:- They had hoped to use the traffic management for grass cutting, but it was more work than previously realised. Some work can be carried out either from the central reservation or cycle path but to complete the scheme they will

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need a separate lane closure and that might take several months, and could be further delayed if there is bad weather.

- b. **Performing Arts Library consultation** – Members were pleased that the deadline had been extended as many had received considerable correspondence on the subject of the library's possible closure or splitting up of its operation. The Chairman has approached the Cabinet Member for Communities to ask for a councillors' briefing on the matter.

29/17 PETITIONS [Item 5]

No petitions were received for this meeting.

30/17 CABINET MEMBER (HIGHWAYS) UPDATE [AGENDA ITEM ONLY] [Item 6]

1. Chairman welcomed Colin Kemp, Cabinet Member for Highways. He set out his intention to improve the quality and transparency of the information that is provided to members and residents.
2. The Cabinet Member acknowledged that although the local committee's highways budget had been drastically cut, there was still a role for local/joint committees going forward.
3. This year £90 million will be spent across the Surrey road network. A map (attached) was displayed that showed the location of projects in Mole Valley either delivered or scheduled for delivery this financial year. A briefing note (attached) summarises the spend across the district; the Cabinet Member recognises that this is not enough, which is why there is a need to prioritise where and how the money is spent on the network.
4. Going forward the Cabinet Member would like proposals to be presented to the Local Committee earlier so that members are able to contribute to the process. He acknowledged that it was important for them to know what was going on so that they can inform their residents.
5. The Local Committee also needs to look at other sources of funding that it has access to, (eg. Community Infrastructure Levy (CIL), developer funding (s106) and the parking surplus – although this is not currently available in Mole Valley.)
6. On-street parking charges in commercial areas is one option that is being explored but the Cabinet Member stressed that residential areas were not part of the scope. The main aim is to create churn of vehicles and allow residents who wish to visit these businesses to park and this in turn will help businesses to survive.
7. County officers would work with colleagues at the district council to ensure a local approach and any decisions would come back to the Local Committee for agreement.
8. There will be some financial benefits and figures indicate potentially an income of around £2.5 million per annum across Surrey. The revenue would be shared 20% to MVDC, 20% to Surrey Highways and 60% to the Local Committee which can be used by the Committee to respond to residents' issues locally.

9. The option to centralise the back office work relating to enforcement is also being explored with the District Council.
10. Members welcomed the Cabinet Member's intentions to promote a more open and transparent way of working. Many however expressed doubts that the on-street parking charges in commercial areas would benefit the businesses in Mole Valley and that a similar scheme about five years ago was withdrawn due to objections. Town centres need to be developed and introducing charges would have a detrimental effect. There are problems with enforcing the current measures and these changes would require the District Council to take on more enforcement officers.
11. The Cabinet Member acknowledged the points raised but his conversations with small businesses indicated that creating 'churn' would benefit their operation and there were various options as to how this could be achieved, and it was important to start having those conversations.
12. Members also expressed concern about the lack of funding to carry out small jobs, some of which might pose a risk to residents.
13. The Cabinet Member assured the committee that any defects assessed to be a safety hazard would be addressed, but that collectively these small jobs mounted up and funding needed to be found.
14. The divisional member for Dorking (Rural) raised the question as to whether it was possible for the county council to take action against drivers who damage SCC assets.
15. The Area Highways Manager confirmed that it was possible to make a claim, provided the registration of the vehicle involved was known. The process is handled by Kier and there is a dedicated email address claims@surreycc.gov.uk. It was agreed that many did not know that this service was available and the Cabinet Member agreed to look at organising some communication on the matter.

31/17 HIGHWAYS UPDATE [EXECUTIVE FUNCTION FOR INFORMATION] [Item 7]

Divisional member for Bookham and Fetcham West (Clare Curran) joined the meeting.

No declarations of interest received.

Officers present:

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

1. Area Highways Manager (AHM) introduced the report. It has a slightly changed format and included information on broader schemes. She noted that in Annex 1 the scheme referred to as 'Leatherhead Town Centre' will in future be entitled 'Transform Leatherhead'.
2. Some members had queries on individual schemes:

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- a. Hazel Watson – When will pavement in Ashcombe Road be upgraded? AHM to check with Horizon team and get back with response.
- b. As part of Dorking Sustainable Transport Scheme trees have been cut down near to Deepdene Station. She would like to request a sound barrier at platform level to protect residents. AHM explained the trees had been cut down by Network Rail. A request could be submitted but NR were under no obligation to install measures.
- c. Pixham Lane – when would the additional hatching near the island be completed? Officers confirmed this work had now been done.
- d. Stephen Cooksey – whether the Dorking Transport Study had been awarded. AHM advised that the tenders were in and the preferred supplier had been identified but not yet confirmed. Price is around £50,000 to be financed jointly with MVDC. It is hoped that surveys will be carried out before November.
- e. Extension of lighting in Deepdene Avenue – when will this be completed? Nesting season finishes at the end of September and SKANSKA will programme work for after that time.
- f. Funding for Blackbrook Road – officers confirmed that they had still not been able to identify any developers' funds for this scheme.
- g. Chris Townsend – queried why the scheme to install a crossing on the A24 in Ashted was not on the list. Officers confirmed this had been omitted in error and they were currently looking at feasible locations.

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

32/17 A24 DORKING ROAD AND LONDON ROAD 'MICKLEHAM BENDS' AVERAGE SPEED CAMERA SCHEME [EXECUTIVE ITEM FOR DECISION] [Item 8]

No declarations of interest received.

Officers present:

Duncan Knox, Road Safety and Active Travel Team Manager

1. All members expressed support for the proposed scheme.
2. The divisional member (Dorking Hills) would also like to see the scheme extended further south to the roundabout at Denbies.
3. At present the budget only provides for one entrance and exit camera but it is hoped that there will be an extended effect with people slowing down in anticipation of the enforcement zone.
4. There will be some vehicles entering and exiting the stretch via some of the minor roads that will not be picked up, but these are most likely to be moving at the speed limit.

5. Some members expressed concern that the stretch between Denbies and Burford Bridge might be more dangerous and in the past there had been a petition calling for measures following a pedestrian fatality.
6. Speed surveys have shown that vehicles are travelling at the fastest speeds along the Mickleham Bends stretch and members agreed that there was currently a general abuse of the 50 mph limit.
7. It might be possible to mount the new cameras on existing columns. If not grey or green columns will be used in view of the rural nature of the area, although the cameras themselves will have to be yellow.

The Local Committee (Mole Valley) resolved 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 noted 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.

33/17 A217 REIGATE TO HORLEY (HOOKWOOD) - DEPARTMENT FOR TRANSPORT SAFER ROADS BID [EXECUTIVE ITEM FOR DECISION] [Item 9]

No declarations of interest received.

Officer present:

Duncan Knox, Road Safety and Active Travel Team Manager

1. The divisional member (Dorking Rural) welcomed the possibility of accessing

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- alternative funding sources.
2. She asked that residents and other local stakeholders be consulted on any design proposals.
 3. The Road Safety and Active Travel Team Manager suggested attending a meeting of the Hookwood Residents Association to discuss possible designs.

The Local Committee resolved to agree that:

- (i) The proposals for highway safety improvements 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.

34/17 RECOMMENDATIONS TRACKER [Item 10]

The Local Committee (Mole Valley) agreed to note the Recommendations Tracker.

Meeting ended at: 4.05 pm

Chairman

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

DATE: 30th NOVEMBER 2017
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: HIGHWAYS FORWARD PROGRAMME 2018/19 – 2019/20

DIVISION: ALL

SUMMARY OF ISSUE:

This report seeks approval of a programme of highway works for Mole Valley funded from the Local Committee's delegated capital and revenue budgets.

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

- (i) Note that the Mole Valley's Local Committee's devolved highways budget for capital works within the Medium Term Financial Plan 2017-20 is £36,363 in 2018/19 and 2019/20 and that the revenue budget for 2018/19 is £40,910.
- (ii) Authorise delegation of authority to the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works for 2018/19 if there is a change in the Local Committee's devolved budget;

Capital Improvement Schemes (ITS)

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

Revenue Maintenance

- (vi) Authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £40,910 of the revenue maintenance budget for 2018/19 as detailed in Table 2 of this report;
- (vii) The Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work headings in Table 2;
- (viii) Agree that the revenue maintenance gang be managed by the Area Maintenance Engineer on behalf of Members.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Mole Valley for 2018/19 – 2019/20, funded from the Local Committee’s devolved budget.

1. INTRODUCTION AND BACKGROUND:

1.1 Mole Valley Local Committee receives a devolved budget for highway works in the district, comprising both capital and revenue allocations. The draft Highways Forward Programme for 2018/19 and 2019/20 for capital highway schemes was presented to the Informal meeting of the Mole Valley Local Committee on 8 November 2017. This report presents the Highways Forward Programme for 2018/19 and 2019/20 for capital highway schemes to the Mole Valley Local Committee for formal approval.

1.2 **Capital:** The Medium Term Financial Plan (MTFP) 2017-20 sets out the countywide budget for capital Local Transport Schemes (ITS) of £400,000 in 2018/19 and projects the same amount in 2019/20. Assuming the capital budget is ratified by Council and based on the formula used in previous years to allocate the budget between the 11 Districts and Boroughs, it is estimated that Mole Valley will receive £36,363 in 2018/19 and £36,363 in 2019/20 for capital Local Transport Schemes (ITS).

1.3 **Revenue:** This report is written on the basis that the Local Committee will be receiving £40,910 revenue funding in 2018/19, the same level as received in 2017/18, and as set out within the Medium Term Financial Plan (MTFP) 2017-20.

1.4 Table 1 summarises the various funding streams together with the assumed budgets for 2018/19. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Funding Stream	Assumed Level of Funding	Relevant sections of report	Relevant recommendations
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	2017/18		
Capital Improvement Schemes (ITS)	£36,363	Paras. 2.1 – 2.3 Annex 1	(i) – (v)
Revenue Maintenance	£40,910	Para.2.4 Table 2	(i) – (ii) & (vi) – (viii)
Total	£77,273		

**Table 1 – Summary of Local Committee Funding Levels 2018/19
(based on MTFP and 2017/18 budgets)**

- 1.5 In previous years the Local Committee agreed a series of delegated authorities and virements which enable the highways programme to be delivered in a flexible and timely manner. It is proposed that these arrangements are put in place again for 2018/19.
- 1.6 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works, structural maintenance and safety barrier schemes.
- 1.7 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The local area team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.8 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.
- 1.9 Contributions collected from developers through s106 agreements and Planning Infrastructure Levy (PIC) are being used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network. Since 1st January 2017, CIL contributions have been collected in Mole Valley and managed by Mole Valley District Council. In the majority of cases, CIL replaces s106 agreements however, s106 agreements continue to operate alongside CIL for certain developments.
- 1.10 This report sets out the proposed forward programme of highway works for 2018/19, and 2019/20 for capital highway schemes for Mole Valley, funded from the Local Committee's devolved capital and revenue budgets.

2. ANALYSIS:

Capital Improvement Schemes (ITS)

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan. It is projected that the budget for capital improvement schemes will remain at £36,363 in 2018/19 and £36,363 in 2019/20, in line with the budgets set out in the MTFP.

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2.2 To improve the planning and delivery of ITS capital improvement schemes, a two year rolling programme has been developed. **Annex 1** sets out the suggested ITS forward programme for 2018/19 – 2019/20. It should be noted that funding has been allocated under the headings ‘small safety and improvement schemes’ and ‘signs and road markings’. This will enable works to be carried out to address issues that arise during the year, subject to approval by the Chairman, Vice-Chairman and relevant divisional Member.

2.3 It is recommended that the allocation for ITS capital improvement schemes is used as set out in **Annex 1**. It is proposed that the Area Highway Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in **Annex 1**.

Revenue Maintenance

2.4 The revenue maintenance budget is assumed to remain at the same amount to that in 2017/18. As in previous years, it is suggested that the revenue maintenance budget in 2018/19 is used to fund revenue works under specific item headings, as shown in Table 2 below.

Item	Allocation	Comment
Drainage / ditching works*	£5,410	To address continuing pressure for drainage maintenance and repairs, and to allow for hiring additional jetting resource in Mole Valley.
Parking	£5,000	Contribution towards 2018/19 parking review in Mole Valley.
Signs and road markings**	£1,500	Allocation to enable urgent replacement of missing signs and provision of new signs.
Speed Limit Assessments**	£1,000	To carry out speed surveys in accordance with Surrey’s Speed Limit Policy
Minor Maintenance Works	£28,000	Funding for minor maintenance works throughout Mole Valley. Work to be carried out by a day work revenue maintenance gang.
TOTAL	£40,910	

Table 2 – Suggested Revenue Maintenance expenditure for 2018/19

* Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member

** Works to be agreed by the Area Highway Manager in consultation with the Chairman, Vice-Chairman and relevant divisional Member

3. OPTIONS:

3.1 The Local Committee is being asked to approve a forward programme of highway works for Mole Valley, as set out in this report.

4. CONSULTATIONS:

4.1 The proposed programme of highway works for Mole Valley has been developed in consultation with the Chairman, Vice-Chairman and members of the Local Committee and discussed at the informal meeting of the Local Committee on 8 November 2017.

4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The Medium Term Financial Plan 2017 - 20 sets out the projected countywide budget for capital Integrated Transport Schemes (ITS) of £36,363 in 2018/19 and £36,363 in 2019/20. This report has used these levels of capital funding to develop a programme of capital improvement schemes in Mole Valley.

5.2 It has been assumed that the Local Committee will receive a similar level of devolved revenue maintenance funding for 2018/19 as it received this financial year.

5.3 It is proposed that a further report be presented to the March 2018 meeting of the Local Committee should the devolved capital and revenue budgets vary significantly from the amounts set out in this report.

5.4 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed so as to enable the programme to be delivered in a flexible and timely manner.

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.

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

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 The report sets out the proposed programme of highway works for Mole Valley for 2018/19 – 2019/20, to be funded from the Local Committee's devolved capital and revenue budgets. It is recommended that the Local Committee agree the programme as set out in section 2 of this report and Annex 1 of this report. It is further recommended that delegated authority be approved to enable the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programmed of highway works for 2018/19 should there be a change in the Local Committee's devolved budget.

10. WHAT HAPPENS NEXT:

10.1 Officers will progress schemes and deliver works for 2018/19, and will update Members at future meetings.

Contact Officer:

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

Consulted:

Annexes:

Annex 1: Integrated Transport Schemes Programme 2018/19 – 2019/20

Sources/background papers:

Medium Term Financial Plan – 2017-20

ANNEX 1

**MOLE VALLEY
INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2018/19 - 2019/20**

Scheme/Title	2018/19			2019/20			Comments
	D	C N	Budget Allocation	D	C N	Budget Allocation	
St. Paul's Road West/Horsham Road	•	•	£5,000				Measures to prevent driving behind a pedestrian crossing and parking on the footway.
Rectory Lane/Lower Road/Little Bookham Street - pedestrian crossing improvements.	•		£5,000			£19,000	Feasibility study to assess what improvements can be carried out.
Eastwick Park Avenue - pedestrian crossing improvements		•	£15,000				Design work carried out using developer funding in 2017/18.
Blackbrook Road- signs, lines and edge of carriageway marker posts					•	£7,000	Signs and lines constructed 18/19 and work to highlight culverts carried out once the embankments supporting
Stage 3 Road Safety Audits			£2,000			£1,000	Post-construction audits of schemes, as required
Small safety and improvement schemes	•	•	£5,363	•	•	£5,363	Schemes to be identified during the year and agreed by Chairman, Vice-Chairman and local divisional Members.
Signs and road markings	•	•	£4,000	•	•	£4,000	Schemes to be identified during the year.
			£36,363			£36,363	

NOTE:

The programme for 2016/17 is indicative and subject to confirmation. Costs may change following design.

KEY:

- D = Design
- C = Construction

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

DATE: 30TH NOVEMBER 2017
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL DIVISIONS

SUMMARY OF ISSUE:

This report summarises progress with 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 Transport Study, the Dorking STP and the Wider Network Benefits 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

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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.

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 Road Safety team, 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
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. Direction sign for By-pass road.
Speed Limit Assessments	£1,000	Surveys carried out on A2003 Horsham Road and Punchbowl Lane.
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	

An allocation of £28,000 is provided within the revenue maintenance allocation 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

2.5 Customer services

The total number of enquiries received by Surrey Highways between January and September 2017 was 90,788, an average of 10,088 per month. This is a slight reduction in the average for the first six months of 2017, which was 10,880 per month but is in line with the seasonal trend where the summer months generate less enquiries.

For Mole Valley specifically, 10,760 enquiries have been received since January of which 5,598 (52%), were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.

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

Table 2 Customer Enquiries

Period	Surrey Highways: Total enquiries (no.)	Mole Valley: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-Sept 2016	114,082	13,014	4,347
Jan-Sept 2017	90,788	10,760	5,598

The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to the online reporting has seen a reduction in the number of duplicate reports received after customers have viewed defects on the online map. Further developments are being implemented to improve the experience for those using mobile devices.

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.

Work on the installation and commissioning of the various technical elements of the Wider Network Benefits LEP project continues. Almost all of the Automatic Number Plate Recognition (ANPR) cameras have been installed which will provide Surrey's Network Management and Information Centre (NMIC) with real time traffic information and Surrey Police with information to support prevention of crime and disorder.

Installation of CCTV cameras, as part of the Wider Network Benefits project, continues on key strategic routes across the east of the County, many installed on existing traffic signal locations to avoid additional street clutter. New Variable Message signs (VMS) are now being installed and will go live in due course to provide drivers with real time information. Ongoing upgrades of traffic signal controllers will provide alternate signal strategies which can be deployed in real time to help manage traffic flows better when the network is impacted by incidents. All of these component elements should be completed by the end of March 2018.

The Transform Leatherhead scheme began in early 2015, with phase 1 of construction work starting in April 2017 in Church Street. These works have been funded by Surrey County Council's Town Centre Revitalisation Fund, Mole Valley District Council and the Coast to Capital Local Enterprise Partnership and consists of a series of public realm improvements, the objections of which are to;

- Create a high quality public realm to revitalise the street

- Improve the entrance to The Leatherhead Theatre
- Increase footway widths where possible to encourage use of the space for outdoor seating
- Allow access for deliveries to existing and proposed businesses
- Minimise the loss of on-street parking
- Reduce street clutter

The above works are on schedule to be complete by the end of November 2017.

The next phase of works are the redevelopment of the Swan Centre, to provide an attractive shopping environment for pedestrians with larger shop units suitable to the needs of current retailers. The objectives of this phase of the Transport Leatherhead scheme are as follows;

- Significantly improved car park including lifts
- Larger/new retail units
- Improved rear façade onto Leret Way
- Improved High Street frontage
- Improvements to public realm
- Advanced use of digital technology

Works to replace the lifts started in the autumn and works within the mall will commence early 2018.

2.5 Centrally funded maintenance

The Operation Horizon Team programmes 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**.

Surrey County Council's Road Safety Engineering team has secured central funding for reducing the existing speed limit on the following roads from 60mph to 40mph;

- Hollow Lane – entire length
- Leith Hill Road – between Hollow Lane and Leith Hill Lane (also known as Abinger Road)

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- Donkey Lane – entire length
- Abinger Common Road – entire length
- Lemons Farm Road – entire length
- Sewers Farm Road – entire length
- B2126 Etherley Hill – between the existing 40mph speed limit terminals 55m west of the western carriageway edge of Leith Hill Lane (also known as Abinger Road) and B2126 Ockley Road
- B2126 Ockley Road – entire length
- B2126 Forest Green Road – entire length

The proposed reduction in speed limit within the above roads is the subject of a separate report to this Local Committee.

Procurement for the average speed cameras on the A24, following a report presented to the Local Committee on 13 September 2017, is progressing well and construction should start shortly.

2.7 Passenger Transport

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

In response to requests from the parishes within the Surrey Hills, Surrey County Council's South West Local Highways Team agreed to carry out a review of HGV routes through the area with the aim of understanding the current levels of HGV demand on the local networks and to establish a consensus on routes or zones that might be particularly unsuitable for HGV's.

Given an overlap in geographical and tropical area of concern, it was agreed to combine the HGV review with an ongoing "decluttering" initiative undertaken by the Surrey Hills Area of Outstanding Natural Beauty (AONB) office.

A proposal for a zone that would be designated as "Unsuitable for HGVs" was established following the conclusions of a 2016 feasibility study. Subsequent to the feasibility study, further work has been conducted to develop the study's recommended proposal for enhanced advisory and directional signage into a wider strategy to address HGV movements along unsuitable roads in the area. This has led to the development of a pilot zone concept to cover a defined area of the Surrey Hills.

No current funding streams have as yet been confirmed to cover the scheme design or implementation of the pilot zone concept, however the pilot zone concept is the subject of a separate report to this Local Committee and provides further information on the feasibility work and consultation that has been carried out and puts forward a recommended strategic concept for Local Committee approval.

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 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate, in the delivery of the programmes detailed above.

5. FINANCIAL IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 2.1 to 2.3 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 involvement and impact)	No significant implications
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:

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- 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 progress of the Dorking STP and the Wider Network Benefits Scheme.

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.

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 the lighting columns is complete, minor snagging works to be carried out to complete this scheme.			
Project: Dene Street, Dorking			
Detail:	One-way working	Division: Dorking South & the Holmwoods	Allocation: £4,000 (2017/18)
Progress: The permanent TRO for the Dene Street one-way working is in place, final electric connections to the one-way signage to be completed.			

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: £13,363 (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. Consultation on this scheme has been carried out and works to construct the raised table will be completed by the end of March 2018.</p>		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Buckland Lane, Buckland

Detail: No Motor Vehicles Restriction

Division: Dorking Rural

Allocation: 5,000
(2017/18)

Progress:

The traffic order to close Buckland Lane to all motor and horse drawn vehicles with an overall width of 1.5m has been advertised. The period of objections to this order will end on 24 November. Subject to no objections being received the order can be sealed on 6 December and advertised on 7 December to come into operation at the earliest on 8 December. 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:

A feasibility study looking at possible pedestrian crossing facilities in Abinger Hammer.

Henfold Lane lining works.

Leith Hill Road "slow markings"

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. Works are scheduled to be complete by the end of November 2017.		
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.

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 2016 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:

A 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, and includes measures to be installed in the vicinity of the culverts under the road, in order to visually reduce the road, to encourage drivers to reduce their speed and to protect the barriers which continue to be hit. However, work needs to be carried out on the existing embankments supporting the road around the culverts prior to the barriers being replaced and measures to reduce speed being carried out. Therefore an allocation for these works is currently within the Draft Integrated Transport Scheme Programme for 2019/20.

Project: A24 Epsom Road/Bramley Way, Ashtead**Detail:** Pedestrian crossing feasibility study**Division:** Ashtead**Allocation:** £5,000
(2017/18)**Progress:**

A feasibility study is currently being produced looking at suitable locations for a pedestrian crossing on the A24 Epsom Road, in close proximity to the junction with Bramley Way.

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 so 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 review is substantially complete, with minor snagging works remaining. The 2017 review report was presented to the local committee on 7 June and the proposals were advertised on 19 October, with a closing date for comments/objections of 16 November.

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.

In order to identify measures that could be included within a business case to support a bid for funding such measures the Dorking Transport Study has been commissioned. An inception meeting was held with stakeholders in September and traffic surveys have been carried out.

Note: Information correct at time of writing (15/11/17)

Highways Update Report – appendix 2

Dorking STP update

Dorking Deepdene Station Improvement Works

Two new Ticket Vending Machines have been installed on the north and south side of the station. The footpaths to both staircases have been upgraded, along with lighting and vegetation improvements. A new cycle shelter with acoustic fencing and additional cycle hoops have been installed.

Remaining works to be undertaken are replacement of both on-platform waiting shelters. The old waiting shelters have been removed, however platform timbers need to be replaced before the new shelters can be installed. CCTV will also be installed at the station. GWR has commissioned a structural engineers' report on the condition of the stairs and this will determine what improvements can be made. Waiting shelters will be installed by the end of December pending approval from Network Rail.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 30 NOVEMBER 2017
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: VARIOUS ROADS LEITH HILL & OCKLEY
 SPEED LIMIT ASSESSMENT

DIVISION: DORKING HILLS & DORKING RURAL

SUMMARY OF ISSUE:

Speed limit assessments have been carried out in Hollow Lane, Wotton, Leith Hill Road, Abinger, B2126 Ockley Road, Ockley and B2126 Forest Green Road, Ockley following the process set out in Surrey's policy Setting Local Speed Limits. As a result of these assessments it is proposed that the existing 60mph speed limit in Hollow Lane, part of Leith Hill Road, Leith Hill Lane (also known as Abinger Road), Donkey Lane, Abinger Common Road, Lemons Farm Road, Sewers Farm Road, part of B2126 Etherley Hill, B2126 Ockley Road and B2126 Forest Green Road be reduced to 40mph. This report seeks approval for the changes to the speed limits in accordance with Surrey's policy.

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

- (i) Note the results of the speed limit assessment undertaken;
- (ii) Agree that, based upon the evidence, **the speed limit be reduced from 60mph to 40mph** on Hollow Lane, that section of Leith Hill Road between Hollow Road & Leith Hill Lane (also known as Abinger Road), Leith Hill Lane (also known as Abinger Road), Donkey Lane, Abinger Common Road, Lemons Farm Road, Sewers Farm Road, that section of B2126 Etherley Hill between a point 55m west of the western carriageway edge of Leith Hill Lane (also known as Abinger Road) and B2126 Ockley Road, B2126 Ockley Road and B2126 Forest Green Road in accordance with the current policy;
- (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 proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- (iv) 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 enable changes to the speed limit on Hollow Lane, part of Leith Hill Road between Hollow Road & Leith Hill Lane (otherwise known as Abinger Road), Leith Hill Lane (otherwise known as Abinger Road), Donkey Lane, Abinger Common Road, Lemons Farm Road, Sewers Farm Road, part of B2126 Etherley Hill, B2126 Ockley Road and B2126 Forest Green Road in accordance with Surrey's speed limit policy.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following representations from the divisional member for Dorking Hills it was agreed that Officers would carry out speed limit assessments on Hollow Lane and Leith Hill Road. The existing speed limits are shown in **Annex 1**.
- 1.2 Concern about a cluster of collisions on B2126 Ockley Road was raised at the May 2016 meeting of the Road Safety Working Group. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. Road collisions across the County are continually monitored and if there should be any significant change or increase in the pattern of collisions at a particular location then the matter is referred to the relevant Road Safety Working Group for action to be determined. Following that meeting Officers from Surrey's Road Safety Team arranged for speed limit assessments to be carried out on Ockley Road and Forest Green Road, to investigate whether the measured mean speeds complied with Surrey's Policy for a signed only speed limit reduction to 40mph. The existing speed limits are shown in **Annex 1**.
- 1.3 Surrey's policy for determining speed limits was updated in July 2014. The aim of Surrey County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate to the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions.

2. ANALYSIS:

- 2.1 Six seven day automatic surveys of vehicle speeds were carried out during June 2016 on Hollow Lane and Leith Hill Road. Two seven day automatic surveys of vehicle speeds were carried out during September 2016 on Ockley Road and Forest Green Road. The location of the speed surveys is shown in **Annex 1**.
- 2.2 Existing mean speeds have been compared with the new speed limit requested by the Local Divisional Member and the Road Safety Team. The speed limit policy sets thresholds below which speed limits can be changed by signs alone. The following thresholds apply to the roads being assessed:

Rural single carriageway 60mph speed limit to 40mph speed limit – threshold = 46mph

If the measured existing mean vehicles speeds are above the threshold then a lower speed limit cannot be implemented without consideration of supporting engineering measures.

2.3 Table 1 records the results of the speed survey, compares these with the current limit and the new limit requested by the divisional member for Dorking Hills and the Road Safety Team and states whether they comply with the policy to reduce a speed limit by signs alone.

Road Name	Existing Speed Limit (mph)	Measured Mean Speed (mph)	Requested Speed Limit (mph)	Complies with Policy
Site 1: Hollow Lane (north of cottages)	60	34.5	40	Yes
Site 2: Hollow Lane (south of cottages)	60	27.7	40	Yes
Site 3: Hollow Lane (south of Donkey Lane)	60	34.4	40	Yes
Site 4: Leith Hill Road (north of Sheephouse Lane)	60	38.7	40	Yes
Site 5: Leith Hill Road (south of Sheephouse Lane)	60	38.2	40	Yes
Site 6: Leith Hill Road (north of Tanhurst Lane)	60	31.3	40	Yes
Site 7: Ockley Road (east of Mole Road)	60	43.2	40	Yes
Site 8: Forest Green Road (south of Jayes Park entrance)	60	41.8	40	Yes

Table 1: Comparison of Measured Speeds with Speed Limit

2.4 It is also proposed that the speed limits on Donkey Lane, Abinger Common Road, Lemons Farm Road and Sewers Farm Road are reduced from 60mph to 40mph. Donkey Lane is a short section of single track road. Abinger Common Road is a single track road leading to Abinger Common. Lemons Farm Road and Sewers Farm Road lead from Abinger Common Road and are D class roads that do not have a sealed surface. Speeds on these roads were not measured, however it would be appropriate to reduce the speed limits on these roads because of the special circumstances relating to these roads.

2.5 A plan detailing the proposed new limits is attached as **Annex 2**.

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2.6 Recorded personal injury collisions on the roads under consideration have been investigated. Table 2 summarises the number and severity of the collisions over the 3 year period August 2014 to July 2017. The serious collision on Leith Hill Road involved a cyclist coming off their bike after being clipped by a vehicle.

Location	Slight	Serious	Fatal	Total
Hollow Lane	1	0	0	1
Leith Hill Road	2	1	1	4
Etherley Hill	1	0	0	1
Ockley Road	3	0	0	3

Table 2: Personal Injury Collisions between August 2014 and July 2017

3. OPTIONS:

3.1 OPTION 1

Reduce the speed limit of the following roads from 60mph to 40mph:

Hollow Lane – entire length

Leith Hill Road – between Hollow Lane and Leith Hill Lane (also known as Abinger Road)

Donkey Lane – entire length

Abinger Common Road – entire length

Lemons Farm Road – entire length

Sewers Farm Road – entire length

B2126 Etherley Hill – between the existing 40mph speed limit terminals 55m west of the western carriageway edge of Leith Hill Lane (also known as Abinger Road) and B2126 Ockley Road

B2126 Ockley Road – entire length

B2126 Forest Green Road – entire length

3.2 OPTION 2

The speed limits remain unchanged.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who support the proposed speed limit reductions as set out in Option 1.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation.

5.2 The cost of these works will be in the region of £10,000. If the Committee support Option 1 as set out in paragraph 3.1, the works can be implemented this financial year, funded from the central Road Safety Team budget.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

7.1 This report addresses the concerns of those residents of these roads who are concerned about traffic speeds in the roads.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report sets out the speed limit assessment conducted in various roads in Leith Hill and Ockley. It is recommended that Option 1 is implemented, in accordance with Surrey's Speed Limit Policy, as set out in paragraph 3.1.

9.2 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

10. WHAT HAPPENS NEXT:

10.1 The proposal to make a Speed Limit Order for the reduction in speed limit is advertised in the local press. Following the making of the Order, the contractor is instructed to install the necessary signing.

Contact Officer:

Philippa Gates, Traffic Engineer, 03456 009 009

Consulted:

Surrey Police

Annexes:

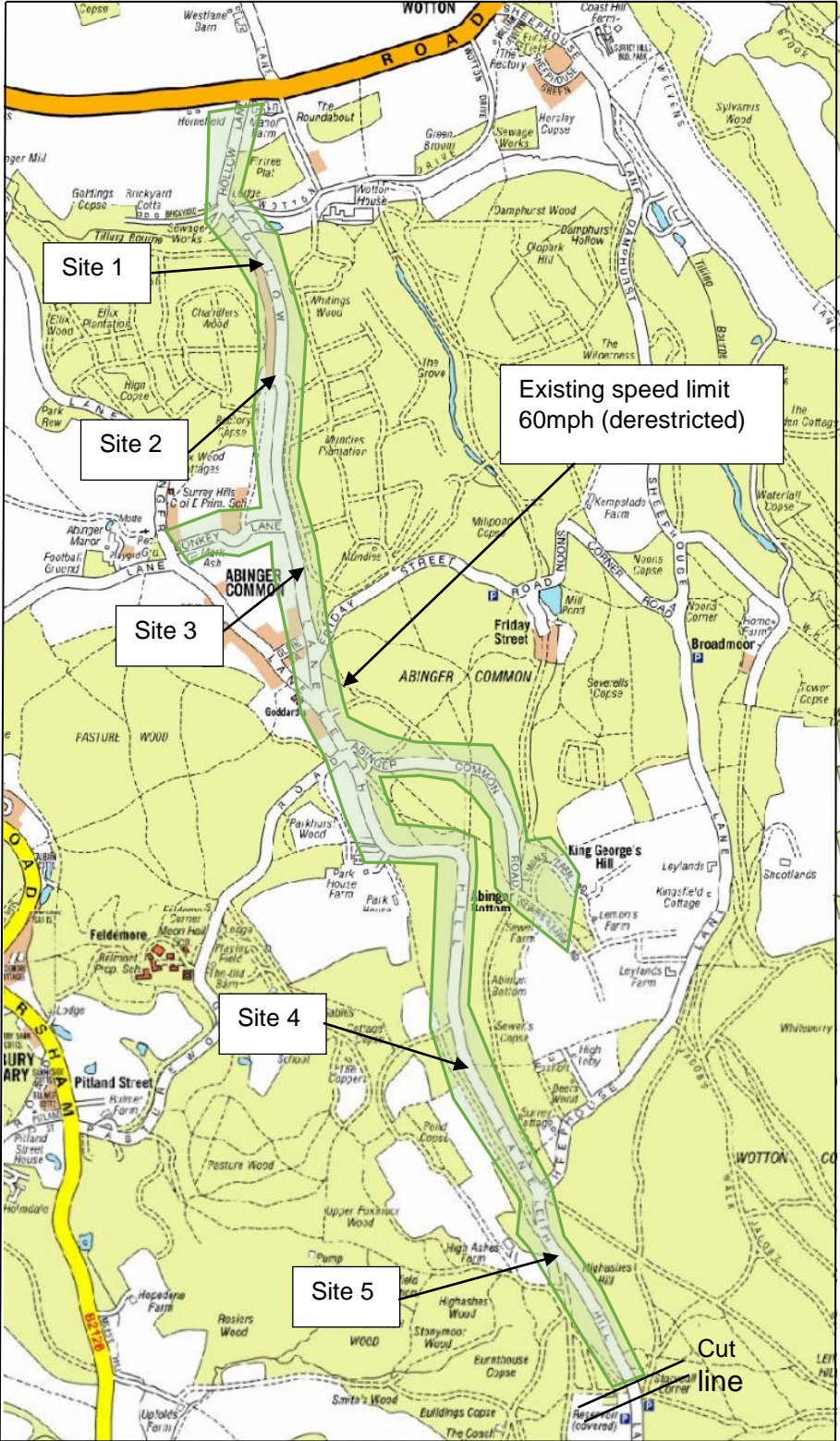
Annex 1 - Plan showing Speed Limit Proposals

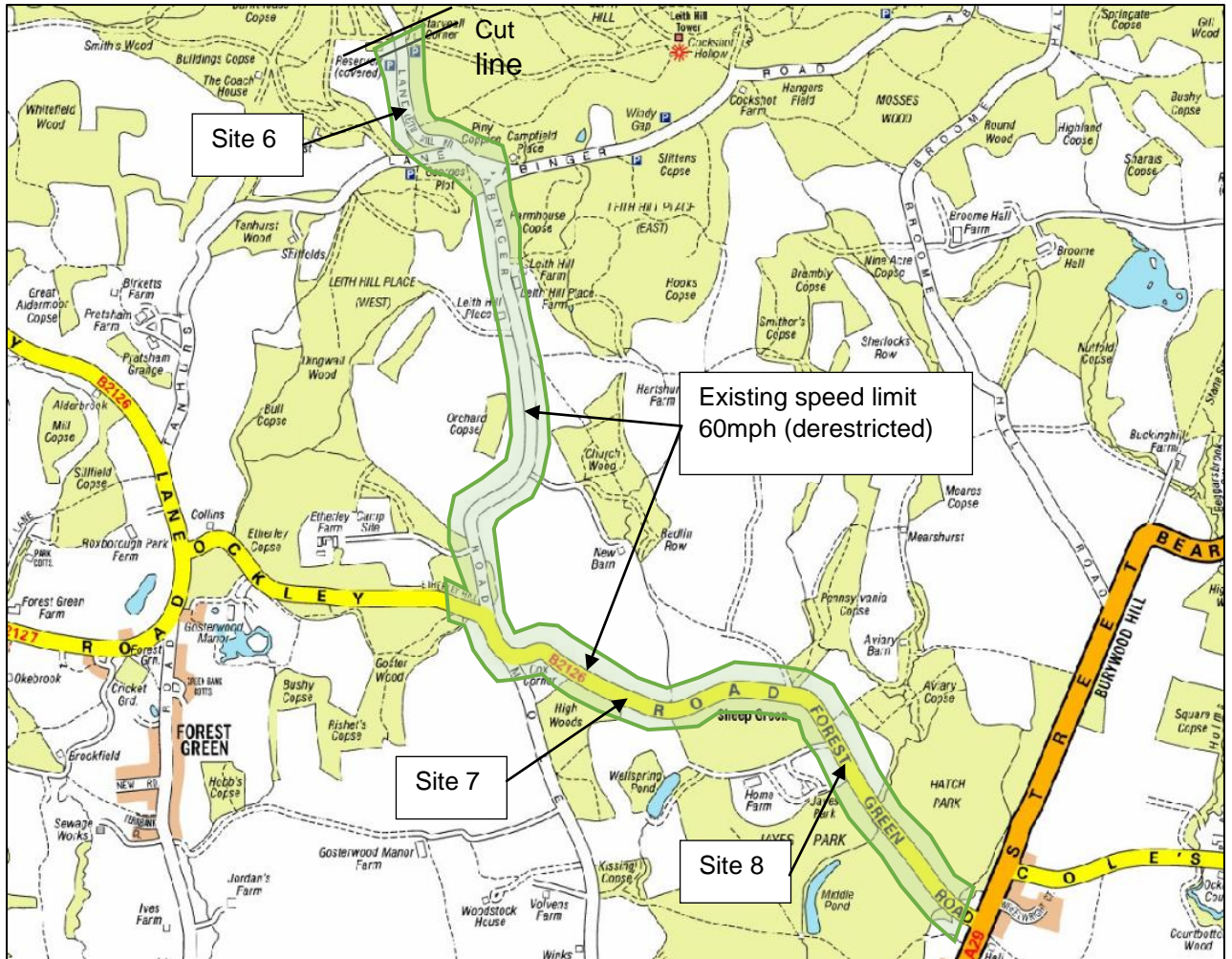
Annex 2 – Plan showing Proposed New Speed Limits

Sources/background papers:

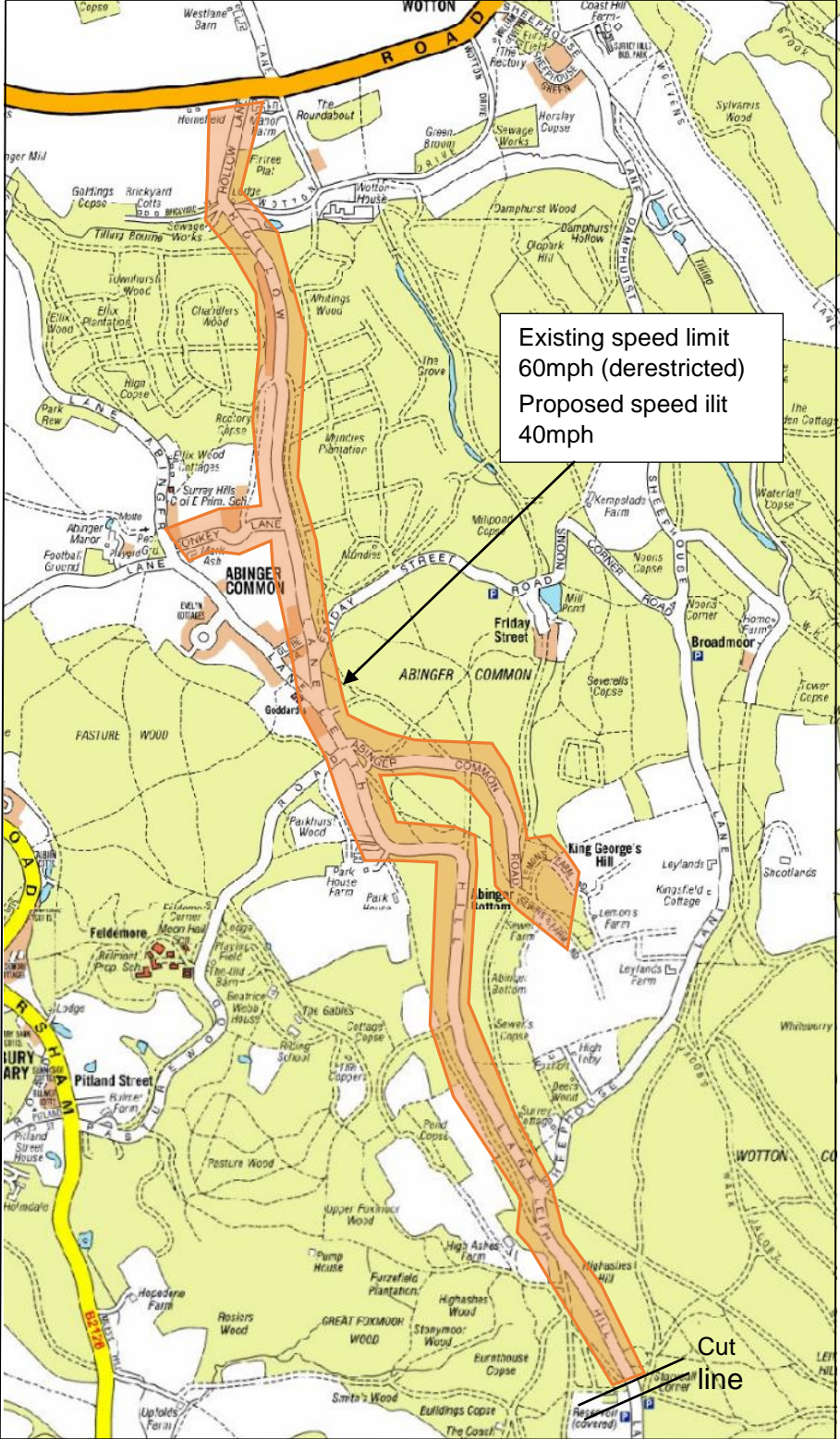
- Data from speed assessments carried out during June 2016 at Hollow Lane and Leith Hill Road.
 - Data from speed assessments carried out during September 2016 at Ockley Road and Forest Green Road
 - Surrey Police response to consultation
 - Surrey County Council's Policy Setting Local Speed Limits (July 2014)
-

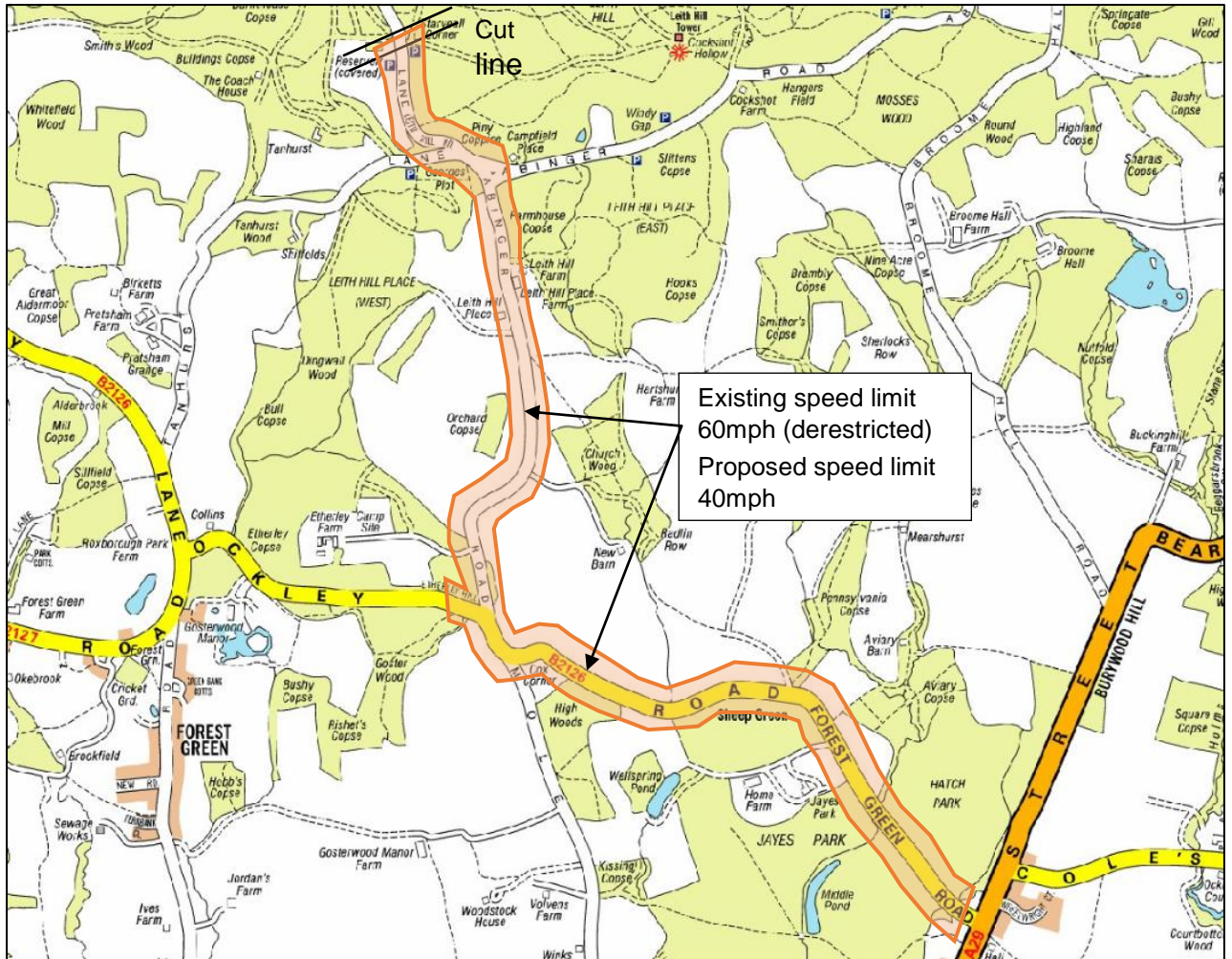
Annex 1
Various Roads in Leith Hill & Ockley – Speed Limit Assessment
Existing Speeds Limits & Survey Site Locations





Annex 2
Various Roads in Leith Hill & Ockley – Speed Limit Assessment
Proposed Speeds Limits





SURREY COUNTY COUNCIL**LOCAL COMMITTEE (Mole Valley)****DATE: Thursday 30 November 2017****LEAD OFFICER: Jeffrey Wilson, Graduate Transport Planner****SUBJECT: Surrey Hills HGV and country lanes review****DIVISION(S): Dorking Hills (Mole Valley)****Also Cranleigh & Ewhurst and Waverley Eastern Villages (Waverley), Shere and Shalford (Guildford)****SUMMARY OF ISSUES:**

This report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area (Annex A).

The report also outlines the proposed measures for HGV management, including safe measures to conserve and enhance country lanes within the area that have been considered during this process and puts forward a recommended strategic concept for Local Committee approval.

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

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Country Lanes Unsuitable for HGVs' pilot zone to cover a defined area of the Surrey Hills within the wider study area.

REASONS FOR RECOMMENDATIONS:

To ensure that Members are kept informed of the outcome of local stakeholder engagement regarding HGV and country lane management measures.

To enable the proposed concept to be agreed across all affected boroughs and districts and subsequently included in relevant forward programmes of transport measures for future development and implementation in collaboration with parish councils and local community groups via appropriate funding streams.

1. INTRODUCTION AND BACKGROUND:

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Introductory Note: *Earlier committee reports refer to a 'Quiet Lane / Unsuitable for HGV' pilot zone. Concerns were since raised by officers that this title could be potentially misleading given that a number of roads in the area carry relatively high numbers of rural traffic and do not fit with the conventional definition of a Quiet Lane. Therefore this zone is hereon referred to as 'Country Lanes Unsuitable for HGVs'.*

- 1.1 In response to requests from the parishes within the Surrey Hills, the Surrey County Council Local Highways Team agreed to carry out a review of HGV routes through the area with the aim of understanding the current levels of HGV demand on the local network and to establish a consensus on routes or zones that might be particularly unsuitable for HGVs.
- 1.2 Given an overlap in geographical and topical areas of concern, it was agreed to combine the HGV review with an ongoing 'decluttering' initiative undertaken by the Surrey Hills Area of Outstanding Natural Beauty (AONB) office through the De-Cluttering Working Group. In doing so this enabled consultations to be streamlined and help ensure the following AONB aims for the area are met:
 - Discourage through traffic and inappropriate use by HGVs.
 - Conserve and enhance the rural and historic character of country lanes and villages
 - Reduce traffic speeds and make lanes safer, quieter and help to enhance accessibility for walkers, cyclists and equestrians.
- 1.3 Parish Councils in this area, and the wider study area bounded by the A25/A29/A281/A248 (Annex A) have been central in developing proposals to reduce and manage HGV activity and identify and reduce superfluous road signs and roadside clutter.
- 1.4 A proposal for a zone that would be designated as 'Unsuitable for HGVs' was established following the conclusions of a 2016 feasibility study, however a previous report intended for the November 2016 Local Committee was deferred pending further consultation with parish councils and Surrey Police regarding the feasibility of HGV restrictions.
- 1.5 Some legal width restrictions do currently exist on isolated roads within the study area, mainly within the Holmbury St Mary/Peaslake area.

2. ANALYSIS:

Shere and Ewhurst HGV Feasibility Study

- 2.1 A Surrey County Council feasibility study report on the area was produced in early 2016 to both assess the current traffic flows and consider options for management of HGV traffic (available as Annex B).
- 2.2 As part of the study, both manual and automatic traffic counts were conducted in March 2015 on Houndhouse Road, Barhatch Road and Shere Road to quantify the number of 7.5 tonne HGVs using these roads to travel through the area to/from Shere and Ewhurst (see appendices to Annex B for detail). The manual count was located at the junction of the three roads whilst automatic counters were located on each of the roads. A summary of the observed data is as follows:

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2.3

	HGV manual count (3 Mar 2015, 7am-6pm)		HGV typical automatic count (9-15 Mar 2015, 24hr)	
	Northbound	Southbound	Northbound	Southbound
Houndhouse Road	7	4	6	6
Barhatch Road	4	1	3	9
Shere Road*	3	3	22	16

*The report accounted for the difference in manual and automatic counts on Shere Road based on additional HGVs using Shere Road to/from Peaslake.

- 2.4 Due to the low number of observed HGVs, the report concluded with a recommendation for the introduction of advisory signage that would designate roads as being unsuitable for HGVs and divert traffic around the periphery of the area onto the A road network as soon as possible.
- 2.5 The report indicated that a Traffic Regulation Order (TRO) to introduce a legal 7.5 tonne HGV ban in either a localised or wider area would not be appropriate due to the possibility of diverting large vehicles onto even more restricted areas, a difficulty of police enforcement and ascertaining whether identified HGVs were legitimately entering the area for access or as a through-route.

Pilot Zone Concept

- 2.6 Subsequent to the feasibility study, further work has been conducted to develop the study's recommended proposal for enhanced advisory and directional signage into a wider strategy to address HGV movements along unsuitable roads in the area. This has led to the development of a pilot zone concept to cover a defined area of the Surrey Hills.
- 2.7 The pilot zone would create an area around the periphery of which advisory measures and messaging could be introduced to deter HGV drivers from entering unless necessary for access purposes. The expected outcome would be to encourage HGVs to remain on larger principal roads whilst avoiding displacement onto other less suitable minor roads in the area. This proposal has been termed a 'Country Lanes Unsuitable for HGVs' zone.
- 2.8 The area covered by the pilot zone is shown in Annex C (note the south western boundary has been altered slightly in rev11.17 following further input from the parishes). This zone covers two small areas of Mole Valley near Forest Green and Abinger Hammer.
- 2.9 The proposed boundary was agreed with the parish councils as it was felt it covered a key geographical area of concern and would avoid displacement of HGVs onto other unsuitable roads by keeping them on the principal roads on the boundary.
- 2.10 In keeping with the decluttering initiative, Surrey Hills AONB and parish councils are keen that strategy does not lead to significant levels of additional signage clutter and are keen to utilise innovative low-cost measures where possible that are sympathetic to the local surroundings.
- 2.11 Surrey Police have expressed their support for this proposal.

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- 2.12 As part of any pilot zone it would be necessary to consider a monitoring regime to be put in place that would enable the comparison of HGV flows before and after scheme implementation. This would enable the effectiveness of the scheme to be analysed and inform future proposals for similar zones.

Formal HGV Restrictions

- 2.13 Following the development of the pilot zone concept, Shere and Albury parish councils indicated that they felt that proposals did not go far enough in addressing localised HGV issues in their area and sought a meeting with Surrey Police to put forward a separate proposal for a 7.5t HGV ban covering the village of Shere which would divert HGVs through Albury. Surrey Police's position following the meeting is provided as Annex D.
- 2.14 Taking into consideration: the conclusions of the feasibility report; Surrey Police's position; feedback from Surrey Highways officers; and further mitigation measures Albury parish indicated they would require prior to supporting the proposed ban, it was concluded that a formal ban would not form part of the 'Country Lanes Unsuitable for HGVs' pilot zone proposal. It should be noted that the zone would not inherently prevent the implementation of a legal 7.5 tonne HGV ban in this area or others should this be pursued in future.

Committee Approval

- 2.15 As the 'Country Lanes Unsuitable for HGVs' pilot zone within the Surrey Hills would cross three local authority boundaries, a consensus is required from the members of Waverley, Guildford and Mole Valley Local Committee.
- 2.16 A similar report to this one was presented to Guildford Local Committee on 19 September 2017 where members approved the recommendation for the proposed zone. The corresponding report to Waverley Local Committee is intended to be presented at their meeting on 8 December 2017.

3. OPTIONS:

- 3.1 During the HGV review, a number of concepts have been raised to potentially solve the issue of HGVs using unsuitable roads when travelling through the area. These have been narrowed down to the following option:

The introduction of a 'Country Lanes Unsuitable for HGVs' zone to cover the pilot area shown in Annex C.

- 3.2 This option is recommended to address the perceived issue of HGV traffic using unsuitable roads within the area based on the recommendations of the Surrey County Council feasibility report, a consensus of support from Surrey Police and Surrey Hills AONB and approval of the concept by the members of Guildford Local Committee.
- 3.3 The zone would form an area where advisory measures and signage could be introduced around the periphery to deter HGV drivers from entering unless necessary for access purposes and direct them on to the nearest suitable roads.

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- 3.4 The nature of the area also makes it challenging to find a 'one-size fits all' solution for each affected road within the zone. It is therefore suggested that key entry points and junctions will need to be considered on a case-by-case basis to determine the type of measures that would be effective, appropriate, sensitive to the character of the area and offer value for money.

4. CONSULTATIONS:

- 4.1 The project is being delivered in collaboration with the Local Highways Team and the Surrey Hills AONB Quiet Lanes and Decluttering Working Group.
- 4.2 Consultation has taken place with parish councils and local district and county members.
- 4.3 Consultation has taken place with Surrey Police to establish their position regarding the proposed 'Country Lanes Unsuitable for HGVs' zone.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Initial costs for the feasibility study and further review have been absorbed through existing revenue budgets.
- 5.2 Opportunities for funding and resourcing from local sources have so far been key to progressing the decluttering initiative, driving forward a locally important issue at a time when county resources are constrained.
- 5.3 The work required to install the proposed limited signage identified in the feasibility report was estimated to cost approximately £8,000. Additional signage and measures required around the periphery of the pilot zone to create the 'Country Lanes Unsuitable for HGVs' area would exceed this and requires feasibility / design work to establish robust estimates.
- 5.4 Given the current financial pressures which the council faces it is recognised that it may prove difficult to secure a significant enough sum to address all entry points into the zone in a single approach. It may therefore be more practical to address clusters of, or individual key junctions when and where appropriate funding streams become available.
- 5.5 Surrey Hills AONB is currently seeking to utilise a portion of their annual Defra funding to develop a concept design for one of the entry points into the area which might provide a case study for other key junctions in the zone. Upon completion it is expected that Surrey Highways will review and feedback on the design proposals.
- 5.6 Further budget should also be considered to cover future monitoring of HGV flows within the zone to establish the success of the scheme.
- 5.7 No current funding streams have as yet been confirmed to cover the scheme design or implementation. It is therefore proposed that the pilot zone be included on a future Local Transport Strategy Forward Programme so that it may be considered for future funding opportunities once they become available.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 No significant implications from this project.

7. LOCALISM:

7.1 Parish councils have been central in the identification of issues and development of potential solutions with the project.

8. OTHER IMPLICATIONS:

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

Sustainability implications

8.1 The overall aim of the project is to conserve and enhance country lanes by reducing the number of unnecessary large goods vehicles movements through the area so that they are more suitable for use by sustainable transport modes (walking, cycling, and horse riding).

9. CONCLUSION AND RECOMMENDATIONS:

Given the outcome of the analysis and consultation, it is recommended to proceed with a 'Country Lanes Unsuitable for HGVs' pilot zone.

The Local Committee (Mole Valley) is therefore asked to:

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Country Lanes Unsuitable for HGVs' pilot zone to cover a defined area of the Surrey Hills within the wider study area.

10. WHAT HAPPENS NEXT:

10.1 The proposed 'Country Lanes Unsuitable for HGVs' pilot zone will be taken to the Local Committee of the neighbouring borough of Waverley for approval.

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10.2 The proposed measures will be included within a future Local Transport Strategy Forward Programme to enable consideration for design and implementation when appropriate funding streams become available.

Contact Officer:

Jeffrey Wilson, Transport Policy Team, Surrey County Council.
020 8541 8764

Consulted:

The project has been developed through consultation with:

Rob Fairbanks (Surrey Hills AONB office)
Graham Cannon (Surrey Police)
Local Area Highways officers for south and west Surrey (Surrey County Council)
Systems and Services Improvement Team (Surrey County Council)

County and district council members and parish councils within the study area.

Annexes:

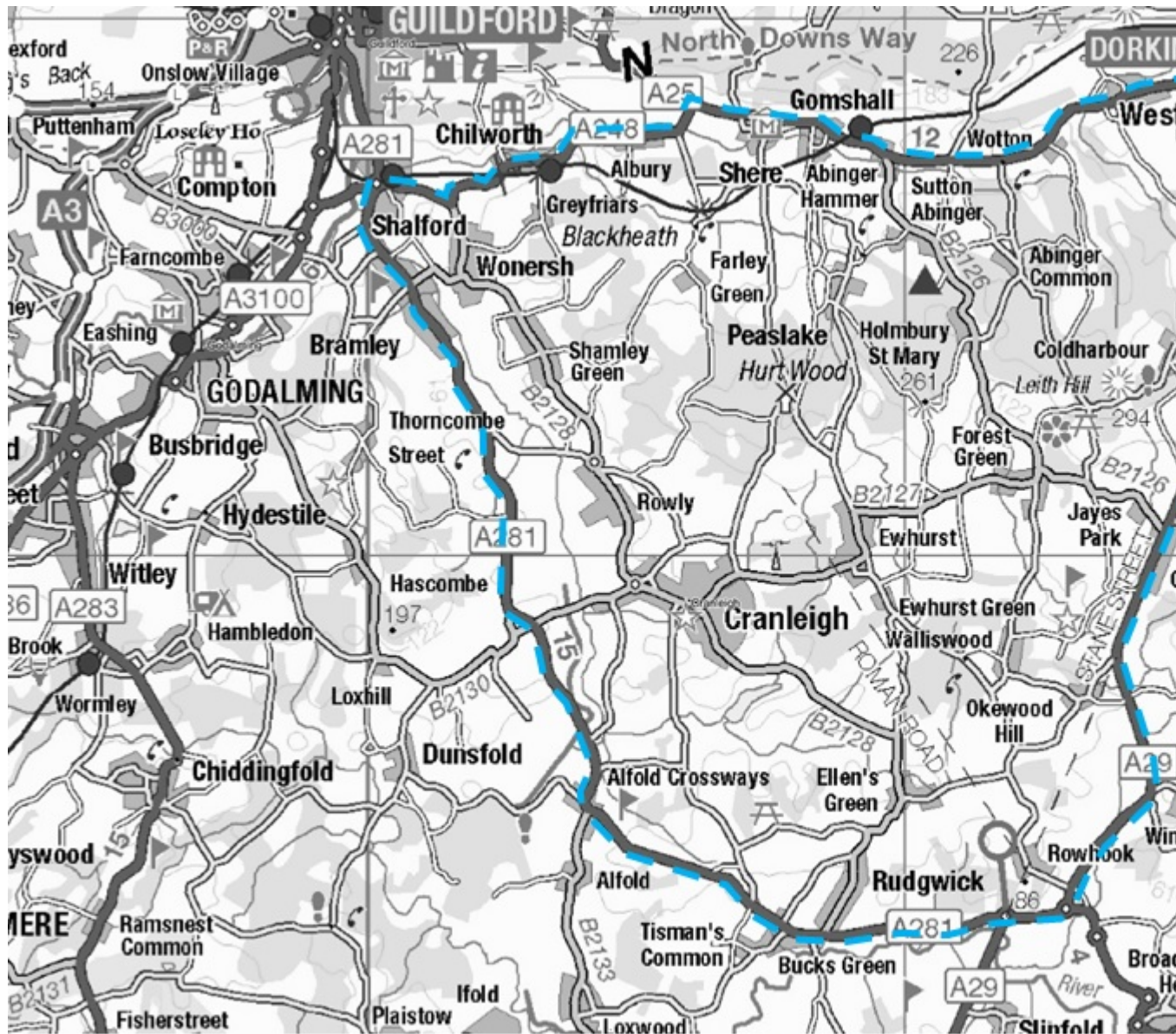
Annex A – Wider Surrey Hills AONB study area map
Annex B – Shere Road – 7.5t ban feasibility study
Annex C – ‘Country Lanes Unsuitable for HGVs’ pilot zone map
Annex D – Surrey Police correspondence 16-05-17

Sources/background papers:

SHERE RURAL AREA HGV REVIEW, Guildford Local Committee 19 September 2017.

SURREY HILLS AONB DE-CLUTTERING PROJECT, Mole Valley Local Committee 5 September 2016

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Wider Surrey Hills AONB study area

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SHERE ROAD, EWHURST, WAVERLEY (9/2/16)

Scheme Ref: PC0540 - 7.5 T Lorry Ban Feasibility Study

The brief for this scheme was to investigate the problem of Heavy Goods Vehicles (HGVs) using Shere Road, Ewhurst travelling between Ewhurst and Shere and to consider what measures may help reduce or remove HGV use.

Shere Road is a narrow country lane that connects Ewhurst to both Shere and Peaslake. The majority of roads that are contained within the area bordered by the A25 to the north, B2126 to the east, B2127 to the south and B2128 to the west are all of a similar nature, consisting of varying narrow widths with passing places, frequent bends and steep gradients. All these roads are unsuitable for large vehicles and such vehicles should be using the perimeter roads listed above where possible. There will be occasions when large vehicles of any category may use these roads for access despite their restrictive nature. Shere Road and all the adjacent roads within the perimeter listed above, have frequent natural restrictions on traffic flow and speed.

To gauge the frequency with which various vehicles are using Shere Road traffic counts were undertaken to assess the scale of the perceived problem. A manual count was undertaken on the 3rd March 2015 between 7am and 6pm, at the junction of Ride Way (north of Shere Road) and Barhatch Road. This initial count gave an indication of traffic volumes and category heading to/from Shere/Ewhurst. This count did not include traffic that may have been using the Peaslake alternative route but it would be reasonable to assume this would not have been the route of choice due to its more winding nature, parking and village centre.

An automatic count was undertaken w/c 9th March for 24hs/day for 7 days. HGV use was negligible in the evening and weekends. Typical day time figures (7am-7pm) are shown on the plan PC0540/2. This count included all traffic using Shere road.

In summary the manual counts (shown on plan PC0540/1) indicated that during the day flows were as follows:

Houndhouse Road	North 1085 (HGV 7)	South 927 (HGV 4)
Barhatch Road	North 572 (HGV 4)	South 769 (HGV 1)
Ride Way (Shere Road)	North 791 (HGV 3)	South 713 (HGV 3)

In summary the automated counts (shown on plan PC0540/2) indicated that during a typical day flows were as follows:

Houndhouse Road	North 1378 (HGV 6)	South 1263 (HGV 6)
Barhatch Road	North 979 (HGV 3)	South 952 (HGV 9)
Shere Road	North 1216 (HGV 22)	South 1182 (HGV 16)

During the manual count the type of vehicles were also visually monitored. There were very few large commercial vehicles and no buses of any kind. The type of commercial vehicles was predominantly transit vans and a very small number of small cabbled lorries that fell below the 7.5T threshold.

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The volume of HGVs monitored during the manual count is considered very low, with the HGVs to/from Ewhurst amounting to only 3 in each direction (0.4%) which would be expected to fall further during the remainder of the evening/night.

Observed vehicles that exceeded 7.5T during the visual count, included those carrying logs, small tankers, DIY deliveries for construction. These types of vehicles could be expected to be operating in connection with access to properties within the area under consideration. The surrounding roads are rural and may require agricultural deliveries or collections. Gas deliveries will not be uncommon to rural properties so will require tanker supplies. In addition these same businesses and residential properties will require normal deliveries by HGVs that go un-noticed in other locations. It is therefore likely the majority of the HGVs noted are using the local road network to gain access rather than through choice to shorten travel time or distance.

The automated seven day count indicated similar flows to the manual account, approximately 0.5% on Houndhouse Road and Barhatch Road. The results showed some addition HGVs using Shere Road to/from Peaslake, approximately 1-2%. However over the course of the day these numbers are still considered low.

Due to the low number of HGVs using Shere Road, and similarly low figures for the other roads monitored, it is not considered appropriate to introduce a mandatory Traffic Regulation Order (TRO) 7.5 Tonne lorry ban. This is because it will have an effect on such a small number of vehicles, that some of these vehicles would be exempt from the restriction for access or loading reasons, and enforcement would be difficult due to the low numbers and police priorities. It may be perceived that larger numbers of HGVs are using the local roads, however many of these may appear 'large' but they fall below the 7.5 tonne threshold and would be unaffected by any mandatory 7.5 Tonne restriction. Examples of vehicles below the 7.5T threshold are shown on Annex A.

Were a mandatory 7.5T limit be introduced the terminal points will need to be at a point where HGVs can take an alternative route to avoid the restriction. Options 2 and 3 show alternative areas that could be included.

Rather than the use the 7.5T lorry ban signing (lorry with 7.5T symbol), the alternative gross weight signing (Weak Road 3T) has been considered. However this signing does not allow any exceptions so would prohibit all vehicles, including access for residents and businesses. In addition there are no external vehicle markings to indicate whether a vehicle exceeds 3 tonnes so would prove extremely difficult for enforcement.

Regulatory signing should include periodic police enforcement. The rural nature of the area and low numbers that would be affected by a Prohibition is likely to receive low priority. The affect may therefore be minimal.

HGVs can cause damage to verges and embankments, increasing debris and blockages in drainage and increasing maintenance and disruption on the highway network. In narrow lanes this can also add to the incidents of congestion caused by larger vehicles unable to pass oncoming traffic. Encouraging HGVs to use the B2127 may assist reducing these incidents but the change will still remain small.

Accidents - Over the preceding 3 year period only one accident is recorded, involving an HGV in Houndhouse Road. A car travelling in the opposite direction skidded on a bend. The severity is recorded as slight. This would indicate that HGV accidents do not make a contributory case for restricting HGV usage.

There is not a regular bus service that uses Shere Road / Houndhouse Road but occasional other buses may use this route. They would be unaffected by any lorry weight restriction.

All options will require additional signing at various locations. In view of the low number of HGVs that may be affected and the level of compliance, consideration needs to be made as to the balance between the visual intrusion of additional signing against HGV usage.

Shere already has some advisory lorry restriction signing on the A25. Should it be felt that Shere village needs consideration, further restrictions could be investigated here. However, similar issues will apply, in particular exceptions to any mandatory restrictions and placement of signs in the historical village.

Surrey Police have been consulted on all three options below. Their preferred option is Option 1 as this is more proportional to the perceived problems of HGVs using Shere Road and should be self enforcing. Surrey Police would not object to Option 2 if Houndhouse Road were included to extend as far as Shere. However, due to the low level of existing HGV use and the difficulty identifying which vehicles are entering legally, it is unlikely to be a priority for enforcement. Option 3 was felt to be too large an area for drivers to know the restriction limits and authorised vehicles numbers would be much larger. Such an area would require considerable police resources to police only to ascertain HGVs had entered legitimately. This option would not be supported.

Option 1

Option 1 consists of a series of additional advisory signs located along the roads between Shere and Ewhurst, particularly at Shere Road. The approach to Shere Road from Ewhurst village is not clearly signed that the B2127 heads to the east (and not straight ahead) or that the B2127 is more suitable for large vehicles. Shere is only signed via Shere Road. Enhanced signing for the B2127 east bound would assist in encouraging vehicles to use the higher category road. An additional supplementary white on black ‘lorry direction sign’ would further assist drivers to consider the signed route. This single black sign should be sufficient in this direction and would not require further direction signing as Abinger Hammer is signed at Forest Green. Plan PC0540/04 shows the suggested direction signing at this junction.



Shere Road (B2127 Ockley Road jnc) looking north



Houndhouse Road (Hook Lane jnc) looking south

Option 1 also includes additional white/blue advisory ‘unsuitable for HGVs’ and ‘Single Track Road’ signs located to further discourage HGVs approaching from Shere at the railway bridge at the northern end of Houndhouse Road and discourage vehicles from continuing south at the Barhatch Road junction. Additional white/blue signs are shown to discourage vehicles from Ewhurst village entering Shere Road (Ride Way and Houndhouse Road) from the village, as this length of road currently has no signing of this nature at the village end, and only one at the northern end of Houndhouse Road.

For consistency, additional white/blue signing is proposed at the southern end of Barhatch Road. An additional roundabout warning sign on Shere Road is proposed on the southbound approach in order

ITEM 9

to warn drivers of the mini-roundabout and assist in encouraging lower approach speeds to the junction.

It appears a proportion of HGVs are using Peaslake, with access to the village likely to be from Gomshall or B3126 Horsham Road. Additional blue/white signing is also proposed here. Likewise to capture vehicles from Albury an additional sign is shown here.

Existing direction signing from the A25 Shere Road includes direction signing to Ewhurst via Shere. It would be more appropriate that Ewhurst is signed south via B3126 at Abinger Hammer. However, as the existing signing already includes HGV warning signs it is recommended that these are not altered. Blanking plates could be applied at a later date. Additional 'Ewhurst' signs are proposed at Abinger Hammer to the B2126. These will need to be smaller scale and can be erected away from the junction so as not to affect the character of the existing historical direction sign (shown on plan PC0540/03).

The estimated cost of a signing scheme similar to that shown is approximately £8,000.

Option 2

Option 2 shows the smallest area that could be considered within a TRO, however the alternative routes an HGV would be forced to take around Peaslake are more restrictive than Shere Road itself. If the length is reduced further this may imply that Peaslake is a suitable route. Whether a junction is signed with either the beginning of a 7.5T restriction, or advance notice of the restriction, the driver will need to have a suitable alternative at that point. Terminal points within Peaslake village will leave drivers little alternatives with all roads narrow, winding and little space to turn. It would be preferable that HGVs did not travel through Peaslake in the first instance.

Reducing the length further to just Shere Road would then require advance signing in Peaslake that may exacerbate the situation in this village. In view of the similar nature of all the local roads it is difficult to justify isolating Shere Road over and above the other roads such as Barhatch Road with its steep inclines, Houndhouse Road with its minimal passing places or Peaslake Road through the village, particularly as Shere Road has better alignment and width compared to these roads.

Option 2 will require numerous signs at all the terminal points, together with supplementary plates. In some locations these will be needed on both side of the road. This may be considered visually intrusive and excessive sign clutter, particularly around the village of Peaslake. To improve the effectiveness, advance signing of the restriction will be needed together with the some additional direction signing.

The estimated cost to provide a mandatory scheme is estimated at £10,000 and would require further formal consultation.

Option 3

Option 3 indicates treating a larger area within the perimeters of the A25, B2126, B2127 and B2128. This would contain all the roads of similar nature in the area. However, due to the low percentage of HGVs counted, this would appear to be an excessive area to treat. In addition the larger the area, the more likely the vehicles using these roads are seeking 'access' because of the area contained within is greater, thus making enforcement less viable. This will also require further Committee Approval from the Guildford Committee and additional signing at every terminal point which some residents may feel is additional and unnecessary clutter. In view of the rural nature of the roads and low numbers involved it is likely that police enforcement would be a low priority.

The estimated cost of Option 3 is estimated at £12,000 and would require additional consultation.

Recommendation

Signing as shown in Option 1, PC0540/04 is considered more appropriate. This signing more accurately conveys the nature of the roads character and difficulties that may be encountered. Furthermore it is relevant to any large vehicle whether it exceeds 7.5 Tonnes or not, so is more likely to deter a wider range of drivers than a mandatory 7.5T lorry ban. As these signs are advisory there is no need to erect large numbers of additional posts and terminal signs at every junction around the surrounding roads. The enhanced direction signing should further assist drivers from Ewhurst village and potentially reduce the overall use of the road by larger vehicles.

It is recommended that Option 1 is taken forward for implementation. As overall HGV movements are very low and enforcement a low priority this is likely to be more effective. This will not require a Traffic Regulation Order and can be incorporated into our contractors programme for the next financial year. A more detailed plan will be prepared for the signing for the contractor.

Some northerly signing is located within the Guildford Borough so consultation with Shere Parish Council is recommended.

Feasibility plans attached:

PC00540/01 Manual traffic count

PC0540/02 Automatic traffic count

PC0540/03 Existing signs

PC0540/04 Option 1 Advisory signage

PC0540/05 Option 2 Lorry Ban

PC0540/06 Option 3 Lorry ban

Seven day automated count

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Annex A



Examples of goods vehicles up to 7.5T gross weight that may enter roads signed with the above prohibition.



Examples of buses and coaches that are not prohibited by a 7.5T HGV weight limit.



Vehicles over 7.5T that may enter a 7.5T HGV restriction for access. These vehicle restrictions do not apply to vehicles requiring access to any road length within the restriction.

End

12 March 2015



ITEM 9

North Point

Scale NTS

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Drawn by	SP	Sig.	SP	Date	11/03/15
Checked by	ML	Sig.	ML	Date	11/03/15
Approved by		Sig.		Date	

Project
SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION

Drawing
Page 61
ANNUAL TRAFFIC COUNT
7am TO 6pm 3rd MARCH 2015

Surrey County Council
 Strong Growth
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/01
Rev.	-
Classification	FEASIBILITY



TYPICAL 6am - 7pm RESULTS

North Point

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Checked by	ML	Sig.	ML	Date	11/03/15
Approved by		Sig.		Date	

Project
SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION

Page 62
Automatic Traffic Count
WEDNESDAY 11th MARCH 2015

Surrey County Council
 Strong Growth
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/02
Rev.	-
Classification	FEASIBILITY



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Drawn by	SP	Sig.	SP	Date	11/03/15
Checked by	ML	Sig.	ML	Date	11/03/15
Approved by		Sig.		Date	

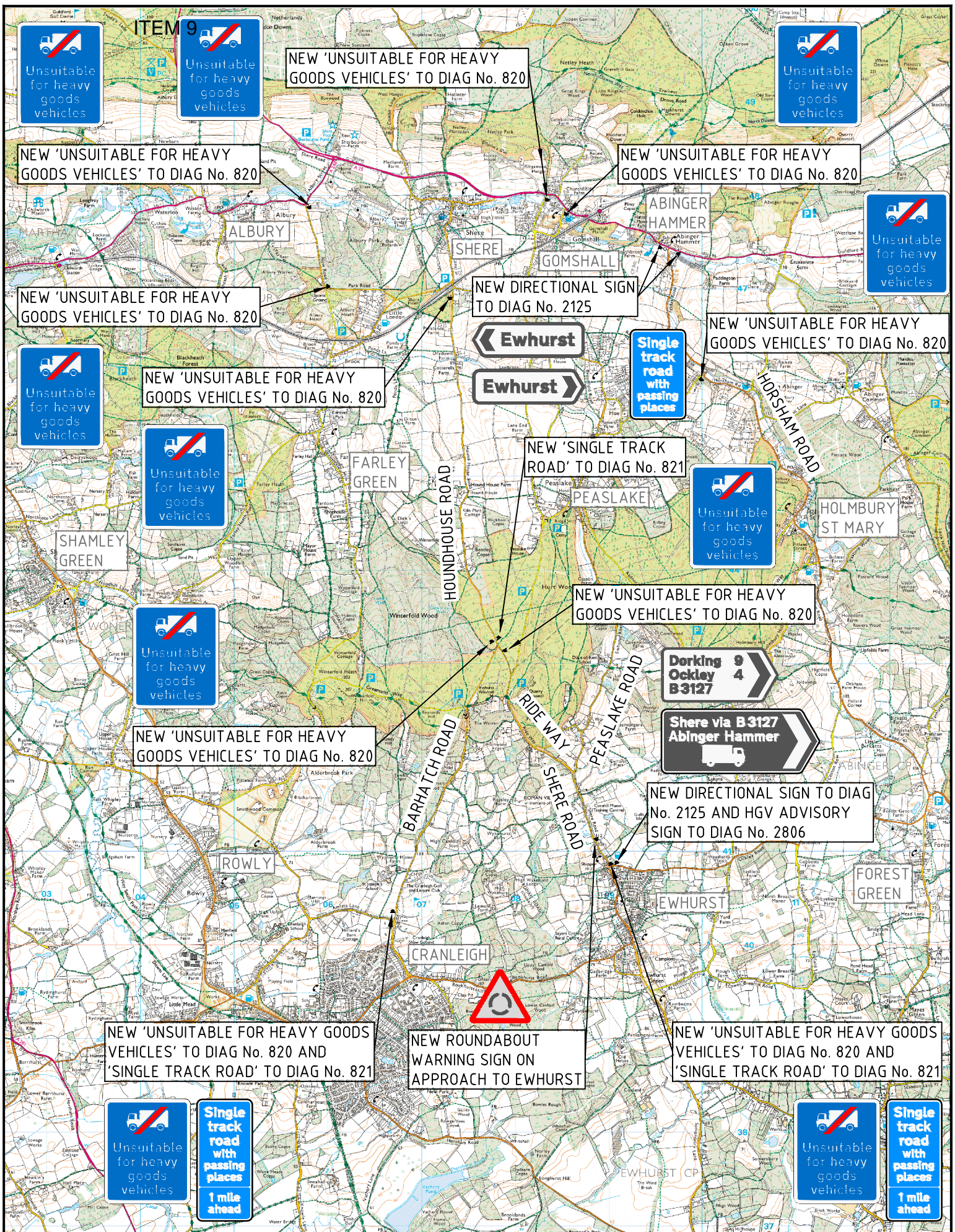
Project

SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION

Page 63
EXISTING SIGNS LAYOUT

SURREY COUNTY COUNCIL

Project No.	PC0540
Contract Sheet No.	PC0540/03
Rev.	-
Classification	FEASIBILITY



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Approved by		Sig.		Date	

Project
SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION

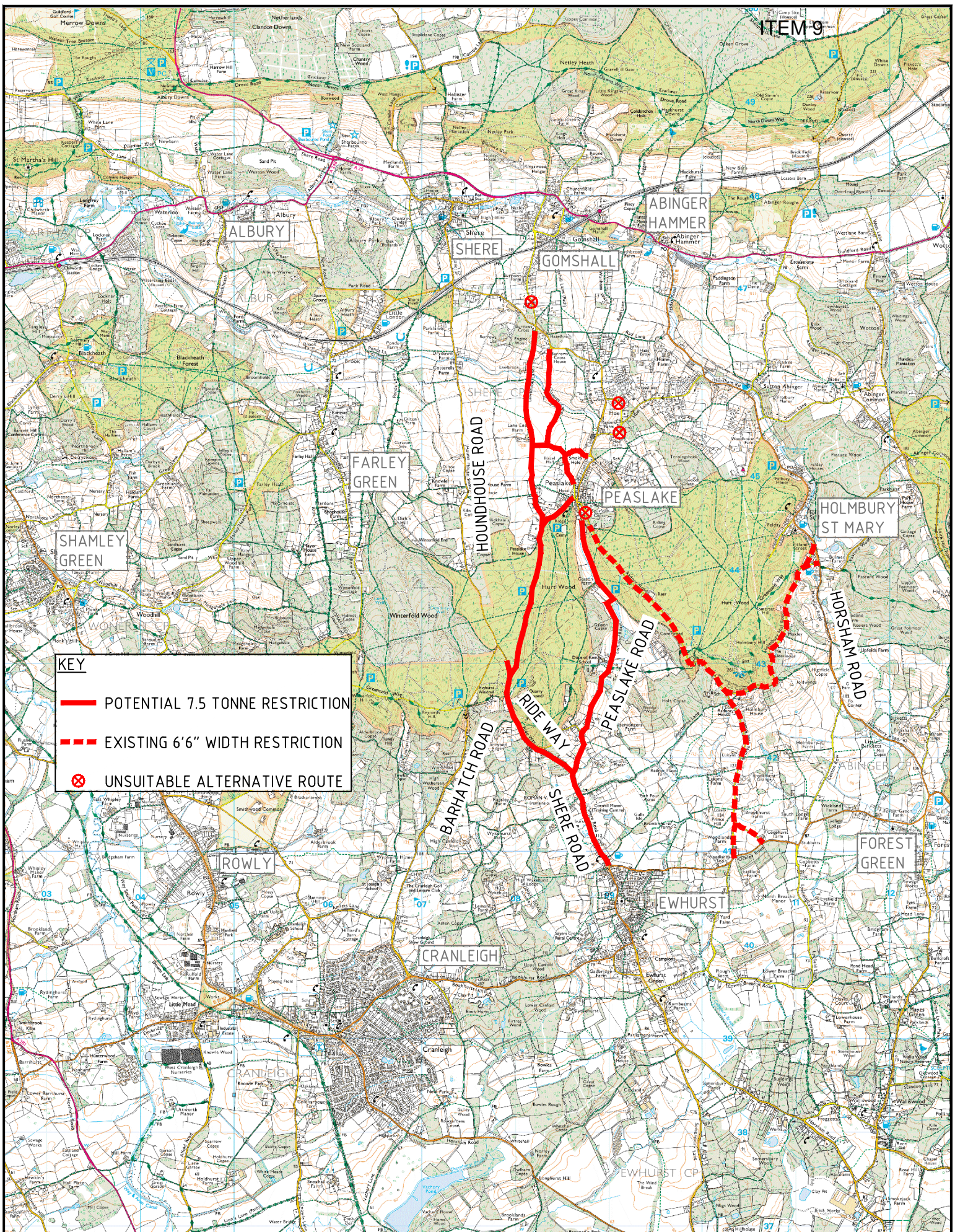
Page 64
PROPOSED ADVISORY SIGNAGE
OPTION 1

Project No.
PC0540

Contract Sheet No.
PC0540/04

Rev.
-

Classification
FEASIBILITY



KEY

- POTENTIAL 7.5 TONNE RESTRICTION
- - - EXISTING 6'6" WIDTH RESTRICTION
- ⊗ UNSUITABLE ALTERNATIVE ROUTE

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Approved by		Sig.		Date	

Project

**SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION**

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**POTENTIAL 7.5T LORRY BAN
OPTION 2**

Drawing


SURREY COUNTY COUNCIL

Project No.	PC0540
Contract Sheet No.	PC0540/05
Rev.	-
Classification	FEASIBILITY



KEY
 PROPOSED 7.5 TONNE RESTRICTION

North Point




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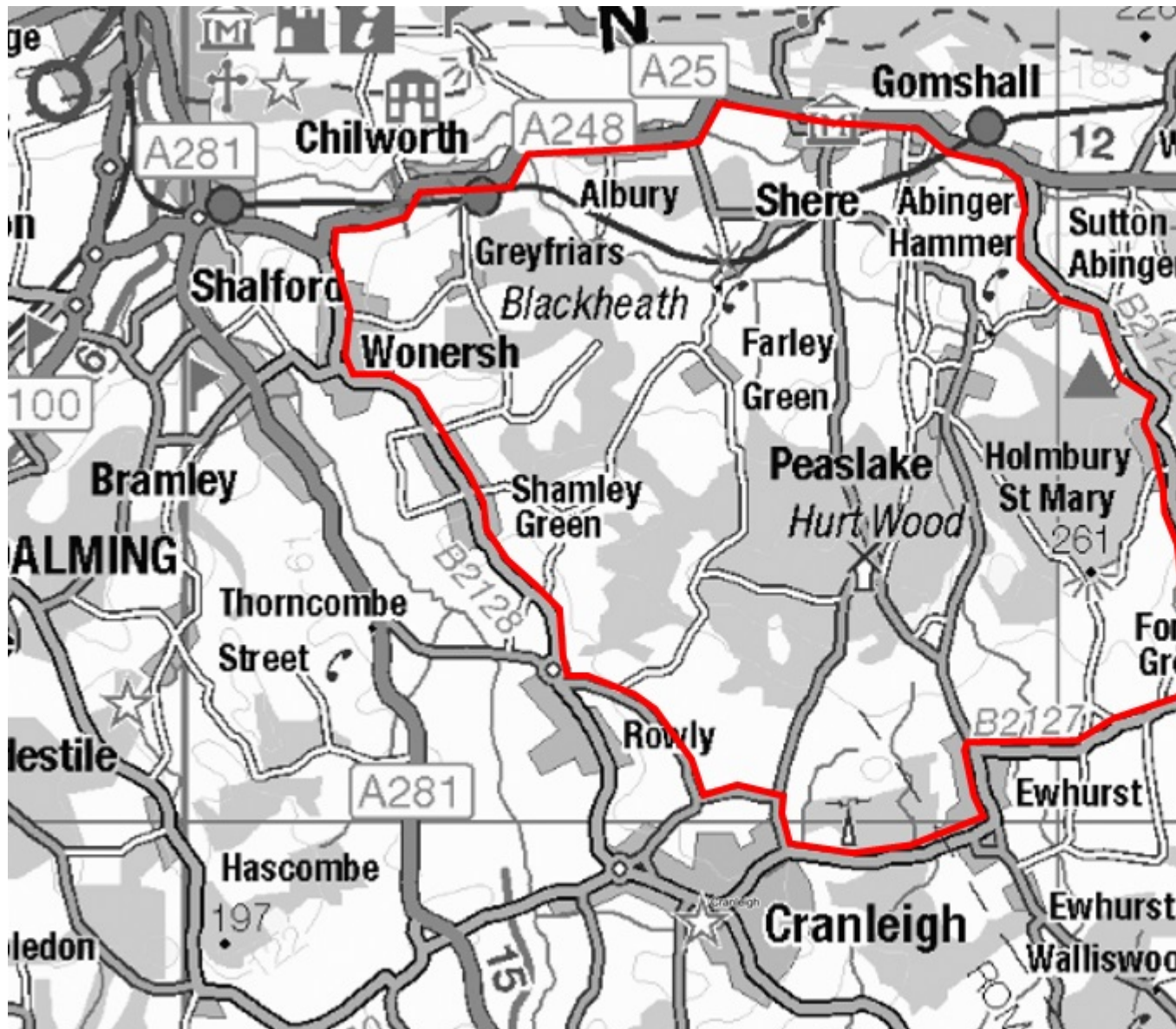
Project
SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION
 Proposed Limits of 7.5T Lorry Ban
 OPTION 3

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SURREY COUNTY COUNCIL
 Strong Growth
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/06
Rev.	-
Classification	FEASIBILITY



'Country Lanes Unsuitable for HGVs' pilot zone (red outline)

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From: Cannon, Gramam 14422 <Gramam.Cannon@surrey.pnn.police.uk>
Sent: 16 May 2017 07:20
To: clerk@shereparishcouncil.gov.uk; john.brockwell@dsl.pipex.com;
roymdavey@outlook.com
Subject: RE: HGV Ban Meeting Tanyard Hall

Dear all,

Further to our recent meeting on the HGV restrictions, I have now had replies from others and can now give you an update.

We discussed the possibility of a 7.5t HGV weight restriction that just covers Shere Village (from the A25 to Sandy Lane at the junction Park Road). Having driven the alternative route for HGVS, being Park Road, New Road and Sherbourne, with you I do consider this to be slightly more suitable for HGV's than Shere Village. I have checked the injury collision data on this alternative route and can confirm that there has only been two rtc's, but these did not involve a goods vehicle. Having said that I am still slightly uneasy about the issue of displacement and that it does not address the HGV issue in Hound House Road. However, after further consideration I informed SCC that I would have no objection to this proposal, so long as it had the support of the Albury Parish and that it was understood that it would not been seen as an enforcement priority. SCC acknowledged my comments on the above proposal, but indicated that that was not part of the current proposals. I suppose this is now a matter for you to discuss with them.

We also discussed the area wide 6'6" Width Restriction. There appears to have been some confusion/ misunderstanding on this matter and hopefully the following from SCC will clarify this. SCC stated that the current proposal is to introduce an area wide advisory 'unsuitable for HGV zone' and per option One in the original SCC report. Their comments on the width restriction was that some isolated roads within the study area, mainly in the Holmbury St Mary/ Peaslake area, already have a legal width restriction in place and are signed to that effect. SCC intend to leave these in place, but had no intention in extending this type of restriction over the large area indicated on the plan that you gave me. This plan was indicating the extent of the advisory 'unsuitable HGV zone' mentioned above.

I hope the above clarifies the current position of both SCC and Surrey Police on this matter.

Kind regards,

Graham

Graham Cannon

Road Safety & Traffic Management
PO Box 101,
Guildford,
Surrey,
GU1 9PE

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 30TH NOVEMBER 2017



**LEAD OFFICER: STELLA KEEN
COMMUNITY SAFETY MANAGER**

**SUBJECT: EXPENDITURE OF COMMUNITY SAFETY FUNDING 2016-17
- CCTV INSTALLATION AT KINGSTON ROAD RECREATION
GROUND, LEATHERHEAD**

DIVISION: LEATHERHEAD AND FETCHAM EAST

SUMMARY OF ISSUE:

The Local Committee had a delegated budget of £3,000 in 2016/17 for community safety projects. It was agreed in September 2016 that the Committee should receive a report detailing the projects that had received the funding and the outcomes achieved.

This report is to update the Committee on the outcome of the £3,000 funding awarded towards the cost of supplying and installing a second CCTV camera at Kingston Road Recreation Ground in Leatherhead.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked:

- (i) to note the contents of this report

REASONS FOR RECOMMENDATIONS:

To inform the Local Committee of the positive outcomes achieved from the expenditure of its community safety funding.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In 2016-17, the Local Committee had a delegated budget of £3,000 to spend on activities in support of community safety. CSPs and other local organisations were invited to identify proposals for its potential use to the committee for approval.
- 1.2 Mole Valley District Council submitted a proposal for £3,000 towards the cost of a second CCTV camera in Kingston Road Recreation Ground, Leatherhead. This proposal was subsequently approved by the committee and this report provides an update on the project.

2. ANALYSIS:

- 2.1 The local community and local agencies had previously raised concerns about anti-social behaviour, including drinking and drug taking, in Kingston Road Recreation Ground, Leatherhead. This was further highlighted through a public consultation in relation to a proposed Public Spaces Protection Order.
- 2.2 The Police and Mole Valley District Council were receiving complaints in relation to a group of abusive regular drinkers who would sit in the park on a daily basis and act in an intimidating and aggressive manner to other park users.
- 2.3 A project proposal was put forward to the Local Committee to install a second camera in the recreation ground at the east side of the recreation ground which could view activity around the Bridge Youth Centre and near the pedestrian bridge leading to Hazelmere Close, as well as the wider recreation ground.
- 2.4 The second CCTV camera which has been installed also enables live monitoring by the CCTV Control Room at Reigate Police Station. In addition, the camera has the facility to automatically track movement in the range of the camera which enforces the idea that perpetrators of anti-social behaviour are being monitored.
- 2.5 The Public Spaces Protection Order was introduced on 24th February 2017 and this in combination with the new CCTV camera has led to a reduction in anti-social behaviour in the recreation ground. The camera has already proved useful in enforcing the Public Spaces Protection Order in relation to anti-social drinking and it also played an important role in a rape case by capturing the image of a suspect.

3. OPTIONS:

- 3.1 Not applicable – report for information only.

4. CONSULTATIONS:

- 4.1 Members of the Joint Action Group were consulted which included: Mole Valley District Council, Surrey Police, Mount Green Housing Association, Surrey County Council, Leatherhead Youth Project and B@atitude.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Not applicable – report for information.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report.

7. LOCALISM:

- 7.1 This project directly supports the aims of the County Council as outlined in this report.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

This project has had a positive impact on crime and disorder in Leatherhead.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The information in this report provides oversight of the Local Committee's community safety expenditure.

10. WHAT HAPPENS NEXT:

- 10.1 A future report to the Local Committee on the expenditure of community safety funding awarded for 2017-18.

Contact Officer:

Stella Keen, Community Safety Manager (Interim). Tel 01306 870603

Consulted:

This report is for information only.

Annexes:

None.

Sources/background papers:

- Local Committee Funding of Community Safety Projects application document

Local / Joint Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (Update provided at 15/11/2017).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
16/11/16	9	To implement a Traffic Regulation Order in Buckland Lane	Open	Area Highways Manager	The TRO Notice has been advertised and consultation is being carried out on the TRO. A quote for the bollards and gates to be installed to enforce the TRO has been received.
22/6/17	5	To commission the Dorking Transport Study	Open	Area Highways Manager	The contract for the Dorking Transport has been awarded and signed. An inception meeting with SCC/MVDC and stakeholders was held at the end of September.
22/6/17	8	To implement OW system in Dene Street	Closed	Area Highways Manager	The TRO for the permanent one-way system in Dene Street has been signed and is in place. Action Complete

22/6/17	10	To advertise TRO of agreed changes to on street parking.	Open	Senior Engineer (Parking)	The review is currently being advertised until 16 November 2017.
13/09/17	8	To install an average speed camera system on A24 between Givon's Grove Roundabout and Burford Bridge Roundabout.	Open	Road Safety Manager	The scheme has been subject to tender. The tenders are scheduled to be evaluated on 10 November and the winning supplier appointed soon after. It is intended that the work begins as soon as possible.
13/09/17	9	To submit a bid to the DfT Safer Roads Fund for highway Safety improvements on A217 Reigate – Horley (Hookwood)	Open	Road Safety Manager	The bid was submitted before the deadline of 30 September. There is no date given as to when the outcome will be made known.