

# 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

- Dorking Transport Study
- Early Help update
- Highways update



## Venue

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

**Date:** Wednesday, 14 March  
2018

**Time:** 2.00 pm



SURREY

# Get involved

## 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***

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



## Attending the Local Committee meeting

Your Partnership officer is here to help.

*Email:* [sarah.smith@surreycc.gov.uk](mailto:sarah.smith@surreycc.gov.uk)

*Tel:* 07813 006 544 (text or phone)

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



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This is a meeting in public.

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

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

### **Surrey County Council Appointed Members**

Mr Tim Hall, Leatherhead and Fetcham East (Chairman)  
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

SCC Chief Executive  
**Joanna Killian**

#### **MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE**

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Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes. If you have any queries regarding this, please contact the representative of **Community Partnerships and Safety** at the meeting.

## **OPEN FORUM**

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

### **1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

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

### **2 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 14)

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

#### **a PUBLIC QUESTIONS**

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

#### **b MEMBER QUESTIONS**

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

### **5 PETITIONS**

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

1 petition has been received:

'We, the undersigned, call on Surrey County Council and Mole Valley District Council to work together to resurface and to widen the existing footpaths on Meadowbank from Archway Place /Chalkpit Lane to Ashcombe Road (around the football ground and below and alongside Parkway) and for all paths on Meadowbank to be better lit in the morning and early evening in Winter to assist pedestrians using the

footpaths and enhance safety’.

**6 UPDATE FROM CABINET MEMBER FOR HIGHWAYS [EXECUTIVE FUNCTION - FOR INFORMATION] (Pages 15 - 52)**

The Cabinet Member for Highways will provide the committee with an update on highway works in the local area.

**7 HIGHWAYS FORWARD PROGRAMME REVENUE BUDGET 2018/19 [EXECUTIVE FUNCTION - FOR DECISION] (Pages 53 - 58)**

This report seeks approval of a revised allocation of the revenue maintenance budget 2018/19 and of how works funded from the revenue budget, will be delivered on members’ behalf.

**8 HIGHWAY SCHEMES 2017/18 - END OF YEAR UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION] (Pages 59 - 76)**

This report summarises the outcome of the Local Committee’s programme of Highways works for the current financial year 2017/18. It also provides a summary of the work carried out on the Dorking Sustainable Transport Programme and centrally funded maintenance work during the 2017/18 financial year.

**9 DORKING TRANSPORT STUDY RESULTS (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) (Pages 77 - 88)**

This item is to update members on the current status of the current Dorking Transport Study, which was commissioned to provide evidence to support a potential future funding bid for a sustainable transport package for Dorking Town Centre which could be submitted to the C2C LEP to address increasing town centre congestion problems.

**10 EARLY HELP PRIORITIES FOR MOLE VALLEY [EXECUTIVE FUNCTION - FOR DECISION] (Pages 89 - 104)**

This report provides an update on the new Early Help model that Surrey County Council and partners have been developing for the county overall and how this progressing locally in Mole Valley.

It is also seeking feedback on the latest Early Help developments in Mole Valley, and endorsement of the current Local Committee representatives to the local Early Help Advisory Board, for the remainder of 2017/18 and 2018/19.

**11 RECOMMENDATIONS TRACKER (Pages 105 - 106)**

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

**DRAFT**

Minutes of the meeting of the  
**Mole VALLEY LOCAL COMMITTEE**  
 held at 10.00 am on 30 November 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 Peter Stanyard
- \* Cllr Vivienne Michael

\* In attendance

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**35/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were received from Mr Chris Townsend.

**36/17 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes of the meeting held on 13 September 2017 were agreed to be a true record.

**37/17 DECLARATIONS OF INTEREST [Item 3]**

No declarations of interest were received.

**a PUBLIC QUESTIONS [Item 4a]**  
**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

N.B All questions and written responses are included in the supplementary agenda.

## ITEM 2

1. District Councillor Wellman (not present) had submitted a question and received a written response in advance of the meeting.

Councillor Cooksey put a supplementary on his behalf. He asked how this request would be handled as there was no funding currently available.

**Response:** It would be forwarded to the Asset Management Team and be assessed for the ITS list, but would still need to be prioritised for any possible future funding against other ITS schemes in the District.

2. District Councillor Friend (not present) had submitted a question and received a written response in advance of the meeting.

Councillor Dickson put a supplementary on his behalf: 'Could the Officers confirm the costs to deliver this item and how that relates to the economic and environmental benefits to the local area, that would be generated by reducing traffic into Dorking by making it easier for people to travel by bus.' No appropriate officer was present so it was agreed to forward this question to the relevant team for a response outside of the meeting.

Members briefly discussed the need to ensure that services would be future proof. Many already use a phone app to check this information and it was suggested that the development of a Surrey app would be a sensible way forward. Some members expressed concerns about the accessibility of online information due to the lack of a wifi signal in areas like Westcott and that many users are elderly and may be not as familiar with obtaining information through mobile devices.

3. Michael Agius had submitted two questions on behalf of Bookham Residents' Association and received responses in advance of the meeting.

He was not present but the divisional member for Bookham and Fetcham West responded on his behalf.

- (i) When it rains the centre of the village becomes impassable and many properties are indirectly affected. She acknowledged the county council's difficult financial situation but would like to work with officers to find an alternative source of funding that would enable them to be able to identify what type of scheme would be needed. The Chairman supported her comments and suggested that a meeting between the relevant members and officers from the Strategic Network Resilience team should be arranged and should link in with the Bookham Flood Forum.



- (ii) The divisional member highlighted that the work by Thames Water and Surrey County Council was still incomplete and the Chairman suggested a site visit with officers.

4. Stuart Cursley had submitted a question and received a written response in advance of the meeting.

As a supplementary he asked whether his original question and response would be shared with the district council since it currently appears to be using SCC's concerns being 'satisfied' as a reason for not taking enforcing action to ensure that the actual width complies with the approved plans and drawings.?

The Area Highway Manager agreed to forward this question to the Transport Development Team for a response outside of the meeting.

Members raised concerns about MVDC taking action to enforce planning conditions and the Chairman suggested that a site visit with officers to review the situation would be helpful. The ward member for Okewood stressed that the district council was working with SCC and Linden Homes in order to find a solution.

5. Jeremy Benham had submitted a question and received a written response in advance of the meeting.

He commented that the heavy vehicles using Cock Lane were also travelling down Kennel Lane. There had been recent works on Cock Lane to repair the carriageway which he believed had the same construction as Kennel Lane and wanted to know if it would be reconsidered for re-surfacing in the near future.

The Area Highway Manager acknowledged that the data used to prioritise resurfacing works did not appear to be reflecting the real experience of residents and she would be contacting the Asset Management Team to discuss a possible way forward.

The divisional member for Bookham and Fetcham West explained she knew the particular area Mr Benham was concerned about (from the Glade downwards) well and was aware that there was an on-going problem of standing water, which was contributing to the deterioration of the road surface. For this reason the scope of the Bookham Flood Forum had already been extended to incorporate this area and it was progressing the matter with Thames Water.

She acknowledged that some repairs had been done recently but that it was necessary to resolve the drainage issues before any extensive resurfacing work was done and urged members

and residents to report any defects using the 'report it' function on the county council's website.

6. District Councillor Kennedy had submitted two written questions and received responses in advance of the meeting.
  - (i) Cllr Kennedy commented that the lack of personal injury collisions was misleading as pedestrians were deterred from using the road. He asked whether there was any funding available to promote walking.

The Area Highway Manager explained that the county council was keen to promote 'active travel' . The accident data was used as part of the prioritisation process for allocating or applying for funding and priority was given to those locations where there would be an immediate impact on improving road safety.

The divisional member for Bookham and Fetcham West acknowledged the issue and advised that the community was already trying to find its own solutions through the Bookham Residents Association rather than rely on funding from the county council.

- (ii) Members briefly discussed the reasons that had been given as to why developer funding would not be forthcoming from the redevelopment of the Tudor Motors Garage site. The parking issues were acknowledged and were due to be discussed further at a meeting of the Development Control committee at MVDC the following week.

**b MEMBER QUESTIONS [Item 4b]**  
**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

N.B All questions and written responses are included in the supplementary agenda.

1. Mrs Watson (Dorking Hills) had submitted a written question and received a response in advance of the meeting.

As a supplementary she asked why it had been so difficult to have gullies included on the Asset Register and have them regularly cleaned.

The Area Highway Manager explained that when the county council had changed contractors some of the asset information had not been properly transferred. A meeting was planned with

the new contractors to ensure these issues were resolved and the interactive map updated.

With regard to the cleaning of the gullies the first step will be to clear away leaves and the layer of silt and the community gang will be working on this as soon as possible. The gully cleaning will be arranged for when the resource is next available in January.

The Chairman agreed with the divisional member on the importance of this issue and suggested a meeting with officers to work through the issues.

2. District Councillor Haque had submitted a written question and received a response in advance of the meeting.

The Area Highway Manager referred to the results of the speed survey given in the written response and reiterated that they showed general compliance with the 30mph limit.

### **39/17 PETITIONS [Item 5]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

N.B All petitions and officer responses are included in the supplementary agenda.

1. Petition (221 signatures) calling for the enforcement of speed restrictions on Middle Street/Brockham Lane, Brockham had been submitted by Gareth Winterflood and presented by Peter Curtis. The petitioner highlighted that residents were particularly concerned about the risks posed to children using the route to school. The roads in question have a very good surface and drivers are aware that the current speed limits are not regularly enforced by the police. Parked vehicles cause traffic to build up and drivers have to decide whether to wait or outrun the oncoming traffic. A recent targeted enforcement session resulted in 12 warnings being issued

**Member discussion – key points:**

The divisional member for Dorking Rural explained that the parked cars most likely belonged to residents of the cottages as they do not have their own driveways. She suggested the use of road markings to slow down the traffic and enable drivers to better judge how to get past the parked vehicles. Such a scheme might also be supported by the Brockham Parish Council who were in favour of retaining the rural nature of the area. The local committee has a small budget for local safety schemes and the Area Highway Manager agreed to investigate whether there was a cost-effective solution that could be funded. Key stakeholders including residents would be consulted on any proposals.

**The local committee (Mole Valley) agreed to:**

- (i) note the officer's comment.
2. Petition (689 signatures) calling for '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' submitted by Lisa Scott (lead petitioner) and Sergio Conte.

The lead petitioner stressed the need to future proof the county's roads in light of the many varied problems caused by the heavy reliance on motor vehicles. She highlighted the risks of cycling along the A217 and requested that the existing path through Mole Valley and Reigate and Banstead be properly cleared, signage installed, and be added to the grass cutting rota. The route has already been partially cleared in Mole Valley and she suggested this was a cost effective way of providing a sustainable solution to the issue raised.

**Member discussion – key points**

The divisional member for Dorking Hills agreed the proposal was a sensible approach to the problem. There was no provision for cycling in the Horley Masterplan and the Area Highway Manager agreed to raise the issue with the project officer. Members acknowledged the difficulties in securing funding and agreed that alternative sources should be sought (eg Ride London, Marathon Trust).

**The local committee (Mole Valley) agreed to:**

- (i) note the officer's comment

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

1. The divisional member for Dorking and the Holmwoods queried the comments against the Blackbrook Road scheme (page 15). The Area Highway Manager agreed to forward a complete version of the notes subsequent to the meeting.

**Resolution:**

The Local Committee (Mole Valley) agreed 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;
- (iii) **Note that should there be any changes to the programme of highway works as set out in this report, a report will be taken to a future meeting of Mole Valley Local Committee to inform members of the changes.**

And resolved to:

Capital Improvement Schemes (ITS)

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

## ITEM 2

Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.

And resolved to:

Revenue Maintenance

- (vii) 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;
- (viii) 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;
- (ix) 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

### **41/17 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION FOR INFORMATION] [Item 7]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None

### **Member Discussion – key points:**

1. Divisional member for Dorking and the Holmwoods highlighted that the web link given in paragraph 2.5 (page 21) did not work.
2. He expressed concern that the speed survey results in Punchbowl Lane did not correspond with those obtained by the community speedwatch.
3. The divisional member would still like to investigate ways to reduce traffic speed in Horsham Road following the submission of a petition from residents in March 2017 and possibly hold a site meeting with officers to discuss.
4. He also asked about the availability of future funding to enable the A24 Deepdene Avenue (page 25) and Spook Hill schemes to be completed.

5. In response the Area Highway Manager acknowledged that the web link did not work on all devices, but the information on Horizon was accessible through the external website.
6. The speed survey results were not comparable as the data is collected in different ways. The community speed watch records those vehicles travelling at the highest speeds whereas the speed survey takes the average speed of all vehicles over a seven day period.
7. Work on the Deepdene Avenue scheme had used funding that had been carried forward but as yet there was no budget available to progress with either scheme, although the Area Highways Team will continue to look for alternative sources of funding.

**Resolution:**

The Local Committee(Mole Valley) agreed to:

- (i) Note the contents of the report

**42/17 SPEED LIMIT ASSESSMENTS - LEITH HILL AND OCKLEY [EXECUTIVE FUNCTION FOR DECISION] [Item 8]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

1. Members all agreed that this change was very welcome. The roads included in the scheme are heavily used by a mix of horses/cars/cyclists and have poor sightlines. The speed limit reduction to 40mph would make the roads specified safer to use for all.
2. Members also highlighted that these roads were country lanes with no footways or lighting and that it was important to protect their rural nature.
3. The Area Highway Manager advised that under new traffic regulations there was no need to install reminder roundels at prescribed distances. It would be sufficient to have the new speed limit reinforced at the entrance to the road with repeaters installed on existing signs.

**Resolution:**

**The Local Committee (Mole Valley) agreed to:**

- (i) Note the results of the speed limit assessment undertaken;

**And resolved to:**

- (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.

**43/17 SURREY HILLS HGV AND COUNTRY LANE REVIEW [EXECUTIVE FUNCTION FOR DECISION] [Item 9]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None



**Member Discussion – key points:**

1. The Chairman welcomed the Chairman of Guildford Local Committee . He had been involved in developing this scheme over the last 3-4 years and wanted to address any possible misunderstandings relating to the proposed pilot.
2. He explained that work on the scheme had started in 2014 with the agreement of key county members and that extensive consultation had been carried out. The pilot being proposed was just a small test to see whether the use of signage would be sufficient in managing HGV movements. He expressed concern that if the scheme was not now progressed an opportunity to tackle this problem would have been lost.
3. Mole Valley members expressed concern that the scheme would result in increased HGV traffic on Mole Valley roads and as an example highlighted one of the signs in the annex showing traffic from Shere being directed through Abinger Hammer.
4. The divisional member for Dorking Hills had attended some initial meetings of a working group but had not been involved in developing the plan. The remaining committee members had not been aware of the scheme before its inclusion in the agenda papers for this meeting.
5. Members were fully aware of residents' wishes to see the volume of HGV traffic reduced but queried this proposal to direct vehicles onto 'B' rather than 'A' roads, as these roads were already heavily used.
6. A representative of Abinger Hammer Parish Council present at the meeting confirmed that it had not been consulted on the plans and stressed the need to protect communities fairly. Proper consultation should be carried out with those affected and the views of parish councils should be sought.
7. The divisional member for Bookham and Fetcham West commented on a scheme to deter HGV traffic that was introduced in Bookham Village. The installation of advisory signage had not been successful in reducing the volume of HGV vehicles. She also highlighted that residents may be surprised to learn which types of vehicles would not be excluded by the 7.5 T maximum signs as shown in Annex A.

## ITEM 2

8. The Chairman had received a request from members prior to the meeting to defer this report, but he had decided not to exclude it so that members could have the opportunity to discuss the proposals.

9. Members agreed that they could not support the recommendations included in the report but agreed on a revised wording proposed by the Chairman and seconded by the divisional member for Dorking Rural, to enable further discussions to take place.

### **Resolution:**

#### **The Local Committee (Mole Valley) agreed to:**

- (i) **Support dialogue with relevant Guildford, Waverley and Mole Valley county, district and parish councillors to address concerns regarding HGV movements and interventions in the area. Further dialogue is required.**

### **REASONS FOR RECOMMENDATIONS:**

To enable key stakeholders to explore wider solutions to HGV management.

#### **44/17 EXPENDITURE OF COMMUNITY SAFETY FUNDING 2016 - 17 [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN] [Item 10]**

**Declarations of Interest:** None

**Officers attending:** Stella Keen (Community Safety Manager, Mole Valley District Council)

**Petitions, Public Questions, Statements:** None

### **Member Discussion – key points:**

1. The Chairman commented on the successful outcomes of funding the CCTV camera on Kingston Road Recreation Ground.

The Local Committee (Mole Valley) agreed:

(i) To note the contents of the report

**45/17 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 11]**

The Local Committee (Mole Valley) agreed to note the progress made and to remove completed items from the tracker.

Meeting ended at: 11.50 am

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**Chairman**

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



SURREY

DATE: 14 MARCH 2018

LEAD MEMBER: COLIN KEMP, CABINET MEMBER FOR HIGHWAYS

SUBJECT: CABINET MEMBER FOR HIGHWAYS - UPDATE

AREA(S) AFFECTED: ALL

**SUMMARY OF ISSUE:**

Cabinet Member is attending the committee to improve communications and to provide information of works in the local area.

**RECOMMENDATIONS:**

The Local Committee (Mole Valley) is asked to comment on the information.

**REASONS FOR RECOMMENDATIONS:**

To update the committee on the highways works in the local area.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Cabinet Member Colin Kemp attended this meeting in the autumn to improve communication with the committee and also to talk through the work he is doing with highways teams.
- 1.2 At the meeting in the autumn, it was agreed that the Cabinet Member would return in the Spring to provide an update on this work.

**2. ANALYSIS:**

- 2.1 As Highway Authority and Lead Local Flood Authority what we do and the powers we have are largely governed by statute. We are responsible for assets which include over 3,000 miles of road network, 1,800 bridges and structures and 3,262 miles of footway.
- 2.2 The Cabinet Member recognises that it is important to keep the Local Committees and Joint Committees informed. The programme summary (Annex 2) outlines all the highway work that is planned to be undertaken in the 2018/19 financial year (called operation Horizon). It will be updated every three months and is available on the following webpage – [www.surreycc.gov.uk/Horizon](http://www.surreycc.gov.uk/Horizon)

**3. OPTIONS:**

- 3.1 The committee can comment on and feedback views to the Cabinet Member for consideration.

**4. CONSULTATIONS:**

- 4.1 Officers from within the Environment and Infrastructure Directorate have inputted into this report, including Area Highways Managers.

**5. FINANCIAL IMPLICATIONS:**

- 5.1 All the works set out within the report are costed as part of the Council's budget for either 2017/18 or 2018/19 (as set out in the annex).

**6. WIDER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Equality and Diversity	No significant implications arising from this report.
Localism (including community involvement and impact)	No significant implications arising from this report.
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.

**7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 The committee is invited to comment and feedback to the Cabinet Member about the programme.

**8. WHAT HAPPENS NEXT:**

- 8.1 The Cabinet Member will consider the views of the committee.

**Contact Officer:** Cabinet Member for Highways Colin Kemp  
[colin.kemp@surreycc.gov.uk](mailto:colin.kemp@surreycc.gov.uk)

**Consulted:** As detailed within the report.

**Annexes:** Highways Programme Annual Summary 2018/19  
 Horizon 2 – Mole Valley 2017/18  
 Horizon 2 – Mole Valley 2018/19  
 Horizon 2 – Schemes for Consideration for Future Years

**Background papers:** None

## Introduction:

The Cabinet Member recognises that it is important to keep the Local Committees and Joint Committees informed. This programme summary outlines all the highway work that is planned to be undertaken in the 2018/19 financial year (called operation Horizon). It will be updated every three months and is available on the following webpage – [www.surreycc.gov.uk/Horizon](http://www.surreycc.gov.uk/Horizon)

Our purpose is to enable safe, reliable journeys and the growth of prosperous places, now and in the future. As Highway Authority and Lead Local Flood Authority what we do and the powers we have are largely governed by statute. We are responsible for assets which include over 3,000 miles of road network, 1,800 bridges and structures and 3,262 miles of footway.

## Our budget



From the **2018/19 central budgets for Mole Valley**:

£1.308 million has been budgeted for **resurfacing of roads**, and £160k for **pavement works**

**Since 2013/14 (the last 5 years) for Mole Valley:**

**The following has been invested centrally on the highway network in Mole Valley:**

**£21.881 million on resurfacing roads**  
**£648k on Local Structural Repair (LSR)**  
**£631k on pavements**  
 and **£2.784 million on Structures**

Annex 1 provides an update on schemes undertaken in the 2017/18 financial year.  
 Annex 2 provides details on planned works in the 2018/19 financial year.  
 Annex 3 outlines works and schemes that we would like to complete in future years.

## ITEM 6

### **Grass cutting**

This year we are funding grass cutting to cover the area of 26.5million square-metres (county-wide) – that’s the area of 394 Wembley stadiums.

The County Council will be managing grass cutting in your District. The county council’s contractor Bill Kear will be employed to cut most of the highway verge grass in Mole Valley. There are some areas which the local Parish Councils are maintaining due to localised planting.

At a minimum we will be cutting the urban grass four times and the rural grass twice. Within Mole Valley there is about 460,000 square metres of urban highway grass and 890,000 square metres of rural highway grass. Areas classified as “urban” are normally verges in residential areas.

### **Defects**

In 2017 we repaired 37,702 dangerous defects, 4,857 of which were in Mole Valley.

There were 354 accident and emergency call outs in Mole Valley last year.

### **What happens to potholes?**

We regularly inspect the roads and pavements for potholes and other problems however we rely on the public to report problems to us in between these inspections.

### **Ways for the public to report**

- 🖨 Online at [www.surreycc.gov.uk](http://www.surreycc.gov.uk) (24 hours a day)
- ☎ 0300 200 1003 (local rate) 9am to 5pm, Monday to Friday

We prefer that reports are made online because this means we collect all the information we need including an accurate location of the problem. Residents can also track problems and see what has already been reported on the online map.

### **What happens after the report is made?**

One of our inspectors will visit the location within one week, look at the problem and decide what to do next:

- what type of repair needs to be made;
- when it needs to be made (we repair more risky defects in a shorter timescale); or
- determine if no repair is necessary (we will monitor instead)

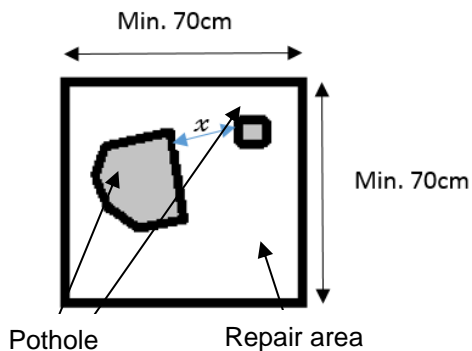
Our inspector follows the highway safety manual. The manual takes into consideration lots of factors including where in the road the problem is. For example if the problem is on the pavement or in a cycle lane this is treated more seriously than if the problem was in the middle of the road.

More information about the highway safety manual is available at [www.surreycc.gov.uk/roadsafetystandards](http://www.surreycc.gov.uk/roadsafetystandards)



### What repair do we make?

We provide a list to our work team of all the defects that need repairing each day. Our work team must repair all of these risky defects by the end of the day in order to keep the network safe. This means the repair team may sometimes leave other non-urgent potholes nearby.



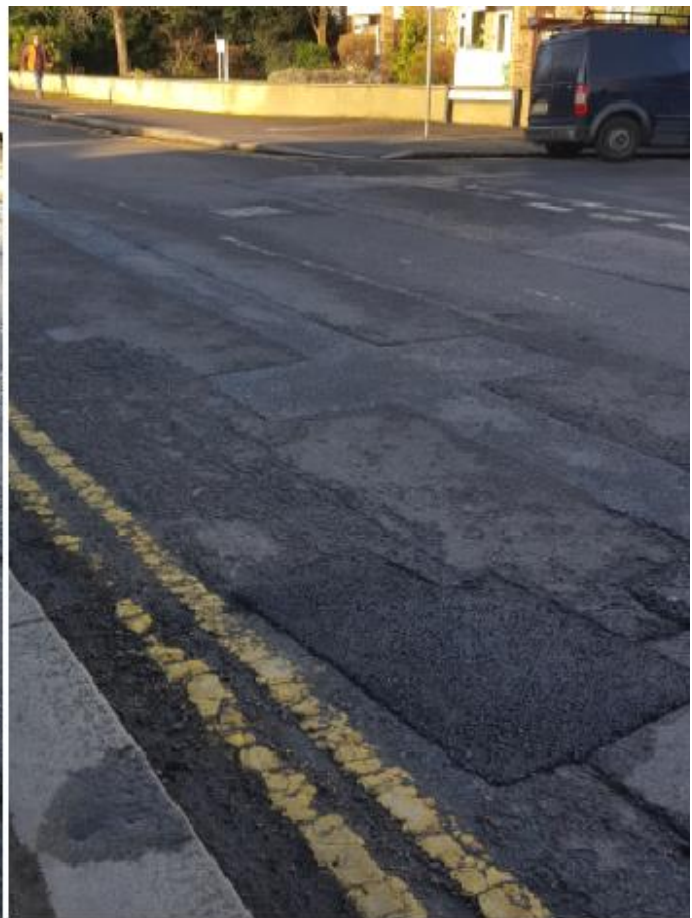
The work team may find other potholes nearby. These additional potholes may be repaired along with the pothole listed for repair, providing the patch size is not too big.

The distance "x" is determined by the work team on site. They will consider:-

- the strength of the road to hold the repair,
- the amount of tarmac they have on them, and
- other engineering factors.



Before - three defects treated as one single defect



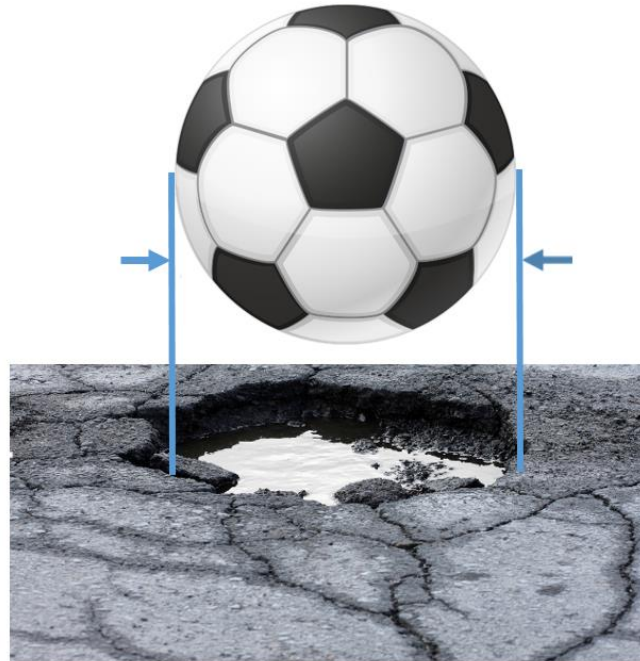
After

Not all potholes affect safety, and they will not normally be repaired, unless they are likely to become safety problem in the near future.





## ITEM 6

### What size is my pothole?

The descriptions used on the website refer to the width of the pothole (not depth).



### Classification of potholes

Highest risk Priority 1	Medium risk Priority 2	Low risk Priority 3	Priority 4 (May be unpleasing to the eye but not considered a safety issue)
What happens to this pothole?			
Make safe within 2 hours	Make safe or repair within 5 working days	Repair within 20 working days	We do not usually repair these potholes
Individual or multiple potholes with very high risk of interaction with vehicles or pedestrians and likely to result in serious or fatal consequence	Individual defect greater than 40mm in depth and 150mm in diameter (Cycle lanes 25mm depth and 75mm diameter)	Individual defect greater than 30mm in depth and 150mm in diameter (Cycle lanes 20mm depth and 75mm diameter).	Individual or multiple defects less than 30mm in depth or less than 40mm but unlikely to worsen (20mm in cycle lanes).
			

Surrey Highways

## **Horizon 2 2017-2018**

Mole Valley – version 3.2, 15 February 2018

Horizon 2 is the name we are giving the Council's Asset Management Programme for the period 2017 to 2021.

## Horizon 2 – 2017/18 programme, Mole Valley

### Horizon 2 programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
B2126	Holmbury Lane	Abinger	Burchetts Brook To Little Burchetts	630	Road Surface Treatment	2017/18	3304	<b>Completed</b>
C49	Horsham Road	Forest Green	New Road To Jordans Farm	456	Road Surface Treatment	2017/18	2054	<b>Completed</b>
C49	Horsham Road	Forest Green	Jordans Farm To Bullcroft Farm	536	Road Surface Treatment	2017/18	2055	<b>Completed</b>
C49	Horsham Road	Walliswood	Shoes Farm To Wallis House	1000	Road Surface Treatment	2017/18	2056	<b>Completed</b>
A243	Kingston Road	Leatherhead	Oxshott Road to County Boundary	1200	Road Major Maintenance	2017/18	3095	<b>Completed</b>

## Horizon 2 PAVEMENT programme

ITEM  
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No schemes currently prioritised

## Horizon 2 STRUCTURES programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
D2885	Guildford Road	Leatherhead	Leatherhead Bridge - Refurbishment	N/A	Structures	2017/18	D2885/2374	<b>Completed</b>
A246	Leatherhead Road	Leatherhead	Mole Bridge- Waterproofing	N/A	Structures	2017/18	A246/1	<b>Deferred</b> Unavailability of road space has delayed scheme. This scheme will start between April 2018 and March 2019.
A25	Reigate Road	Brockham	Deepdene Bridge- Assessment	N/A	Structures	2017/18	A25/7	<b>Scheduled to take place between April 2017 and March 2018</b> Results will identify if any repairs or strengthening are required. Any works required will be costed and prioritised for work in future works list.

## Horizon 2 STRUCTURES programme continued

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
D293 Page 25	Weare Street	Ockley	Weavers Wood Culvert- Option report	N/A	Structures	2017/18	D293/2346	<p><b>Scheduled to take place between April 2017 and March 2018</b></p> <p>Following a review of previous records, further assessment would not alter the current assessed capacity of the structure. Therefore an option report will be a more cost effective use of funding. This is a report which will be used to identify solutions for repairs or strengthening. The preferred solution will be costed and prioritised for work in future works lists.</p>
D293	Weare Street	Ockley	Weavers Wood Culvert- Design	N/A	Structures	2017/18	D293/2346	<p><b>Scheduled to take place between April 2018 and March 2019</b></p> <p>After the options report has been carried out.</p>

#

Horizon 2 TRAFFIC SIGNALS programme								ITEM 6
Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
A25	High Street	Dorking	Near Dene Street	N/A	Traffic Signals	2017/18	P809	<b>Completed</b>
A25 Page 26	High Street	Dorking	Near Lyons Court	N/A	Traffic Signals	2017/18	P810	<p><b>Scheduled to take place before March 2018</b></p> <p>Scheme prioritised from consideration list as it has become urgent under the Wider Network Benefit programme. This is a programme to help us manage our road network and respond to challenges caused by traffic congestion.</p>
A25/D2814	High Street / West Street	Dorking	South Street / North Street	NA	Traffic Signals	2017/18	J815	<p><b>Scheduled to take place before March 2018</b></p> <p>Scheme prioritised from consideration list as it has become urgent under the Wider Network Benefit programme. This is a programme to help us manage our road network and respond to challenges caused by traffic congestion.</p>



## Horizon 2 TRAFFIC SIGNALS programme continued

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
A24/A2003	London Road	Dorking	Ashcombe Road	NA	Traffic Signals	2017/18	J807	<b>Deferred</b> Scheme will take place between April 2018 and March 2019
Page 25 A25	Reigate Road	Dorking	Near Spital Heath	NA	Traffic Signals	2017/18	P808	<b>Scheduled to take place before March 2018</b> Scheme prioritised from consideration list as it has become urgent under the Wider Network Benefit programme. This is a programme to help us manage our road network and respond to challenges caused by traffic congestion.

## Horizon 2 TRAFFIC SIGNALS programme continued

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status	ITEM
A24	The Street	Ashtead	Near Grove Road	NA	Traffic Signals	2017/18	P806	<p><b>Scheduled to take place before March 2018</b></p> <p>Scheme prioritised from consideration list as it has become urgent under the Wider Network Benefit programme. This is a programme to help us manage our road network and respond to challenges caused by traffic congestion.</p>	6
Page 28 A24	The Street	Ashtead	Near Rectory Lane	NA	Traffic Signals	2017/18	P833	<p><b>Scheduled to take place before March 2018</b></p> <p>Scheme prioritised from consideration list as it has become urgent under the Wider Network Benefit programme. This is a programme to help us manage our road network and respond to challenges caused by traffic congestion.</p>	

## Horizon 2 EMBANKMENTS programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
A24/19	Horsham Road	Capel	Hunts Bridge	N/A	Embankment	2017/18		<b>Deferred</b> Deferred due to lack of funding. Will be included on future works list. Feasibility study will take place between April 2018 and March 2019.

## Horizon 2 DRAINAGE programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
D2511	Dorking Road	Bookham		N/A	Drainage	2017/18	Mv071	<b>Deferred</b> Details of scheme being assessed. Will start between April 2018 and March 2019.

Horizon 2 DRAINAGE programme continued								ITEM 6
Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	
D310	Wonham Lane	Betchworth, Dorking	In and adjacent to Wonham Place - new 300mm diameter main carrier to be constructed in private land. Some work elements subject to consent.	N/A	Drainage	2017/18	Mv104	<b>Scheduled</b> Will start between April 2018 and March 2019.

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Horizon 2 SAFETY BARRIERS programme								
Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Scheme status
C57	Tapners Road	Leigh	C57-001 Barrier Site-crash barrier works	N/A	Safety Barrier	2017/18	C57-001	<b>Scheduled</b> Works expected to start on 21 February 2018

## Capital Safety Defect works (Funded by Department for Transport grant) January – March 2018

Road No.	Road name	Location	Limits	Type of Work	Year	Scheme status
D2845	Masons Paddock	Dorking	Patching a number of areas in this cul de sac	Carriageway surfacing works	2018	<b>Completed</b>
D2541	Oak Road	Leatherhead	From Junction of Kingston Road (291) to outside Travis Perkins.	Carriageway surfacing works	2018	<b>Scheduled</b> Works provisionally programmed for 19 February for 2 nights

## Horizon 2 MAJOR TRANSPORT SCHEMES programme

Scheme name	Location	Scheme update
Page 32 Dorking Sustainable Transport Package (STP) (Phase 1)	Dorking	<p><b>Ongoing</b></p> <p>Most works were completed during 2017/18. A small amount of works are expected to be carried out between April and September 2018.</p> <p>The completed works so far include;</p> <ul style="list-style-type: none"> <li>• Widening pavements to allow shared pedestrian and cycle use between Dorking Main and Dorking Deepdene station (joint working with Southern Railway for the section on Station Approach).</li> <li>• Improving waiting facilities at Bus Stop A and at the Bus Station at Dorking Main railway station.</li> <li>• Installing a road table at the junction of Station Approach and Lincoln Road to allow easy pedestrian and cycle access into Dorking Main station.</li> </ul> <p>We are working with our partners at Great Western Railway to update and improve Dorking Deepdene to make sure it is the standard you'd expect for this type of station on the North Downs Line between Gatwick Airport and Reading.</p> <p>The access paths will be improved and new waiting facilities will be installed on the platforms, including CCTV.</p>
A24 Resilience Scheme	A24	<b>Completed</b>

Surrey Highways

## **Horizon 2 2018-2019**

Mole Valley – version 1.0, 17 January 2018

Horizon 2 is the name we are giving the Council's Asset Management Programme for the period 2017 to 2021.



## Horizon 2 – 2018/19 programme, Mole Valley

### Horizon 2 programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Other information
A2003	Ashcombe Road	Dorking	Yew Tree Road to A24 London Road	740	Surface Dressing	2018/19	CW2239	
A24	Epsom Road / The Street	Ashtead	Bowyers Close (100 meters north) to surface change at Parkers Lane	816	Major Maintenance	2018/19	CW 39	
D279	Lyefield Lane	Forest Green	Lower Breache Road to Ockley Road	1620	Micro Asphalt	2018/19	CW2117	
D2830	Nower Road	Dorking	Hampstead Lane to end of publicly maintainable section	390	Micro Asphalt	2018/19	CW 681	
A244	Oxshott Road	Leatherhead	District Boundary to Kingston Road	1200	Major Maintenance	2018/19	CW 83	
D274	Raikes Lane	Abinger Hammer	Water Lane to The Dene	1300	Surface Dressing	2018/19	CW2066	ITEM 6

Horizon 2 PAVEMENT programme								
Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Other information
D2504	Kingston Road	Leatherhead	Clements Mead to Fair Road (western side)	265	Footway Slurry	2018/19	FW630	
A24	Leatherhead Road	Ashtead	The Warren to Park Lane (eastern side)	740	Footway Recon	2018/19	FW1018	
D570	Winfield Grove	Newdigate	Kingsland to Northlands Bungalows (both sides)	166	Footway Slurry	2018/19	FW432	

ITEM 6

## Horizon 2 STRUCTURES programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Other information
A246	Young Street	Leatherhead	Mole Bridge	N/A	Waterproofing and joint replacements to Mole Bridge. Resurfacing and white lining will also take place on bridge	2018/19	A246/1	

## Horizon 2 TRAFFIC SIGNALS programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Other information
A25	Guildford Road	Westcott	Broomfield Park	N/A	Traffic signal refurbishment	2018/19	P831	
A2003	Horsham Road	Dorking	Near St Paul's Road West	N/A	Traffic signal refurbishment	2018/19	P805	
B2430	Kingston Road	Leatherhead	Near Dilston Road	N/A	Traffic signal refurbishment	2018/19	P816	ITEM 6

## Horizon 2 TRAFFIC SIGNALS programme continued

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Other information
B2122	Leret Way	Leatherhead	Near Fairfield Road	N/A	Traffic signal refurbishment	2018/19	P818	
A24 / A2003	London Road	Dorking	Junction with Ashcombe Road	N/A	Traffic signal refurbishment	2018/19	J807	<b>Carried over from 2017/18 works list</b>
A245 / A2643	Randalls Road	Leatherhead	Junction with Station Approach	N/A	Traffic signal refurbishment	2018/19	J806	

## Horizon 2 DRAINAGE programme

Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	Other information
D2530	Dorking Road	Bookham		N/A	Installation of New Soakaways & gullies to reduce downstream impacts	2018/19	MV071	

## Horizon 2 EMBANKMENTS programme

No schemes currently prioritised

Horizon 2 SAFETY BARRIERS programme								ITEM 6
Road No.	Road name	Location	Limits	Length (metres)	Type of Work	Year	Surrey Highways ID	
A243	Leatherhead by-pass	Leatherhead	Between M25 junction 9 roundabouts	N/A	Renewal of safety barrier	2018/19		

Horizon 2 MAJOR TRANSPORT / SUSTAINABLE TRANSPORT PACKAGE / RESILIENCE SCHEMES programme			
Page 40	Scheme name	Location	Scheme update
	Dorking Sustainable Transport Package (STP) (Phase 1)	Dorking	<b>Scheduled to start between April and September 2018</b> Most works were completed during 2017/18. A small amount of works are expected to be carried out between April and September 2018.

## Surrey Highways

# Horizon 2 Schemes for consideration for future years

## Mole Valley

Please note this is a provisional list. We cannot guarantee that any scheme on this list will be carried out.

1. This is a list of works being considered for future years
2. This list will change as condition survey information is received

## Horizon 2 – Schemes for consideration for future years – Mole Valley

### Horizon 2 ROADS Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
D2546	Crabtree Lane	Bookham	Leatherhead Road To Downs View Road	465	Road Major Maintenance	2133	
D2558	Eastwick Drive	Bookham	Westfield Drive To Lower Road	1247	Road Major Maintenance	652	
D301	Henfold Lane	South Holmwood	Mill Lane To Railway Bridge	610	Road Major Maintenance	2104	
D301	Henfold Lane	Beare Green	Railway Bridge To Footpath 226	700	Road Major Maintenance	2105	
D2840	Kiln Lane	Brockham	Brockham Lane To Old Reigate Road	800	Road Major Maintenance	683	
B2430	Kingston Road	Leatherhead	Oxshott Road to Dilston Road Road	627	Road Major Maintenance	3165	

3. This is a list of works being considered for future years
4. This list will change as condition survey information is received
5. This list is not in priority order



1. This is a list of works being considered for future years
2. This list will change as condition survey information is received

Horizon 2 ROADS Schemes for consideration for future years - continued							
Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
A243	Kingston Road	Leatherhead	Oxtshott Road to County Boundary	1200	Road Major Maintenance	3095	
D288	Logmore Lane	Westcott	Coldharbour Lane To Bridleway 572	1600	Road Major Maintenance	2087	
D330	Norwood Hill	Charlwood	Smalls Hill Road To Stan Hill	1200	Road Major Maintenance	2115	
B2032	Pebble Hill Road	Betchworth	Level Crossing to Dorking Road	600	Road Major Maintenance	308	
A25	Reigate Road	Buckland	Tranquil Dale To Lawrence Lane	1170	Road Major Maintenance	1291	
D2337	Rookery Hill	Ashtead	Park Lane To Farm Lane	640	Road Major Maintenance	2071	

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## Horizon 2 ROADS Schemes for consideration for future years - continued

ITEM 6

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
A245	Station Road	Leatherhead	Bull Hill To Randalls Road	394	Road Major Maintenance	47	
D303	Temple Lane	Capel	Bridleway 196 To Temple Lane (Excl Private Road)	920	Road Major Maintenance	2125	
D2575	Ottways Lane / Grange Road	Ashtead	A24 To A24 (Complete Length)	1413	Road Surface Treatment		
D2629	Park Rise	Leatherhead	Kingston Road To End	100	Road Surface Treatment	3328	

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## Horizon 2 PAVEMENTS Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
D2508	Cobham Road	Fetcham	Cannon Grove To Raymead Way - North	411	Pavement Reconstruction	618	
B2430	Kingston Road	Leatherhead	Kingston Road roundabout To Buffers Lane- North	220	Pavement Reconstruction	631	
D2830	Nower Road	Dorking	Hampstead Road To Public Footpath- Both Sides	310	Pavement Reconstruction	827	
D2827	Oak Ridge	Dorking	Stubbs Hill To Bend On Oak Ridge- West	284	Pavement Reconstruction	828	
D309	Old Road	Buckland	Dungates Lane To Rana (Property)- South	60	Pavement Reconstruction	1034	

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5. This list is not in priority order

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## Horizon 2 STRUCTURES Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
C59	Broad Lane	Leigh	Shellwood Cross Bridge-Construction	N/A	Structures	C59/884	
A243	Leatherhead Bypass Road	Leatherhead	Leatherhead North Subway - Refurbishment	N/A	Structures	A243/4	
A243	Leatherhead Bypass Road	Leatherhead	Leatherhead South Subway - Refurbishment	N/A	Structures	A243/5	
C60	Partridge Lane	Newdigate	Beam Brook Bridge-Construction	N/A	Structures	C60/907	
A25	Reigate Road	Brockham	Deepdene Bridge-Refurbishment	N/A	Structures	A25/7	

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### Horizon 2 DRAINAGE Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
A24	By-Pass Road	Leatherhead	Localised areas along A24 - Investigation Works Planned	N/A	Drainage	Mv019	
A24	Deepdene Avenue	North Holmwood	40 meters east of roundabout to junction with Glenwood – Drainage investigation	N/A	Drainage	Mv084	
D265	Manor House Lane	Little Bookham	Investigation	N/A	Drainage	Mv108	

### Horizon 2 SAFETY BARRIERS Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
D274	Raikes Lane	Abinger	D274-001 Barrier Site - Renewal of safety barrier	N/A	Safety Barrier	D274-001	

ITEM 6

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## Horizon TRAFFIC SIGNALS Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
A25	High Street	Dorking	Near Lyons Court	N/A	Traffic signal refurbishment	P810	
A25	High Street / Reigate Road	Dorking	Junction with London Road	N/A	Traffic signal refurbishment	J808	
A25 / D214	High Street / West Street	Dorking	Junction with South Street / North Street	N/A	Traffic signal refurbishment	J815	
B2038	Pixham Lane	Dorking	Near Leslie Road (Railway Arch)	N/A	Traffic signal refurbishment	J829	

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5. This list is not in priority order

1. This is a list of works being considered for future years
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### Horizon TRAFFIC SIGNALS Schemes for consideration for future years - continued

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
A25	Reigate Road	Dorking	Near Spital Heath (Deepdene Roundabout)	N/A	Traffic signal refurbishment	P808	
A24	The Street	Ashtead	Near Rectory Lane	N/A	Traffic signal refurbishment	P833	
A24	The Street	Ashtead	Near Grove Road	N/A	Traffic signal refurbishment	P806	

### Horizon 2 MAJOR SCHEMES / SUSTAINABLE TRANSPORT PACKAGE / RESILIENCE Schemes for consideration for future years

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
N/A	Dorking Traffic Study	Dorking	N/A	N/A	Major Schemes	N/A	<b>Scheme currently in very early stages of planning.</b>

ITEM 6

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**Horizon 2 MAJOR SCHEMES / SUSTAINABLE TRANSPORT PACKAGE / RESILIENCE Schemes for consideration for future years - continued**

Road No.	Road / scheme name	Location	Limits	Length (metres)	Type of Work	Surrey Highways ID	Other information
Page 50 A	Greater Leatherhead Sustainable Transport Package (STP) Phase 1	Leatherhead town centre and Fetcham	N/A	N/A	Sustainable Transport Package	N/A	<p><b>Scheme currently in very early stages of planning.</b></p> <p>The Leatherhead STP is a set of proposals that would make it easier, quicker, and safer to walk and cycle between Fetcham, Leatherhead town centre, railway station, business parks and the proposed Riverside Quarter.</p> <p>The Leatherhead STP is part of Transform Leatherhead, the regeneration plans being led by Mole Valley District Council for Leatherhead. Leatherhead town centre is going to be expanded and transformed but to make sure that it is accessible by all forms of transport, improvements for pedestrians and cyclists are needed.</p> <p>Subject to securing funding, further work would be done to design the scheme in detail and then work would be carried out in stages, depending on the eventual scale of the project. A Construction Management Plan will be in place to minimise any disruption to travel. The proposals are still in development and some aspects may change or be adapted to fit in with available space and budget.</p>
B2122	Epsom Road	Leatherhead	Near Forty Foot Road	N/A	Traffic Signals	P828	

Please note this is a provisional list. We cannot guarantee that any scheme on this list will be carried out.

3. This is a list of works being considered for future years
4. This list will change as condition survey information is received
5. This list is not in priority order



# Horizon 2 Mole Valley 2018-2019 Provisional

## Legend

- Road Schemes
- Pavement Schemes
- Safety Barrier Schemes
- Drainage Schemes
- \* Structures Schemes
- Embankment Schemes
- Traffic Signal Schemes
- LEP/Major Projects



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

**DATE:** 14<sup>th</sup> MARCH 2018  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER  
**SUBJECT:** HIGHWAYS FORWARD PROGRAMME  
 REVENUE BUDGET 2018/19  
**DIVISION:** ALL

**SUMMARY OF ISSUE:**

In November 2017 Mole Valley Local Committee approved a programme of highway works for Mole Valley funded from the Local Committee's delegated capital and revenue budgets. The report assumed that funding levels would remain the same as those received in 2017/18.

The budget for 2018/19 was approved by full Council on 6 February 2018. Whilst the capital budget remained unchanged, an increase in the revenue allocation to Local Committees was agreed and a member Local Highways Fund introduced.

This report seeks approval of a revised allocation of the revenue maintenance budget and how works funded from the revenue budget will be delivered on members' behalf.

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

- (i) Approve the revised allocation of the Local Committee's devolved revenue maintenance budget as set out in para. 2.2 of this report;
- (ii) Note the Members Local Highways Fund as detailed in para. 2.7 and 2.8 of this report; and
- (iii) Agree that the revenue maintenance budget and the Members Local Highways Fund be managed by the Mole Valley Maintenance Engineer on members' behalf.

**REASONS FOR RECOMMENDATIONS:**

To agree the allocation of the Mole Valley Local Committee's devolved revenue maintenance budget and how works are going to be managed on members' behalf.

<b>1. INTRODUCTION AND BACKGROUND:</b>
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- 1.1 In December 2017, the Local Committee agreed Mole Valley's programme of capital and revenue works for 2018/19 – 2019/20, to be funded from the Local Committee's devolved budget. The capital funding was based on the budget set out in the Medium Term Financial Plan (MTFP) 2017-20 and the revenue budget assumed the same level of funding as received in 2017/18.
- 1.2 The County's revenue and capital budget for 2018/19 was agreed by Council on 6 February 2018.
- 1.3 The Local Committee's devolved capital allocation remained at the level set out in the MTFP, so the forward programme of capital works as agreed by Local Committee in December remains unchanged.
- 1.4 The Local Committee's devolved revenue allocation for 2018/19 has increased, with an additional £1.4m being provided, giving an overall budget of £1.85m countywide. A further £7,500 per county member has been allocated as a Member Local Highways Fund.
- 1.5 This report sets out a proposed allocation of the increased revenue budget and how works funded from this budget will be delivered on members' behalf.

<b>2. ANALYSIS:</b>
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#### Revenue Maintenance Budget

- 2.1 The Countywide devolved local committee revenue budget has increased from £450,000 in 2017/18 to £1.85m in 2018/19. It is not known at the time of writing this report how this budget will be allocated between the 11 local committees. For the purpose of this report, it has been assumed that the budget will be divided equally between the 11 local committees, as was the case in 2017/8.
- 2.2 The table below sets out the revenue budget allocation agreed in November 2017 and proposed revised allocation.

Item	Allocation Approved by Local Committee 30 Nov 2017	Revised Allocation
Parking	£5,000	£5,000
Signs and road markings	£1,500	£1,500
Speed Limit Assessments	£1,000	£1,000
Minor Maintenance Works	£5,410	£60,682
Revenue Maintenance Gang	£28,000	£100,000
<b>TOTAL</b>	<b>£40,910</b>	<b>£168,182</b>

- 2.3 The main effect of the proposed revised allocation is to enable funding of a revenue maintenance gang dedicated to Mole Valley for the whole financial year. This gang would carry out minor maintenance works such as vegetation clearance throughout the district. This provides a valuable resource to resolve enquiries received from both residents and members.
- 2.4 It is proposed that the balance of the additional revenue budget is allocated to minor maintenance works. This will provide funding for planned maintenance activities such as drainage/ditching works, tree works, minor footway and carriageway patching etc.
- 2.5 The figures given in the above table assume that the countywide revenue maintenance is divided equally between the 11 local committees. If an alternative method of dividing the budget is agreed, it is proposed the allocation to the Minor Maintenance Works is adjusted to reflect any change in the funding received by Mole Valley Local Committee.
- 2.6 A workshop has been arranged for 12 March 2018 to enable county members to consider the Local Committee's priorities for the increased revenue maintenance budget. The outcome of this workshop will be reported verbally at this Local Committee meeting.
- 2.7 To deliver works funded from the revenue maintenance budget efficiently and cost effectively, it is proposed that the Mole Valley Maintenance Engineer manage the budget on members' behalf. The Maintenance Engineer would liaise with members and regular updates would be provided both to the Local Committee Chairman and Vice-Chairman and to the Local Committee as part of the Highways Update report.

#### **Member Local Highways Fund**

- 2.8 In addition to the revenue maintenance budget, Council has approved an allocation of £7,500 per county member to address highway issues in their divisions. Guidance is being drawn up on appropriate uses for this funding.
- 2.9 It is proposed that the Member Local Highways Fund is managed by the Mole Valley Maintenance Engineer on members' behalf. Members would need to advise the Maintenance Engineer by the beginning of September 2018 what works they wish to be carried out in their divisions. This would provide sufficient time for the work to be priced, ordered and implemented before the end of the financial year.

### **3. OPTIONS:**

- 3.1 This report proposes a revised Mole Valley revenue maintenance allocation following an increase in the Local Committee's devolved revenue maintenance budget.
- 3.2 It also advises of the new Member Local Highways Fund and proposes a way of managing this additional funding.

### **4. CONSULTATIONS:**

- 4.1 Consultation will be carried out as part of the delivery of the works programme, as appropriate.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Mole Valley’s Local Committee’s revenue maintenance allocation has been revised in accordance with the level of funding approved by Council on 6 February 2018.
- 5.2 It is proposed that the revenue maintenance budget be managed by the Mole Valley Maintenance Engineer to enable efficient delivery of works and provide value for money.
- 5.3 The Member Local Highway Fund provides a budget for county members to spend on highway works in their divisions. It is proposed that the delivery of works requested by members is managed by the Mole Valley Maintenance Engineer.

**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 highway works. The Member Local Highways Fund provides members the ability to address local highway issues in their divisions.

**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 This report proposes a revised Mole Valley Local Committee revenue maintenance allocation following an increase in the budget approved by Council on 6 February 2018. It also provides information on the Member Local Highways Fund.

9.2 It is recommended that the Local Committee approve the revised revenue maintenance allocation and that the Mole Valley Maintenance Engineer manage this budget and the Members Local Highway Fund on members' behalf.

<b>10. WHAT HAPPENS NEXT:</b>
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10.1 Officers will deliver maintenance works for 2018/19 in accordance with the revised allocation, will provide the Mole Valley Local Committee Chairman and Vice-Chairman with regular updates and will update members at future meetings.

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**Contact Officer:**

Anita Guy, Principal Engineer, South East Area Team, 03456 009 009

**Consulted:**

**Annexes:**

**Sources/background papers:**

Report to Mole Valley Local Committee 30<sup>th</sup> November 2017: Highways Forward Programme 2018/19 – 2019/20

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

**DATE:** 14<sup>th</sup> MARCH 2018  
**LEAD OFFICER:** AREA HIGHWAY MANAGER

**SUBJECT:** HIGHWAYS SCHEMES 2017/18 – END OF YEAR UPDATE

**AREA(S) AFFECTED:** ALL DIVISIONS

**SUMMARY OF ISSUE:**

This report summarises the outcome of the Local Committee's programme of Highways works for the current financial year 2017/18. It also provides a summary of the work carried out on the Dorking Sustainable Transport Programme and centrally funded maintenance work during the 2017/18 financial year.

**RECOMMENDATIONS:**

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

**REASONS FOR RECOMMENDATIONS:**

To update the Local Committee on the outcome of the 2017/18 highway works programme in Mole Valley.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In March 2017, the Local Committee agreed the draft forward 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 2017, 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 Forward Programme 2017/18 – 2018/19" paper that was presented to the 22 June 2017 Local Committee.

## ITEM 8

- 1.4 This report provides information to the Local Committee on the outcome of the 2017/18 Integrated Transport and highways maintenance programmes in Mole Valley.
- 1.5 In addition to the Local Committee's Integrated Transport Schemes and revenue maintenance expenditure, countywide budgets have been used over the past year to fund major maintenance (Operation Horizon), drainage works and other capital highway schemes. Countywide revenue budgets are used to carry out both reactive and routine planned maintenance works.
- 1.6 Developer contributions are also used in Mole Valley to, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

## **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 schemes above, highway officers within the local area office have secured 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

**Annex 1** provides an end of year update on the 2017/18 capital programme of Local Committee funded highway works in Mole Valley. It also provides an update on the parking review, schemes funded by the Road Safety Working Group and those being progressed using developer contributions. A separate report on the Dorking Transport Study is to be presented to this Local Committee.

A number of ITS improvement schemes and road safety schemes have been progressed in 2017/18, as highlighted below and set out in detail in **Annex 1**.

- A24 Deepdene Avenue, Dorking: installation of additional street lights.
- Dene Street, Dorking: installation of permanent one-way working.

- St. Johns Road/Poplar Road/Leatherhead Community Hospital: installation of raised table to highlight to drivers the existing crossroads junction.
- Hollow Lane and Leith Hill Lane, Dorking: installation of 40mph speed limit.

### 2.3 Local Committee revenue works programme

Under the “Highways Forward Programme 2017/18 – 2018/19” report presented to the Local Committee on 1 March 2017, the Local Committee agreed that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the revenue maintenance headings shown in **Table 1**.

The Parking Project Team Leader confirmed that £2,500 previously allocated within the revenue maintenance allocation for a contribution to the parking review was no longer required. As a result the Area Highway Manager in consultation with the Local Committee Chairman and Vice-Chairman agreed that £2,500 previously allocated to the parking review be vired to support the Minor Maintenance Works (Community Gang).

**Table 1** shows the revenue programme for this financial year (2017/18) and identifies some of the work that was carried out.

Item	Allocation (£)	Comment
Drainage / ditching works	£5,410	Regrading of carriageway and drainage in Coldharbour Common Rd
Parking	£2,500	Contribution to parking review.
Signs and road markings	£1,500	e.g Ice warning signs for Partridge Lane, Newdigate. Direction sign, Bypass Road, Cycling prohibited sign for Vincent Lane.
Speed Limit Assessments	£1,000	Surveys carried out on A2003 Horsham Road, Punchbowl Lane and Old Reigate Road, Betchworth.
Minor Maintenance Works (Community Gang)	£28,000 + £2,500 (reallocated from parking) = £30,500	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.
<b>TOTAL</b>	<b>£40,910</b>	

**Table 1 Agreed Revenue Maintenance Allocation 2017-18**

## ITEM 8

The allocation of £30,500 was provided for minor maintenance works such as cutting back hedges/vegetation, siding out verges and clearing trees. This allocation was managed by the maintenance engineer and works that were identified as needing to be carried out for highway safety were 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 in the calendar year 2017 is 112,538, an average of 9,363 per month, a decrease of approximately 18% on 2016. The improvements to the website reporting, proactive messaging and provision of information to customers has contributed to this.

All reports are categorised at the point of logging, either automatically through customers themselves using the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. Although enquiries have decreased, overall the balance of the enquiries being directed to Kier and those being directed to Surrey County Council's local area offices has significantly changed. During 2016 the average split was 45% SCC and 55% Kier, for 2017 this has seen a shift to 53%/47%. This change can be attributed to changes in the way enquiries are recorded and also the reduction in resource to carry out condition (non-safety) works. As a result the volume of enquiries has significantly increased the demand on the area teams.

For Mole Valley specifically, 12,028 enquiries were received between January and December 2017, of which 5,582 were directed to the local area office for action, of these 91% have been resolved. This is slightly below the Highways countywide average of 96%.

**Table 2** below shows the number of enquiries received in 2017 compared to the number received during the same period in 2016.

**Table 2 Customer Enquiries**

<b>Period</b>	<b>Surrey Highways: Total enquiries (no.)</b>	<b>Mole Valley: Total enquiries (no.)</b>	<b>Local Area Office: Total enquiries (no.)</b>
Jan-Dec 2016	136,629	15,126	6,060
Jan-Dec 2017	112,538	12,028	5,582

For 2017, 362 stage 1 complaints were received (a 22% reduction on 2016) of which 100 stage 1 and 18 stage 2 were for the South East Local Area Office. For Mole Valley specifically there were 22 stage 1 complaints, 3 of which were escalated to stage 2, these complaints questioned the decision making process and lack of consultation. The service was found to be at fault in one of the stage 2 complaints following independent investigation. There

was also 1 complaint directed to the Local Government Ombudsman that was not upheld.

We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2.

Recent surveys conducted with our Highways Customer Panel showed that 75% of those surveyed were either satisfied or very satisfied with the customer service they received.

## 2.4 Major schemes

As well as the work being carried out under the delegated budget, major scheme work was also carried out in Mole Valley, including the Dorking Sustainable Transport Plan (STP) and the Wider Network Benefits Scheme. An update on the progress of the Dorking STP can be found under section 2.7 of this report.

### Wider Network Benefits Scheme

Work is nearing completion on the Coast to Capital LEP funded “Wider Network Benefits” Intelligent Transport Systems Project across Epsom & Ewell, Mole Valley, Reigate & Banstead and Tandridge areas.

The LEP funded element of the project will be completed by the end of March 2018, with some remaining match funding from Surrey County Council being spent in the first quarter of 2018/19.

All of the Automatic Number Plate Recognition (ANPR) cameras associated with this scheme have now been installed. Surrey Police are already benefiting from this technology which contributes towards their prevention of crime and disorder functions. Whilst Surrey CC Officers continue to develop the real time journey system using the average journey time data derived from these cameras, which will help to highlight incidents and delays on the road network across the district.

The majority of the traffic monitoring CCTV cameras have also now been installed across the District and are being configured for use at Surrey’s Network Management Information Centre (NMIC) in Leatherhead. These cameras cover many of the key routes/junctions on some of the Districts busiest roads.

Many of the Variable Message Signs (VMS) are now installed and have begun to display messages to motorists, with the remainder scheduled to be installed over March and April.

The “Dial up Signal Control” (DUSC) changes to traffic signal junctions have commenced and are also scheduled for completion during March and April. Surrey Officers at the NMIC continue to develop the DUSC strategies that will create more proactive programming of the junctions, recognising the need to respond to specific road network problems such as both planned and emergency motorway and local road closures.

## ITEM 8

### A24 Mickleham Bypass Average Speed Cameras

Following initial meetings with contractors a contract has been issued and orders have been placed for the equipment. It is therefore intended that the A24 average speed camera scheme will be implemented before the end of March.

### The Leatherhead town centre scheme

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 were carried out to improve the area around Leatherhead theatre in Church Street to provide improved accessibility and streetscape. These works are now complete.

## 2.5 Centrally funded maintenance

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

[https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0003/126282/Horizon-2-Mole-Valley-v3.0.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0003/126282/Horizon-2-Mole-Valley-v3.0.pdf)

A report on the Horizon 2 major maintenance works that have been carried out in 2017-18 in Mole Valley can be found annexed to item 6 of this agenda.

## 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 schemes that have been funded by the Road Safety budget and have been completed this financial year is provided in **Annex 1**.

Surrey County Council's Road Safety Engineer team working alongside the South East Area team has also carried out works to reduce the existing speed limits to 40mph in the lengths of road listed below.

1. Hollow Lane (D282) Wotton/Abinger, its entire length.
2. Leith Hill Road (C43) Abinger, also known as Abinger Road, its entire length.
3. Leith Hill Lane (C43) Abinger, also known as Abinger Road, its entire length.
4. Donkey Lane (D281) Abinger, its entire length.
5. Abinger Common Road (D284) Abinger, its entire length.
6. Sewers Farm Road (D284) Abinger, its entire length.
7. Lemons Farm Road (D284) Abinger, its entire length.

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

8. Etherley Hill (B2126) Forest Green from a point 55 metres west of the western kerb-line of Leith Hill Lane (also known as Abinger Road), eastwards, to its junction with Ockley Road.
9. Ockley Road (B2126) Ockley, from its junction with Etherley Hill to its junction with Forest Green Road.
10. Forest Green Road (B2126) Ockley, its entire length.

Road Section 2.4 also provides an update on the work being carried out by the Safety team to install average speed cameras on the A24 Mickleham Bypass, Which is being funded through the Coast 2 Capital Local Enterprise Partnership.

## 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, the following works have been carried out as part of the Dorking STP during the 2017/18 financial year.

### Dorking Deepdene Station

1. New ticket vending machines installed
2. Lighting improvements
3. Removal of existing shelters
4. New cycle parking facility installed on the south side of the station with acoustic fencing.
5. Improvements to paths leading to stairs
6. Installation of 2 Real Time Passenger Information (RTPI) displays at access point to Deepdene station platforms indicating bus and Dorking Main rail services/departure times.

### On-highway elements

1. Installed new shared footway/cycleway signs to complete the improvements to the shared route between Dorking Main and Dorking Deepdene stations.
2. Installation of signs for the wayfinding network for pedestrian routes.
3. RTPI installed on site at bus stop opposite Waitrose, South Street.

## 2.8 Other key information, strategy and policy development

An update on the Dorking Transport Study is presented in a separate report to this local committee.

## **3. OPTIONS:**

- 3.1 No options to consider within this report.

#### **4. CONSULTATIONS:**

- 4.1 In August 2017 consultation was carried out on the Integrated Transport Scheme to install a table-top road hump in St. John's Road, Leatherhead at the junction with Poplar Road and the entrance to the Leatherhead Community Hospital. The consultation was carried out in line with Surrey County Council's "Consultation for Local Highway Improvement Schemes; Officer Good Practice Guide". One informal objection was received in regards to this scheme, which was set aside following consultation with the Chairman (who is also the divisional member) and Vice Chairman.

On 30<sup>th</sup> August 2017 Surrey County Council made the permanent traffic regulation order to make the temporary one-way section of Dene Street (between the junction with Heath Hill and High Street) permanent. The notice advertising the order was advertised on 7<sup>th</sup> September 2017, no formal objections were received to the permanent traffic regulation order, therefore the order was sealed.

Notice to make a permanent traffic regulation order to close Buckland Lane, Buckland to all motor and horsedrawn vehicles with an overall width exceeding 1.5m (except for access) was made on 25 October 2017. No objections were received to this order, therefore this order will come into force by the end of March 2017.

#### **5. FINANCIAL IMPLICATIONS:**

- 5.1 The financial implications of the local committee budget are set out in section 2.1 and 2.3 of this report.

Budgets are closely monitored throughout the financial year and monthly updates were provided to the Local Committee Chairman and Vice-Chairman. The Local Committee put in place arrangements whereby monies could be vired between different schemes and budget headings.

The key objective with regard to the 2017/18 budgets has been to manage a neutral position.

#### **6. WIDER IMPLICATIONS:**

- 6.1 The Integrated Transport Scheme programme and the revenue maintenance programme does not significantly impact on any of the areas identified on the table below. The Integrated Transport Schemes and maintenance work is carried out in order to improve the road network for all users, where possible.

<b>Area assessed:</b>	<b>Direct Implications:</b>
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	No significant implications



Children	
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

## **7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 This report sets out highway works carried out in Mole Valley in 2017/18, for Members' information.
- 7.2 **Annex 1** provides an end of year update on the 2017/18 capital programme of Local Committee funded highway works in Mole Valley. It also provides an update on the parking review, schemes funded by the Road Safety Working Group and those being progressed using developer contributions.
- 7.2 Section 2 also outlines the work being carried out on major scheme projects and centrally funded maintenance schemes. The Local Committee is also asked to note the content of the report Horizon 2 2017-18 annexed to item 6 of this agenda, which sets out centrally funding maintenance schemes that have been carried out this financial year.

## **8. WHAT HAPPENS NEXT:**

- 8.1 The remaining budget for 2017/18 will be spent and the end of year outturn figures will be finalised.

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### **Contact Officer:**

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

### **Consulted:**

Not applicable.

### **Annexes:**

Annex 1 – Summary of progress

### **Background papers:**

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

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<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: A24 Deepdene Avenue, Dorking (Phase 3)</b>		
<b>Detail:</b> Safety measures	<b>Division:</b> Dorking South and the Holmwoods	<b>Allocation:</b> £8,000 (2017/18)
<b>Progress:</b> 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.		
<b>Project: Dene Street, Dorking</b>		
<b>Detail:</b> One-way working	<b>Division:</b> Dorking South & the Holmwoods	<b>Allocation:</b> £4,000 (2017/18)
<b>Progress:</b> The permanent TRO for the Dene Street one-way working is in place, final electric connections to the one-way signage to be completed by the end of March 2018.		

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: Pixham Lane</b>		
<b>Detail:</b> Measures to influence driver behaviour	<b>Division:</b> Dorking Hills	<b>Allocation:</b> £10,000 (2016/17). No further funding currently identified.
<p><b>Progress:</b>            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>		
<b>Project: St. John's Road/Poplar Road/Leatherhead Community Hospital</b>		
<b>Detail:</b> Junction Improvement	<b>Division:</b> Leatherhead and Fetcham East	<b>Allocation:</b> £13,363 (2017/18)
<p><b>Progress:</b>            Construction work on raised table at the end of St. John's Road to highlight to drivers the existing crossroads junction. Work to construct this scheme is complete. A Stage 3 Road Safety Audit is to be carried out, and any snagging works identified as a result of this audit will be carried out 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 ended on 24 November, no objections were received. The TRO is to be sealed by the end of March 2018 and the signs/bollards and gate to support the TRO have been ordered. Works to install the signs/bollards and gate will be carried out once they have been received early on in the new financial year.

**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"

<b>DEVELOPER FUNDED SCHEMES</b>		
<b>Project: Leatherhead Town Centre</b>		
<b>Detail:</b> Town centre improvements	<b>Division:</b> Leatherhead and Fetcham East	
<b>Progress:</b> 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 complete.		
<b>Project: Pebble Hill Road, Betchworth</b>		
<b>Detail:</b> Safety scheme	<b>Division:</b> Dorking Rural	
<b>Progress:</b> Design work on improvements to the road markings is complete, some road markings have been laid and the contractor is due to return to Pebble Hill Road to complete the scheme. Work to lay road markings is weather dependent and it has not yet proved possible to complete these works.		
<b>Project: 20 mph Speed Limits Outside Schools</b>		
<b>Detail:</b> 20mph speed limits outside: <ul style="list-style-type: none"> <li>▪ City of London Freemans School and St Giles C of E Infant School, Ashtead</li> <li>▪ Fetcham Village Infant School and Oakfield Junior School, Fetcham</li> <li>▪ Newdigate C of E Infant School, Newdigate</li> </ul>	<b>Division:</b> 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.

City of London Freemans School, Ashtead – there is no funding currently available for this scheme.

St. Giles C of E Infant School, Ashtead – developer funding within the Ashtead division has initially been allocated for a signalised pedestrian crossing on the A24 Epsom Road near the junction with Bramley Way. A feasibility study is currently being produced to assess the feasibility of installing a signalised crossing at this location and whether or not there is sufficient developer funding available for such a crossing. If, following the outcome of the feasibility study, it is found that it is not feasible to construct a crossing at this location or there is insufficient developer funding available for a crossing, then the developer funding will be reallocated to provide a traffic calming scheme outside St. Giles C of E Infant School.

Fetcham Village Infant School and Oakfield Junior School, Fetcham – work is continuing to identify PIC funding for this scheme.

Newdigate C of E Infant School, Newdigate – there is no funding currently available for this scheme.

**Project: Brockham, Capel & Charlwood**

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

**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 progressing 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:** £15,000

### DEVELOPER FUNDED SCHEMES

**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 a stage 1 and 2 safety audit is to be carried out shortly.

**Project: Blackbrook Road, North Holmwood**

**Detail:** Measures to reduce speeds

**Division:** Dorking South & the Holmwoods

**Allocation:** £5,000  
(2016/17)

**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. Work complete.

**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 have been installed to mark out “dead” areas of carriageway on the roundabout in front of the splitter islands. Work complete.

**PARKING****Progress:**

The 2017 parking review objections have been considered and final decisions made. Works orders are being finalised and implementation will be carried out shortly.

**DORKING TRANSPORT STUDY****Progress:**

An update on the Dorking Transport Study is presented in a separate report to this Local Committee.

**Note:** Information correct at time of writing (28/02/18)

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

**DATE:** 14 March 2018  
**LEAD OFFICER:** Zena Curry  
 Area Highways Manager,



**SUBJECT:** UPDATE ON DORKING TRANSPORT STUDY

**DIVISION:** DORKING HILLS, DORKING SOUTH & HOLMWOODS

**SUMMARY OF ISSUES:**

This item is to update members on the current status of the current Dorking Transport Study, which was commissioned to provide evidence to support a potential future funding bid for a sustainable transport package for Dorking Town Centre which could be submitted to the C2C LEP to address increasing town centre congestion problems.

**RECOMMENDATIONS:**

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

- (i) Note the current status and emerging themes of the Dorking Transport Study Stages 1 & 2 Data Collection and Issues & Opportunities made to date.
- (ii) Note the potential options proposed as stated in Paragraph 9.1 for further analysis in Stage 3 Option Testing & Developing Strategy.

**REASONS FOR RECOMMENDATIONS:**

- (i) To ensure that the Local Committee is kept informed, the Local Committee is asked to note the current status and emerging themes of the current Dorking Transport Study and potential options proposed for further analysis in Stage 3 Option Testing & Developing Strategy.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Historically, there have been concerns over delays to traffic and the impact of congestion within Dorking Town Centre.
- 1.2 Since the mid 1990s Dorking Movement Study there have been numerous well documented studies and investigations including extensive data collection exercises and option testing using sophisticated traffic models in order to find suitable, sustainable and deliverable solutions to tackle Dorking's traffic related problems. A timeline and short summary of these previous studies and outcomes is provided in Annexes 1 and 2 respectively.

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- 1.3 Following the last 'Update on Dorking Town Centre' Local Committee Report 2 March 2016, recommendations were agreed to undertake a further Dorking Transport Study in order to provide evidence that would support a potential future Business Case bid to fund a sustainable transport package for Dorking Town Centre which could be submitted to the C2C LEP to address Dorking's traffic problems.
- 1.4 The study concluded that there was no small scale engineering solution to the congestion problems of Dorking that is both deliverable within available funding limits and environmentally acceptable.
- 1.5 Peter Brett Associates were commissioned jointly by Surrey County Council and Mole Valley District Council in September 2017 to undertake a further Dorking Transport Study to provide evidence to support the potential future funding Business Case.
- 1.6 The study was structured into 3 Stages:
  - Stage 1: Data Collection;
  - Stage 2: Issues & Opportunities &
  - Stage 3: Option Testing & Development Strategy.
- 1.7 This report describes the current status and emerging themes of the Dorking Transport Study Stages 1 & 2 Data Collection and Issues & Opportunities made to date.

## **2. ANALYSIS:**

- 2.1 A Dorking Transport Study draft report has been written to summarise the findings of the Stage 1 the Baseline information and data collection. Both county and district officers are currently reviewing and scrutinising the draft report before publication.
- 2.2 Stage 1 has included the following desktop review to understand the current transport network movement patterns and has revealed the following:
  - Surrounding the town (excluding the south) lies within the Surrey Hills Area of Outstanding Natural Beauty (ANOB);
  - Protecting the built heritage of the town and the quality of the surrounding Surrey Hills is essential, which discounts any large scale infrastructure;
  - The area is served by 2 Secondary Schools & 7 Primary schools, with previous data showing high % of younger children being driven to school;
  - 60% of residents within walking distance of the Town Centre (within 1.2km) and hence access the town centre with 10 minutes;
  - Narrow streets with Historic centre constrains pedestrian access;
  - There is a reasonable cycle network, with town centre access by pedal cycle within 5-10 minutes;
  - SCC have undertaken recent improvement for cycle provision in Dorking, including a cycle hub at the station;
  - Cycle path provision within Dorking town centre is mainly located to the north, with limited provision south of West Street for use by the residential areas. There are parts of the existing cycle way which are not of a sufficient width within guidance (DfT Manual for Streets).

- Adequate bus stop provision with 99% of population within 400m of a bus stop, but recognise that the local bus service frequency inhibits more bus journeys as alternative to the private car;
- The town is well served with 3 rail stations, including a radial route into London \ South Coast and orbitally via North Downs Line;
- The narrow one way roads within the town centre create a gyratory system with a number of traffic signal junctions, as a consequence, frequent queues and delays occur in both am and pm peak periods;
- Site observations revealed loading and deliveries along the A25 can cause 'immediate short term gridlock' due to the narrow lanes;
- SCC have undertaken recent works to manage peak period congestion by improving the operational efficiency of some traffic signal junctions;
- Accident records show that there were 147 accidents resulting in 167 injuries, with no fatalities;
- There is adequate car park provision within Dorking, with only the High Street Public car park at capacity for most of the day, the others appear to be under-utilised, (comparison data not available for Waitrose or Lidl car parks);
- Dorking Railway Station car park is at capacity before the network peak hour (08:00-09:00).
- Census data analysis shows that 55% of Dorking Residents travel to work by car, whilst over 20% use the train to commute and 19% commute by foot.

2.3 As part of Stage 1 a number of traffic surveys were undertaken between 14th and 20th October 2017. Both county and district officers are currently reviewing and scrutinising the traffic survey data before publication.

2.4 The traffic survey data collection included the following surveys:

**Car Park Accumulation and Occupancy** surveys at four car parks in the centre of Dorking.

**Manual Classified Traffic Counts (MCTC)** at six of the key junctions, including queue length surveys.

**Automatic Traffic Counts (ATC)** at four key locations to understand the daily traffic flow, profiles and speed along the road.

**An Automatic Number Plate Recognition (ANPR)** survey covering both an inner and outer cordon around the town, with an additional survey at Dorking Station.

2.5 Initial analysis of the different survey methods and data has revealed the following:

- There is adequate car park provision within Dorking, with only the High Street Public car park at capacity for most of the day, the others appear to be under-utilised;
- The largest volume of traffic in the AM and PM peak hours utilise the A24;
- Over 90% of vehicles travelling between the north and the south in the AM and PM peak hours use the A24 and do not go through the centre;
- For vehicles travelling along the east-west corridor, 90% and 84% use the High Street in the AM and PM peak hours respectively.

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- Ashcombe Road is utilised by vehicles travelling on the west-north corridor;
- Of the vehicles going through the centre of Dorking, HGV percentages are considered low between 1-3%.

2.6 The Stage 1 & 2 draft Dorking Transport Study report contains extensive presentation of all the 2017 survey data and hence, has not been included in this report. However, a simple comparison of some traffic survey data from previous studies has been compared to the 2017 data for:

- Deepdene Roundabout;
- Pump Corner and
- Vincent Lane \ Westcott Rd which is provided in Annexe 3.

2.7 Although there are some factors to take into consideration, in summary the traffic survey data reveals that the traffic flows have remained largely the same with only a small percentage increase from 2003, 2007 and 2017 of less than 10% over a 14/15 year period, which suggest that the highway network was and still is at capacity during peak periods. Indeed at Pump Corner the data suggests that traffic volumes have decreased from the original layout back in 2003 compared to the current road layout, which provides more priority to pedestrian and cyclists than the previous junction arrangements. Although there is very little difference between the 2007 & 2017 data.

2.8 In summary the traffic data indicates that the highway network is at capacity during the am and pm peak hours but that the peak hour has extended into a peak period longer than 60 minutes, and that small incidents such as poor on-street parking or loading \ unloading can lead to short intense periods of congestion or “gridlock”.

2.9 Previous studies have evaluated many different options for key junctions and traffic management arrangements within Dorking, which resulted in little or even dis-benefits to traffic, given the similar volumes observed in 2017 compared to previous years, it is unlikely that any of those small scale engineering solutions previously considered would resolve the current congestion problems that would be deliverable in planning or highway land terms, environmentally acceptable and attract funding.

2.10 The quantitative and qualitative findings above have been used to identify a variety of possible interventions measures to meet the main objectives set out below

- Reduce congestion;
- Improve the cycle & walk environment in the town centre to increase modal shift; &
- Identify local capacity improvements on the road network.

2.11 The options as interventions range across a variety of information, infrastructure and innovative measures. These are provided in **Annexe 4**, and are categorised into potential deliverability periods in short medium and long term (1-5 years, 5-10 years and >10 years respectively).

### **3. OPTIONS:**

3.1 Along with previously proposed and tested options a number of other initiative solutions were considered but discounted on due to feasibility , deliverability and unlikely to receive funding support and hence have not been put forward to Stage 3. These included:

**i. Installation of guard rails and removal of pedestrian crossings at pump corner**

- This solution increases the efficiency of the pump corner junction by removing the pedestrian crossing phase.
- Forces Pedestrians to use crossing outside Waitrose
- Likely to increase pedestrian accidents through attempts to cross the road where there are no pedestrian facilities or worse still scale the guard rails rather than take a significant detour.
- Likely objections from Surrey Police on safety grounds.

In addition to the installation of guard rails a further option at pump corner is to prioritise east bound traffic through Dorking by preventing right turns into South Street from West Street and remove the traffic signals completely. Vehicles wishing to turn into South Street (from West Street) would drive along the High Street go completely round Deepdene Roundabout and travel back along the High Street and on to South Street. Would add additional vehicles to the Deepdene roundabout which is already working to capacity and subject to queuing in the peak periods. Unnecessary air pollution in the town centre through vehicles doubling back on themselves.

**ii. Vincent Lane re-engineered to two way traffic**

- Compulsory Purchase Order of land needed.

**iii. South Street re-engineered to two way traffic**

- A stage two option once Vincent Lane is made two way is to remove parking and make South Street two way that would then allow West Street to be pedestrianised. West street would need to be pedestrianised as no traffic would take the longer route round (for east bound travel) were it to remain a one way street.
- Removal of short stay on street parking that is considered essential for the shops along South Street.

**iv. Dorking Bypass**

A bypass linking the A25 (west of the town centre) to the A24 (north of the town centre)

- Would need to span railway tracks;
- Would go through an AONB and other sensitive environmental area of significance.

**4. CONSULTATIONS:**

4.1 A steering group of local county and district members along with key town holder stakeholders has been informally consulted on the purpose and preliminary finding of Stages 1 and 2.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Any detailed business case for a the scheme submitted will require, as part of the business case, a value for money statement, derived through the calculation of the benefit cost ratio (BCR). Any large major scheme greater than £10m will need to demonstrate a BCR of 2-4, i.e. will need to demonstrate either transport or economic benefits in the order of £20-£40m, and it is considered unlikely that these can be achieved without significant increases in the number of homes or employment opportunities within the Dorking area to support the economic case of any such scheme given the competitive nature to secure C2C LEP funding against schemes from other Local Authorities.

5.2. Any Business Case submitted to the C2C LEP will need to demonstrate the ability to provide as least 20% local contributions from either Local Authorities allocations or other 3<sup>rd</sup> Parties such as developers or other public sector organisations.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is the objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment (EqIA's) will be carried out for any Major scheme LEP funded bid as part of the detailed design process.

## **7. LOCALISM:**

7.1 Dorking Town Centre residents and business primarily impacted along with motorists travelling through the town centre. Any proposed recommendation should provide improvements to those affected by current traffic volumes and other associated other issues of air quality. A package of sustainable transport measures will help provide alternatives to car use.

## **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	Set out below.

### 8.1 Sustainability and Public Health implications

Potential reduction in Carbon Emissions associated with any reduction in traffic congestion



Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits.

It is also expected that increased levels of walking and cycling to and around the town centre will have a positive effect on Dorking's retail economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than a motorist.

## 9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Local Committee are asked to note that based on the emerging travel patterns and traffic data analysis from Stage 1 and 2 of the Dorking Transport Study that the following proposals should be put forward for further analysis in Stage 3 to further consider the feasibility and deliverability of these proposals towards the inclusion into a Dorking Sustainable Transport Package that could be prepared to be submitted to the C2C LEP.

### **Reduce the Need to Travel:**

- Click & collect points at Dorking rail stations
- Superfast broadband

### **Walking:**

- Develop and promote an integrated walk / cycle network
- Update school travel plans

### **Cycling:**

- Develop and promote an integrated walk / cycle network
- Proposals for quiet road routing

### **Rail Travel:**

- Expansion of car parking spaces at Dorking rail station
- Season ticket & (reserved) car parking combo
- Electric car charging & electric buses serving the station.

### **Servicing & Delivery:**

- Freight activity survey with local businesses
- Deliveries to shops along south street alternating between the two sides of the street to prevent double parking

### **Bus Travel:**

- Increased provision of RTPI

### **Car Travel:**

- Option 1 – removal of some of the parking bays on south street following pump corner
- Option 2 – Safeguarding land along Vincent lane
- Junction proposals for Priory School link road on to the A25
- Further ANPR data analysis for trips between the West & North corridors into Dorking & between the West & South entrance corridors (viability of two way on Vincent lane)
- Design review of Pump Corner junction configuration – Does the design meet current best practise? Could the pedestrian buttons be better located to reduce confusion? Removal of cycle phase.

- 9.2 The Local Committee are asked to note that given the outcomes of the previous studies and early indications of the current Dorking Transport Study that it is unlikely that 'one large solution' will materialise and it more likely that a package of measures of sustainable transport will emerge as the most favourable approach to receive funding support, but this will be confirmed

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following Stage 3 and the issue of the final report of the current Dorking Transport Study.

### **10. WHAT HAPPENS NEXT:**

- 10.1 The emerging options taken forward from Stage 2 (in paragraph 9.1) will be developed further during Stage 3 to ensure that they are feasible and deliverable and adequately evidenced to be included in a Business Case for a package of Sustainable Transport Measures.
- 10.2 Subject to the approval of this Local Committee, a full Final Report of the Dorking Transport Study will be reported back to the Local Committee.
- 10.3 Subject to the approval of this, any recommendations from the Stage 3 Final Report will be considered for inclusion in any potential business case to be submitted to the C2C LEP to support the District Council's Future Mole Valley Local Plan and reduce congestion within Dorking Town Centre.

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#### **Contact Officers:**

##### **Zena Curry**

Job title: Area Highways Manager, Surrey Highways

Contact number: 03456 009 009

##### **Steve Howard**

Job title: Project Manager, Transport Policy

Contact number: 03456 009 009

#### **Consulted:**

#### **Annexes:**

Annex 1: Timeline of Previous Studies

Annex 2: Summary of Previous Studies Outcomes

Annex 3: Comparison of Traffic Flows

Annex 4: Draft list of proposed options

#### **Sources/background papers:**

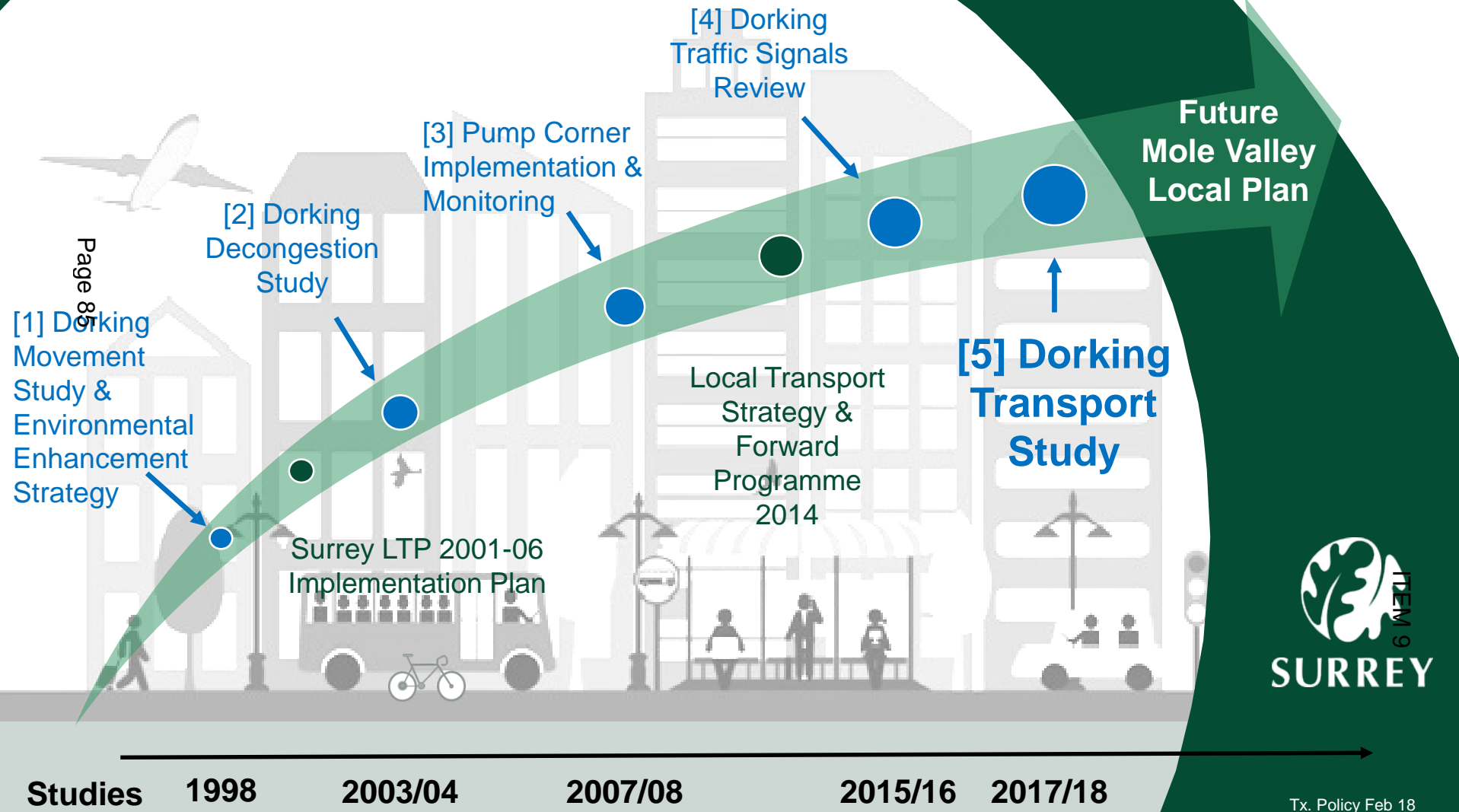
Dorking Movement Study 1998 Committee Report 14/04/99

Dorking Decongestion Committee Report 26/04/04

Pump Corner Committee Report 12/03/08

Update on Dorking Town Centre (Traffic Signals) Committee Report 2/03/16

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## Dorking Transport Study

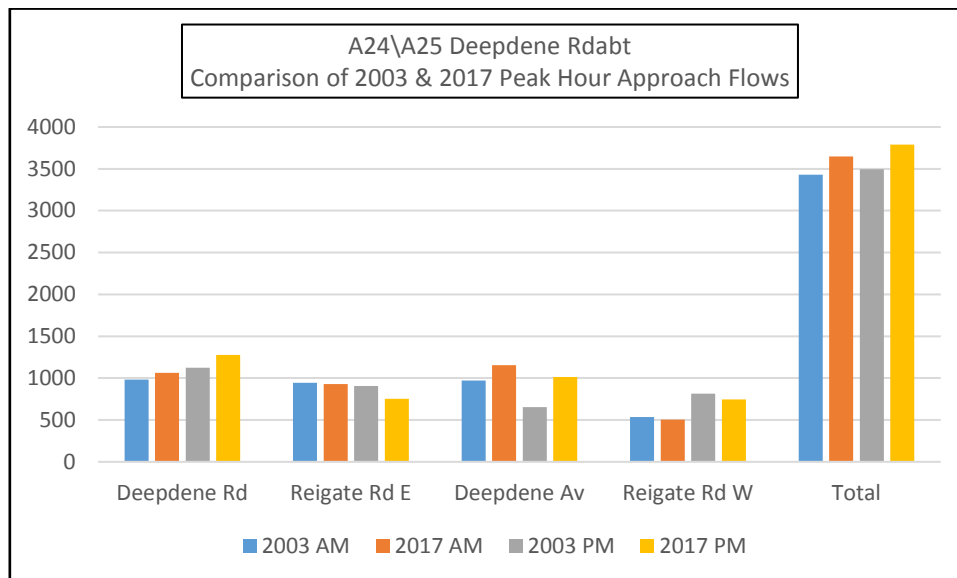
### Annexe 2 - Summary of Previous Studies Outcomes

Ref	Study \ Workstream	Options	Outputs \ Outcomes
1	<p><b>Dorking Movement Study &amp; Environmental Enhancements 1998</b></p>	<p>Joint study for shared vision for Dorking of the future to be a better place to live, work and shop in and to visit. Included proposals for</p> <p><b>Traffic Management</b> – Signalise junction on One way System, Vincent Lane 2-way, Dene St options, Cotmandene Chart Lane Area, Pixham Lane Punchbowl Lane traffic calming.</p> <p><b>Better Public Transport and Cycle routes.</b></p> <p><b>Parking Management Strategy.</b></p> <p><b>Road Safety</b> including Safe Routes to Schools and Coldharbour Lane.</p> <p>Complemented MVDC Environmental Enhancement Strategy to improve and protect historic core.</p>	<p>The results of the public Consultation help inform a package of measures developed for the Local Transport Plan 2000/01 Capital Programme.</p> <p>Many of the measures have since been implemented or considered during other studies.</p>
2	<p><b>Dorking Decongestion Study 2003/4</b></p> <p>02/04/03 Members agreed funding for a study to investigate the cause of congestion in Dorking and identify what measures (if any) would help address those measures</p>	<p>Comprehensive computerise traffic modelling was undertaken to develop and evaluate a series of traffic management options including the following: (26/05/04)</p> <p>Improvements to Deepdene Rdabt;</p> <p>A24 London Rd improvements;</p> <p>Ashcombe Rd Potential Diversion RouteS</p> <p><b>Signallise junctions:</b></p> <p>West St &amp; Station Rd; Pump Corner; West St, South St &amp; Junction Rd; South St &amp; Horsham Rd</p> <p>Pixham Lane – Bus Gate</p> <p>Development related Proposals at Mill Lane &amp; Lindon Homes.</p> <p>In addition Member suggestions were considered and reported back.</p>	<p>The study concluded that there was no small scale engineering solution to the congestion problems of Dorking that is both deliverable within available funding limits and environmentally acceptable. The Working Group identified Pump Corner as a key junction on the network and an experimental trial of a preferred layout should be undertaken.</p> <p>In addition, it was recognised that parking &amp; loading/unloading was a cause of congestion at certain times, particularly along the High Street.</p> <p>It recommended to:</p> <ul style="list-style-type: none"> <li>• Implement DPE</li> <li>• Change priorities at Pump Corner (Monitor&amp;Review)</li> <li>• Deploy a Travel Officer</li> <li>• Additional resources to promote Safer Routes to Schools</li> <li>• Revise parking controls in High St &amp; West St</li> <li>• Improve pedestrian safety and improve traffic flows in the Vincent Road and Dene St</li> </ul>

3	<b>Pump Corner Implementation &amp; Monitoring 2007/8</b>	<p>As recommended by Decongestion Study. Traffic Signals were introduced at Pump Corner, incorporating pedestrian &amp; cycling facilities in 2007</p> <p>Following implementation a petition was received outlining concerns from Wescott RA over Pump Corner generating unacceptable queueing on the A25.</p>	<p>Additional monitoring was undertaken and reported back to LAC (12/03/08) with the following recommendations:</p> <ol style="list-style-type: none"> <li>1) Ask officers to investigate the under capacity possibilities within the local network to Pump Corner and use any under spends from Local Transport Plan and or Local Allocation funds to do so;</li> <li>2) (ii) To change the Task Group Pump Corner Terms of Reference so that it does not meet in public;</li> <li>3) (iii) Note the need for the present two pedestrian crossing facilities at West Street and High Street, Pump Corner,</li> <li>4) (iv) Note the legal position for both officers and elected members with regards to the removal/ changing of schemes as regards the law;</li> </ol>
4	<b>Dorking Traffic Signals Review 2015/16</b>	<p>Concerns expressed over the delays to traffic and congestion within Dorking Town Centre related to Pump Corner.</p> <p>Previous maintenance work damaged traffic signal detector loops, which reduced the operational efficiency of the junctions.</p>	<p>Following all of the scheduled repairs/revisions/upgrades to the current signal configurations and with the cessation of roadworks impacting on vehicle movements,</p> <ul style="list-style-type: none"> <li>• Vincent Lane \ Wescott operating under MOVA optimum control;</li> <li>• A25 High St \ London Rd issues corrected</li> </ul> <p>Recent levels of traffic congestion have improved in Dorking Town Centre.</p>
5	<b>Dorking Transport Study 2017/18</b>	<p>Peter Brett Associates were commissioned to undertake a further Dorking Transport Study, to provide evidence to support a potential future funding bid for a sustainable transport package for Dorking Town Centre which could be submitted to the C2C LEP.</p>	<p><b>Work commencing in March to finalise potential Options \ Solutions. Final Report expected April 2018</b></p>

### Annex 3: Comparison of Traffic Flows

#### Comparison of traffic flows between 2003 and 2017

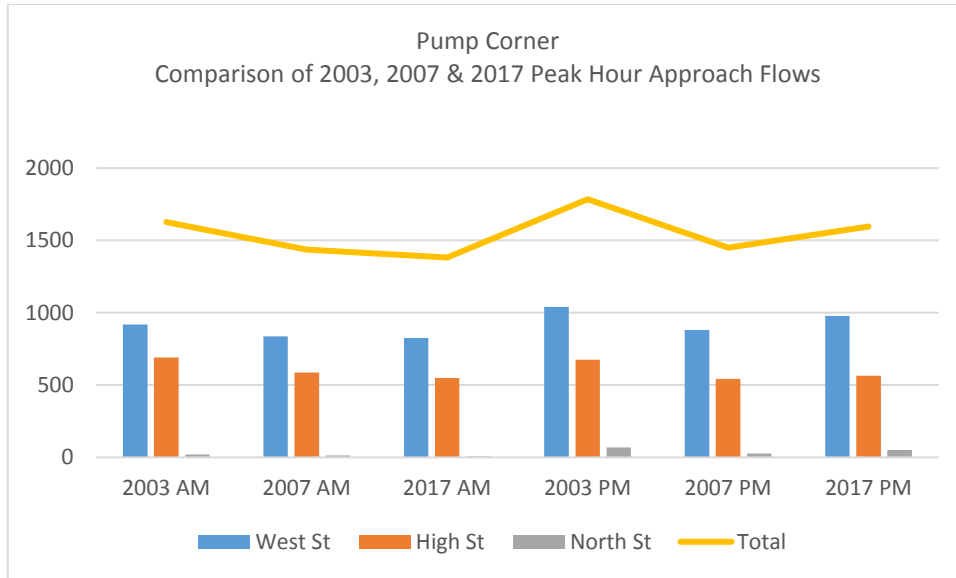


Deepdene Rdabt	2003 AM	2017 AM	2003 PM	2017 PM
Deepdene Rd	982	1061	1124	1278
Reigate Rd E	944	929	907	753
Deepdene Av	970	1155	652	1015
Reigate Rd W	535	503	813	744
<b>Total</b>	<b>3431</b>	<b>3648</b>	<b>3496</b>	<b>3790</b>
	%diff.	6.3%	%diff.	8.4%

This location provides a suitable comparison of traffic growth at the A24/A25 crossroads for both north-south and east-west traffic movements between previous and current studies. The traffic data shows that there has been a 6 % increase in vehicles entering the roundabout in the AM peak hour between 2003 and 2017, this represents an approximately 0.5% growth per annum between 08:00 and 09:00. The PM peak hour between 17:00 and 18:00 shows a slightly larger increase of 8% between 2003 and 2017 which represents 0.7% growth per annum. The most significant increase is observed in the PM peak from Deepdene Avenue from 652 in 2003 to 1015 in 2017, an increase of 56% although, this now mirrors the Deepdene Rd morning and evening entry flows.

In summary, the data implies that the roundabout was and still is operating at capacity in the morning and evening peaks and hence the feasibility options explored in 2003/04 Dorking Decongestion Study (Options 12-14) to enhance and or signalise the junction would still not provide sufficient traffic benefits given the 2017 traffic flows. Hence improvements to this junction have not been taken forward at this time.

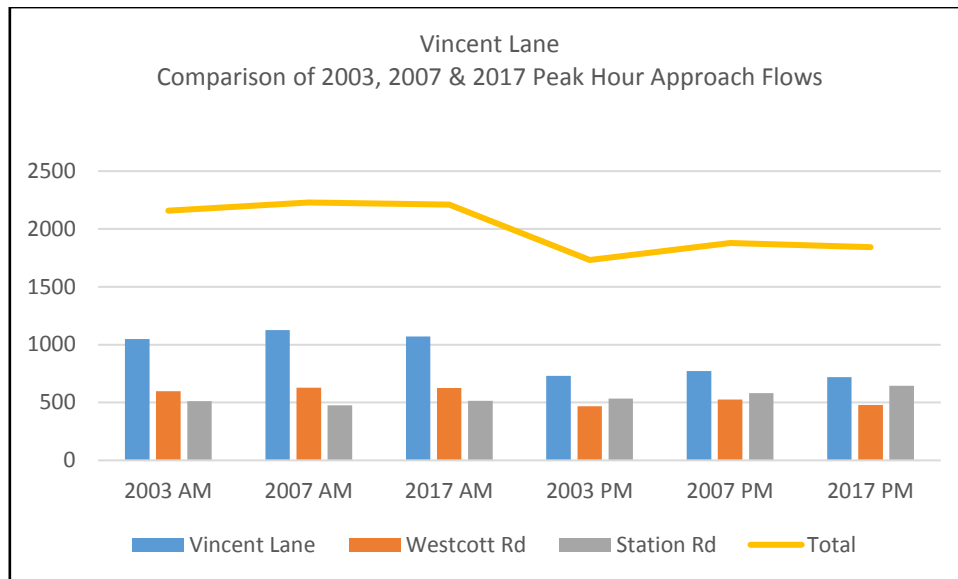
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Pump Corner	2003 AM	2007 AM	2017 AM	2003 PM	2007 PM	2017 PM
West St	919	836	826	1040	881	979
High St	690	587	549	676	542	565
North St	19	14	7	69	26	52
<b>Total</b>	<b>1628</b>	<b>1437</b>	<b>1382</b>	<b>1785</b>	<b>1449</b>	<b>1596</b>
		diff	-15.1%		diff	-10.6%

The traffic data shows that since the introduction of traffic signals at Pump Corner, in 2007 that traffic flows have slightly decreased from those recorded in 2003, but given the number of pedestrians and cyclists using the newer, safer junction arrangement, this is to be expected. There is very little difference between the 2007 and 2017 flows, which indicates that the junction is at capacity during the peak periods.





Vincent Lane	2003 AM	2007 AM	2017 AM	2003 PM	2007 PM	2017 PM
Vincent Lane	1048	1125	1070	730	771	719
Westcott Rd	598	629	626	468	526	478
Station Rd	511	475	514	534	581	645
<b>Total</b>	<b>2157</b>	<b>2229</b>	<b>2210</b>	<b>1732</b>	<b>1878</b>	<b>1842</b>
		Diff	2.5%		Diff	6.4%

The traffic data shows that this junction has experienced very little change between 2003 and 2017, which indicates that the junction is at capacity during the peak periods.

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	Reduce the Need to Travel	Pedestrian & Cyclists	Public Transport	Car Travel	Car Parking	Servicing and Deliveries
Information	Promote awareness of options through Personalised Travel Planning for residents and businesses	Promote awareness of options through Personalised Travel Planning residents and businesses  Update School Travel plans  Travel packs for new developments	Promote awareness of options through Personalised Travel Planning residents and businesses	Peak hour parking restrictions.		Undertake a Freight activity survey to inform the development of a freight strategy with links to ITS  Encourage a town centre 'Freight Quality Partnership' with local businesses  Enforce loading bay and parking regulations.
Infrastructure	Encourage Superfast broadband to aid home working  Develop and promote an integrated walk/cycle network	Enhance a coordinated cycle network, including quiet road strategy with appropriate signage	Cycle parking at bus stops and improving cycle facilities at Dorking's Railway stations.	Car Sharing Scheme in Dorking  Implement option 1- removal of parking bays and introducing double yellow lines	Pedestrian wayfinding to parking spaces  Removal/relocation of on-street parking	Investigate redesign and improving delivery bays including updated signage
Innovation	Click and Collect Services at Dorking Railway Station	Seek opportunities for community gamification initiatives. i.e.. Beat the Street			Investigate 'Dorking Car Club' provider	Phase enhanced ITS packages for the town as identified through above.

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	Reduce the Need to Travel	Pedestrian & Cyclists	Public Transport	Car Travel	Car Parking	Servicing and Deliveries	
Information	Continue to promote awareness of options through Personalised Travel Planning for residents and businesses	Continue to develop the towns' cycle network and phase implementation of schemes including increased cycle parking  Continue to promote awareness of options through Personalised Travel Planning for residents and businesses	Continue to promote awareness of options through Personalised Travel Planning residents and businesses		Promotion of a Car Club for Dorking	ITEM 9	
Infrastructure Page 94	Superfast broadband to aid home working	Enhance lighting on key walking routes  Implement in phases connected cycle network and facilities (implement in phases to long term)	Cycle parking at bus stops  Provide to enable use of hybrid/electric operating vehicles	Provide to enable use of hybrid/electric operating vehicles			Implement measures as established through freight strategy and 'Freight Quality Partnership' with local businesses (informed through activity and wider cordon freight Surveys)
Innovation		Develop Website / Smartphone App with local travel information	Develop Website / Smartphone App with local travel information	Website / Smartphone App with local travel information	Website / Smartphone App with local travel information		Website / Smartphone App with local travel information

	Reduce the Need to Travel	Pedestrian & Cyclists	Public Transport	Car Travel	Car Parking	Servicing and Deliveries
Information	Continue to promote awareness of options through Personalised Travel Planning for residents and businesses	Continue to develop the towns' cycle network and phase implementation of schemes including increased cycle parking  Continue to promote awareness of options through Personalised Travel Planning residents and businesses	Continue to promote awareness of options through Personalised Travel Planning residents and businesses			
Infrastructure Page 95		Continue to implement in phases connected cycle network and facilities (implement in phases to long term)  Review and explore public realm improvements that could be implemented  Implement option 2 - Improved footpath provision from widening Vincent Lane	Reallocate road space and provide facilities for buses as defined through preferred town centre arrangement scenario	Reallocate road space defined through preferred town centre arrangement scenarios  Implement option 2- widening Vincent Lane  Implement option 3 – proposed link road to Westcott Road from gyratory	Possible redevelopment of Dorking car parks not at capacity to provide alternative land uses	Implement measures as established through freight strategy and 'Freight Quality Partnership' with local businesses – to include small off site consolidation facility with deliveries to the area with low emissions vehicles
Innovation		Maintain Website / Smartphone App with local travel information	Maintain Website / Smartphone App with local travel information	Maintain Website / Smartphone App with local travel information	Maintain Website / Smartphone App with local travel information	Maintain Website / Smartphone App with local travel information

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



**DATE:** 14<sup>th</sup> March 2018

**LEAD OFFICER:** Natalie Howe, Families Service Manager

**SUBJECT:** Early Help priorities for Mole Valley

**DIVISION:** All divisions

**SUMMARY OF ISSUE:**

Surrey County Council has been working together with partners across the county and in Mole Valley to transform the system of early help that supports children, young people and families who are in need. We need to do this to both improve outcomes for local families and also address more effectively a number of the demand pressures we are facing across the public sector in Surrey.

The Children and Young People's Partnership has the following overall vision: children and young people are happy, healthy, safe and confident in their future. In support of this vision, early help means providing support as soon as a problem emerges, at any point in a child's life, from foundation years through to teenage years. This is based on an understanding that it is better to identify and respond to need and signals of risk for children and families before these become more difficult to reverse.

To achieve this we are bringing together all partners who care about children and young people in local communities to provide the best possible support, through new Local Family Partnerships (LFPs). By sharing our resources and integrating the support we provide to families we will reduce duplication and improve the reach and effectiveness of our work for families.

This report provides local Members with an update on the new model that Surrey County Council and partners have been developing for early help for the county overall and how this is progressing locally in Mole Valley.

**RECOMMENDATIONS:**

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

- (i) Provide feedback on the latest early help developments in Mole Valley, including proposed early help priorities for re-commissioning and the location of Local Family Partnerships
- (ii) Endorse the Local Committee representatives to the local Early Help Advisory Board, for the remainder of 2017/18 and 2018/19 (subject to continued membership of the Local Committee)

**REASONS FOR RECOMMENDATIONS:**

We want Local Members to be informed about the proposals that we have been

developing in partnership for the early help system in Surrey. We believe these proposals will help us realise better outcomes for children and young people within the early help resources we have available. We also know however that early help is most effective when it is planned and delivered locally, so we are seeking the advice of the Local Committee to inform our identified local priorities.

## **1. INTRODUCTION AND BACKGROUND:**

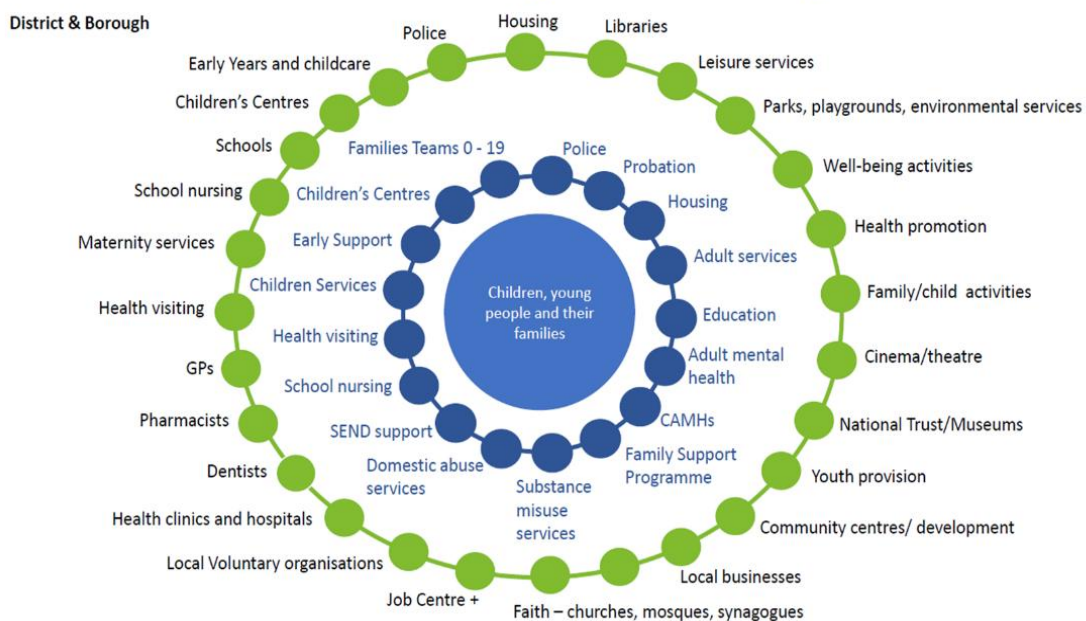
- 1.1 Early Help means providing support as soon as a problem emerges, at any point in a child's life, from foundation years through to teenage years. We know that it is better to identify and respond to need and indications of risk for children and families early, before these become more difficult to reverse.
- 1.2 Whilst most children and young people in Surrey achieve good outcomes without the need for early help services, too many do not. Surrey was criticised in the 2014 Ofsted safeguarding inspection for its fragmented Early Help offer which left too many children waiting too long to receive the help they needed. The subsequent Department for Education Improvement Notice requires the county council to "*develop and implement a cohesive, collaborative Early Help offer delivered jointly by all partners*".
- 1.3 In response to this, to support better safeguarding decision-making and to ensure children receive the right help at the right time, Surrey established a Multi-Agency Safeguarding Hub (MASH) and four Early Help Co-ordination Hubs (EHCHs) in October 2016. As a result of the new arrangements more than 1,000 children are now receiving Early Help following referral to the MASH or step-down from Children's Service's each month.
- 1.4 Feedback from Ofsted's latest monitoring visit on 31 October and 1 November 2017 highlighted that the Council has made improvements in Early Help, due to work to review early help services, analyse need, establish Early Help Hubs and co-locate early help staff with those from statutory Children's Services in the MASH. However, it also highlighted significant concerns that "thresholds are not yet appropriately or consistently applied" and "an increase in demand for early help support has resulted in delays in the early help coordination hubs progressing referrals for the allocation of services".
- 1.5 As Ofsted's feedback suggests, Surrey County Council in isolation does not have the capacity to meet all of the demands for Early Help in Surrey. It is only by transforming the way we and other partners, who value Surrey's children as much as we do, work together that we can achieve the scale of impact we need, both to improve outcomes for children and families, and reduce demand for statutory services across the public sector in Surrey.
- 1.6 In Surrey, our partnership Early Help transformation is already well underway. In 2016, Surrey County Council implemented a number of service changes to improve its offer of proactive, appropriate, timely and preventative early help for children referred into Surrey Children's Social Care. In early 2017, the Council launched Surrey Family Services, with the aim of bringing together professionals working across early years and children's centres, the Family Support Programme, the Youth Support Service and the Community Youth Work service, in joined-up district and borough teams.
- 1.7 Partners have worked together to understand the early help needs of children and families locally, developed a shared vision for early help and designed a



new model for the whole early help system to realise this ambitious vision for early help – Local Family Partnerships. There is collective agreement between many partners that Local Family Partnerships are the model that will transform the early help system in Surrey and allow Surrey to realise its ambitious partnership vision.

- 1.8 Local Family Partnerships bring together a network of key stakeholders in a community who are involved in supporting the well-being and resilience of children and families. These include statutory, voluntary, faith and community organisations (including businesses) who either provide preventative activities for children and families or are responsible for targeted and specialist interventions to meet our statutory duties. All these organisations contribute to the Early Help offer and by binding them together at a local level we will provide a rich network of integrated provision to children and families in each Local Family Partnership. It is anticipated that each district and borough will be sub-divided into up to five Local Family Partnership areas, the locations of which will be locally determined, in response to the local needs of children and

## Local Family Partnership



families.

- 1.9 The figure above is a visual representation of the sources of support for families that exist within communities and therefore Local Family Partnerships. The central (blue circle) represents targeted interventions, which tend to focus on particular individuals or families, and the outer (green) circle represents organisations that contribute to universal support in a community. The County Council has responsibility for ensuring that a cohesive and co-ordinated Early Help offer is in place with partners who make up the 'blue circle' of targeted Early Help. The 'green circle' is led by District and Borough Councils and is fundamentally about a place-based approach to ensuring that the local environment, infrastructure and services are conducive to family well-being. In this model strong partnerships are required at a local level between universal services, the voluntary, community and faith sector and the local authorities. The particular opportunity within Local Family Partnerships will be through developing effective local relationships between services that will enable the easy movement between targeted support for children and families at times of

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

particular need and back into the 'green circle' of preventative support (and vice versa as required).

- 1.10 Working through the Early Help Advisory Board in Mole Valley, we have identified the locations of Local Family Partnerships and a number of key local priorities that will inform the future development of the local early help system. These priorities will specifically feed into the external re-commissioning of early help services that is currently underway, to award new grants and contracts to local providers from April 2019.
- 1.11 Mole Valley Early Help Advisory Board was formed following wider stakeholder events held in November 2016 and March 2017. The first meeting took place in September 2017 and subsequently in November 2017 and January 2018. Membership includes voluntary organisations, schools, children's centres, local members and Surrey County Council colleagues. The board has focussed on developing a list of early help priorities for the district (See annexe a). The Board has agreed to subdivide Mole Valley into two local family partnership areas; the North and South of the district. These groups have begun to meet together as partnerships in recent months but further work needs to be carried out to ensure attendance at these partnership meetings represents the wide ranging support that is available for families across the area. It is planned that these partnerships will meet on a bi monthly basis. In recent weeks the development of a local early help allocation panel has brought together partners who allocate early help referrals across the district. Families referred for a case management service are now allocated within the district at a weekly panel attended by staff from the Early Help Hub, Families Team, Family Support Programme, Children's Centres and Leatherhead Youth Project. This has seen positive developments in terms of families being provided the most appropriate support from the most suitable agency in a timely manner.

#### **Surrey County Council's role**

- 1.12 Surrey County Council will align its resources to directly support this new partnership Early Help System in Surrey. Although a key aspect of the Local Family Partnership is that it allows for local flexibility, it is also important that there is countywide consistency in relation to key early help services provided by the County Council. In overall terms, this will be ensured through standard structures and processes for County Council services across Surrey, as well as developing transparent, needs-led approaches to allocate resources in districts and boroughs in response to the identified level of need. Some examples of the indicators that could be employed include the: level of deprivation; number of referrals to MASH; and number of children with special educational needs and/or disabilities.
- 1.13 There are three main strands of the County Council's contribution to Early Help that form part of the Early Help transformation. These are:
  - a. Surrey Family Services;
  - b. Surrey's Children's Centres; and
  - c. Externally-commissioned contracts and grants for local services.
- 1.14 SCC's in-house delivery of Early Help comes primarily through Surrey Family Services. In May 2017 Family Services brought together a number of different teams and programmes including: Youth Support Service; Community Youth

Work; Family Support Programme; Children's Centres; practitioners from the Early Years and Childcare Service; and the Early Help Co-ordination Hubs, which together coordinate and deliver a significant proportion of the Early Help across the county. Importantly, Family Services also has responsibility for young people identified as requiring a statutory Child in Need social work service and those over the age of eleven who require an Edge of Care service. As part of the new Early Help operating model, Family Services staffing will be restructured to align to the Local Family Partnership model in the course of 2018 and a new locally integrated youth work offer will be developed with districts and borough, the voluntary sector and young people who use the services.

- 1.15 SCC also commissions Surrey's 58 children's centres, which are delivered by schools and voluntary sector providers. In the course of 2018 the County Council will work with current providers, wider stakeholders and the public to re-shape a new children's centre offer to commence in April 2019. In developing the new model, we are committed to working with our partners in schools and the voluntary sector, who have a track record of delivering high quality early years services, to design a model which fulfils the children's centre core purpose around health, well-being and early education.
- 1.16 Through a new model for children's centres, we will continue to support children to have the best start in life, whilst also integrating services delivered into the wider 0-19 Local Family Partnership model. This may well involve developing greater flexibility of staffing at a Local Family Partnership and/or borough or district level to ensure services are resilient and resources are deployed where they are most needed. It is also envisaged that this new model of delivery will free providers from the requirements of children centre 'designation' as mandated in (now suspended) Department for Education guidance. Many local authorities already choosing this route to afford greater local flexibility to provide the services that are required to meet need. Through better integrating the children's centre offer with the work of other services, freeing providers to focus upon outcomes rather than process, and requiring children's centres to work together across a district/borough, the declining SCC revenue resource can go further in providing Early Help to meet the local needs of children and families.
- 1.17 Finally, SCC commissions a range of preventative and family support services from external partners, including jointly commissioned domestic abuse outreach services, primarily from the local voluntary sector. SCC's commissioning intentions for children are described in **SCC's Child First Commissioning Plan 2017**. The Early Help services will be recommissioned from April 2019 onwards as part of a joined-up pathway for families to meet local needs. The **Early Help Commissioning Plan** is currently being developed with partners, drawing on local priorities as identified by Early Help Advisory Boards, with a view to publication in March 2018.
- 1.18 **Working across Programmes:** There are many interdependencies between the Early Help Transformation and other change programmes ongoing across the Children Schools and Families directorate. The work to enhance Surrey's Early Help offer is an important component of the Safeguarding Improvement Programme and has already seen considerable progress in the ability to step-up to and step-down from Children's Services social work intervention. Work is also ongoing to align Early Help and SEND Transformation Programmes to ensure SEND services are embedded in the Local Family Partnership model.

A further significant opportunity exists through ensuring Local Family Partnerships properly integrate with the health sector particularly through alignment of the Early Help Transformation with the Sustainability and Transformation Plans (STPs) for health.

## **2. ANALYSIS:**

- 2.1 An Early Help plan for Mole Valley, based on the data we have available has been developed with the Early Help Advisory Board (Annex 1). This data informed local conversations about what is most important in Mole Valley to identify locations of Local Family Partnerships and local early help priorities.

## **3. OPTIONS:**

- 3.1 The Early Help Advisory Board has identified that the Local Family Partnerships in Mole Valley cover the following areas:
- a. North Mole Valley (Leatherhead, Ashted, Fetcham and Bookham)
  - b. South Mole Valley (Dorking and surrounding villages)
- 3.2 In addition, they have identified the following key local early help priorities:
- a. To develop a coordinated and effective 0-18 parenting offer within the district
  - b. To ensure a district wide offer of services to meet children aged 5-11 including mental health and domestic abuse services
  - c. To develop a co-ordinated youth offer across the district
  - d. To ensure children and families living in pockets of hidden poverty have access to services they may require
  - e. To ensure families have access to domestic abuse services within the district
  - f. Improved information sharing between agencies and families about the services available to them within Mole Valley.
- 3.3 The Local Committee is invited to provide feedback to the Early Help Advisory Board in relation to the local priorities they have identified.

## **4. CONSULTATIONS:**

- 4.1 Between November 2016 and March 2017 Surrey County Council and the 11 District and Borough Councils led on Local Early Help Partnership Events, engaging over 1,000 practitioners and other stakeholders. These events resulted in a shared development of the vision for Early Help Transformation Programme and the Local Family Partnership model and agreement to establish local Early Help Advisory Boards. These local Early Help Advisory Boards help to ensure a locally led implementation of the Early Help model.

Initial activities include deciding priorities for their area including locations of local family partnerships.

- 4.2 The Early help Advisory board have met on three occasions; September 2017, November 2017 and January 2018 to consult on early help priorities using data provided and local intelligence regarding need. The Local family partnerships are developing to include representation from a range of partners and will continue to draw out information and feedback from those that work directly with families across Mole Valley. Next steps for the partnerships include identifying how to access service user feedback.
- 4.3 The Local Committee has identified two committee members to sit on the Early Help Advisory Board, to provide member input into local discussions and a link back to the committee. The members identified were Councillor Chris Townsend and Councillor Mary Huggins. It is intended that, as per recommendation iv, these members will continue in their role for the remainder of 2017/18, and for 2018/19 (subject to continued membership of the local committee).
- 4.4 At a county level, the Early Help Transformation Programme Board, chaired by the Lead Member for Children, brings together senior partnership stakeholders on a six-weekly basis to oversee and shape key decisions relating to the transformation plans.
- 4.5 In September and October 2017, a series of workshops were held to further develop the blueprint for the Local Family Partnership model.
- 4.6 The Early Help Case for Change was considered and endorsed by the Children and Education Select Committee on Friday 17 November 2017.
- 4.7 A Surrey Family Services staff consultation for County Council staff started in January 2018 to consider proposals for service restructure.
- 4.8 Further partner and user engagement and subsequent public consultation will be required in 2018 to implement changes to community services resulting from the new Early Help operating model.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 There are no financial and value for money implications in relation to this report.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 A programme Equality Impact Assessment is being developed which will include all the key areas of the programme and their potential impacts on residents and staff. Evidence will be gathered during key consultation periods with the staff and public which are planned for 2018:
  - a. A Family Services staff consultation taking place in January 2018 will develop a key summary of impacts and actions relating to the impacts of the restructure. The initial EIA inputs to date based on early staff engagement

and engagement with other stakeholders including the unions on the restructure can be seen in the attached first draft of the Programme EIA.

- b. Once approval to commence work on the Children’s Centre project has begun an EIA will be developed to provide a key summary of the impacts and actions relating to the potential re-design of Children’s Centres.
- c. An EIA has been drafted to support the re-commissioning of external early help services in Surrey.

**7. LOCALISM:**

7.1 The Local Family Partnership model is about building the resilience and wellbeing of individual children and young people, and the families and communities that they are part of. The goal of Local Family Partnerships will be to directly connect communities with a network of well-coordinated local services in their area, so that the right help is provided at the right time and before there is a need for more acute services.

**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	Set out below.
Safeguarding responsibilities for vulnerable children and adults	Set out below.
Public Health	Set out below.

8.1 Crime and Disorder implications

Through establishing new Local Family Partnerships in Mole Valley, partners will work together better to prevent young people becoming involved in offending and anti-social behaviour and be able to provide holistic support to families where crime is an issue.

8.2 Corporate Parenting/Looked After Children implications

Effective Early Help has the potential to reduce the negative outcomes and experiences that can lead to children coming into care and thereby has the potential to reduce the number of children in the Council’s care.

8.3 Safeguarding responsibilities for vulnerable children and adults implications

The new Early Help operating model supports the Council to achieve key improvements in safeguarding vulnerable children. As the parents of these children are also often known to Surrey Adult Services the programme is

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

being developed with colleagues in Adult Services and will have additional benefits for vulnerable adults through the development of Local Family Partnerships.

Ongoing developments to ensure that the Multi Agency Safeguarding Hub (MASH) and the Early Help Co-ordination Hub processes are integrated will have an improved impact on the timeliness and effectiveness of case management for vulnerable children and families. MASH and Early Help Co-ordination Hub processes have recently been reviewed to support quality, consistency of decision-making and provide more timely access to Early Help services. The programme has been developed to enhance the services available both to prevent children requiring statutory intervention where this can appropriately be achieved and to provide a robust Early Help network to support children stepping down from social work and other specialist services.

#### 8.4 Public Health implications

The Early Help proposals have been developed with Public Health colleagues and support the Council's Public Health prevention priorities for children and families

### **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The Local Committee is asked to note the overall proposals to develop the early help system in Surrey, as well as the summary of proposed changes to Surrey County Council's contribution to early help

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

- a. Provide feedback on the latest early help developments in Mole Valley, including proposed early help priorities for re-commissioning and the location of Local Family Partnerships
- b. Endorse the Local Committee representatives to the local Early Help Advisory Board, for the remainder of 2017/18 and 2018/19

### **10. WHAT HAPPENS NEXT:**

10.1 The Early Help Strategy will be presented to the County Council's Cabinet at the February meeting.

10.2 Feedback from the Local Committee will be taken away by the Local Family Service Team Manager to be shared with the Early Help Advisory Board and commissioners across different public sector organisations.

10.3 Surrey Family Services will be launching its new staffing structure by October 2018 which will reflect new ways of working required within the early help system.

10.4 Members input and support in building the Local Family Partnership Networks will be valued throughout the first phase of implementation in 2018.

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10.5 It is currently planned that the County Council's Cabinet will be asked to make a number of decisions relating to early help transformation in November 2018, with plans in place to implement any service changes by 1 April 2019.

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07800 650209

**Consulted:**

Early Help Advisory Boards  
Members of the Early Help Transformation Board  
Local partners and stakeholder  
Surrey County Council Commissioners

**Annexes:**

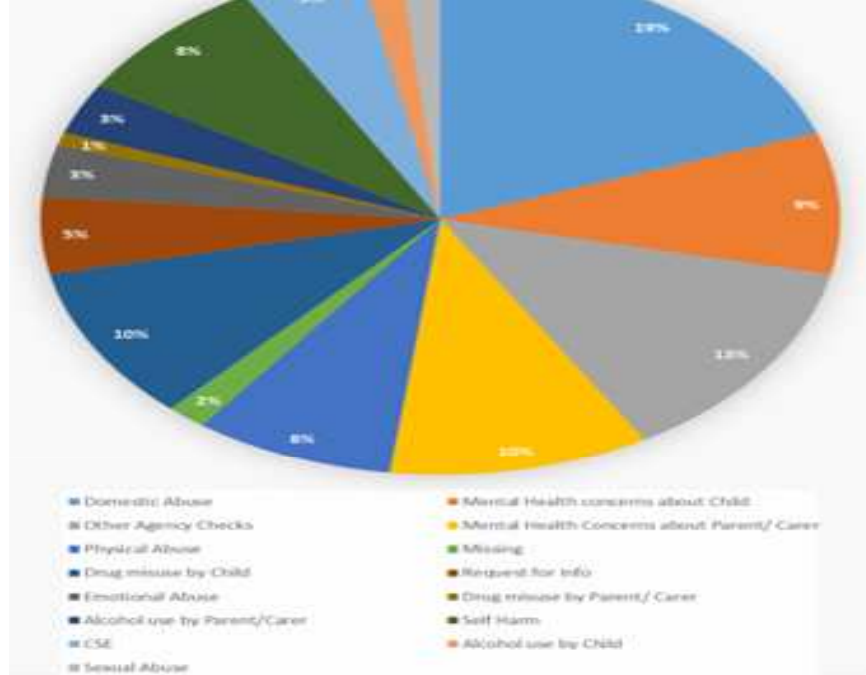
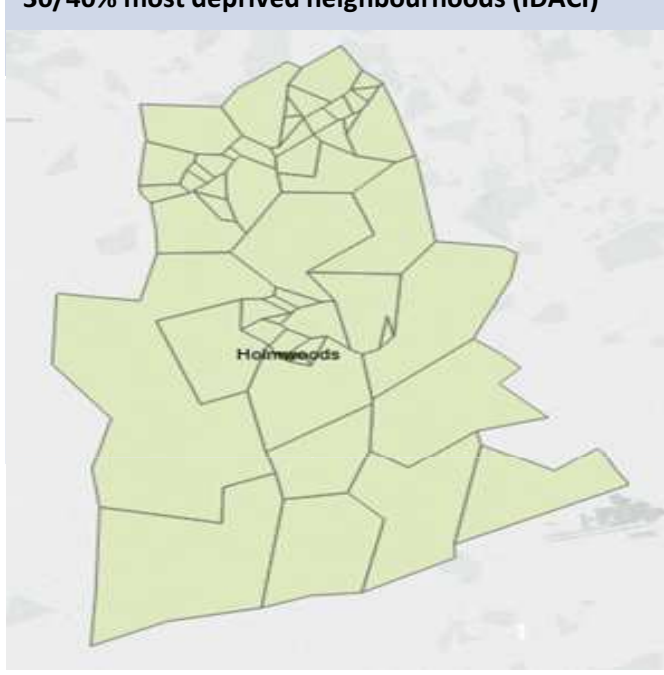
Annex 1 – Early Help Plan – Mole Valley  
Annex 2 – Early Help Advisory Board Terms of Reference

**Sources/background papers:**

- Not applicable
-



23115
4415
5144
5057
5019
3480
1132 (4.9%)
302 (1.3%)
231 (1%)
1228 (5.3%)
18



Local Family partnerships to plan v capturing the voice of their comm

### What works locally ....

contains one 'LSOA' neighbourhood. Leatherhead North has high levels and poor FSM KS4 outcomes: Holmswoods ward has poor SEND KS4 Bookham North has poor KS2 outcomes.

and mental health concerns about a child and or parent make up s to the MASH

of conceptions per 1000 females aged 10-17 in Mole Valley is the the county (but not significantly different from county average).

young people from Mole Valley linked to drug offences is roughly when the area's lower population of young people is taken into account is relatively high.

ng people Not in Education, Employment or Training (NEET) in Mole y high.

- Children in the early years make better progress in Mole Valley than in most Surrey Districts and Borough Areas. GCSE progress and attainment scores are good.
- The proportion of children who are children in need due to family dysfunction is lower than the Surrey average.
- Strong local partnerships and good working relationships between local people
- Quick early help domestic, face to face contact and co-location of some services
- What we do is working well when we know where services are but joining up can be an issue

### Priorities for development (Early Help Offer)

arly Help Outcomes for 2022

bove and local data collated by EHAB members)

ication strategy regarding what support is available across the to access it

arly help referrals for North leatherhead, Holmswoods and North

errals for statutory services (CIN/CP) in the above areas

arly help referrals in the above three areas

- To develop a coordinated and effective 0-18 parenting offer within the district
- To ensure a district wide offer of services to meet children aged 5-11 including mental health and domestic abuse services
- To develop a co ordinated youth offer across the district, formed from SCC and partner agencies, incorporating support from substance misuse services
- To ensure children and families living in pockets of hidden poverty have access to services they may require

### Feedback from our early help pa

- Our concerns:
- Barriers to access local services (i information sharing)
  - Joint work with education
  - Families falling through the gaps (reducing resources)
  - Waiting lists for services
- We need to know more about:
- A-Z of agencies (who does what, when)
  - Clear timeline and referral pathw
  - Multiagency training and informa protocols
- What needs to happen next:
- Communicate the local EH Offer
  - Strengthen local early help relati partnerships – get everyone on b
  - Linking older and younger agenda family model
  - Appreciate what works
  - Build trust between agencies and

ITEM 10

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# Local Early Help Advisory Boards

## Terms of Reference

Version 3- August 2017



## ITEM 10

These terms of reference are intended to provide some direction for Local Early Help Advisory Boards recognising they will evolve in slightly different ways but with a core defined purpose. These terms of reference are currently draft and will be agreed by the end of July, following initial meetings of Local Early Help Advisory Boards.

### **Scope**

The scope of the Local Early Help Advisory Board is the local implementation of the early help delivery model.

### **Purpose**

To bring together a partnership in each borough or district invested in developing a coherent local early help offer and manage the successful delivery of this offer. By coming together the partners will hold a collective responsibility for decisions and support the successful delivery of this offer.

### **Key responsibilities**

- Have strategic oversight of the co-ordination and effectiveness of the local early help offer.
- Provide support and challenge to the development of the local early help offer
- Support the development of a joined up local plan which prioritises early help needs and outcomes
- Work collectively with local operational networks to implement a local plan
- Maintain an oversight of the development and effectiveness of the Local Family Partnership
- Support the development of local early help commissioning plans and participate in commissioning processes to deliver a local joined up early help offer
- Work locally to identify gaps in provision regarding early help and to identify and mitigate against risks
- Support the practitioners' networks including co-ordinating training and development opportunities in accordance with local need
- Help capture the voice of families, children and young people
- Communicate with key local stakeholders outside of the meeting to raise awareness of the local early help offer and developments.
- Update the Early Help Transformation Programme Delivery Group via the Strategic Leads for Young People and Families, escalating any risks as required.
- Provide an annual report to the local or joint committee on early help.

### **Chair**

Each Local Early Help Advisory Board will appoint an appropriate chair from their membership.

### **Ways of working**

- Meeting agendas will be agreed by the Chair and the Families Service Manager
- Agendas will be circulated to members of the Local Early Help Advisory Board prior to the meeting
- If it is not possible for a member to attend, they should nominate a substitute representative to attend with delegated authority to make decisions on behalf of their organisation.
- Minutes of this meeting will be kept by the Families Service Manager and agreed by members of the group
- Members will provide updates to the board on actions and key developments in their area

### **Frequency of Meetings and Venues**

Meetings will be held at least quarterly at suitable venues across the borough or district.

## Meeting Membership

The membership of boards will vary across boroughs and districts, however there are some core principles for the membership of each board:

- Membership should be as local as possible and key local partners should be represented to ensure they can be consulted with and are involved in making decisions.
- Members need to be able to represent the broad views of the key delivery groups and be able to speak on their behalf about good practice and local need.
- Members need to impact on the establishment and delivery of early help rather than measure accountability
- With any Surrey County Council representation it should be considered whether they are required as a core member or if discussions could take place outside of the meeting (e.g. Families Service representation should be limited to the borough Families Service Manager)
- There should not be more than 15 members to allow for effective discussion and decision making

Representation should consider:

- Borough or district council
- Secondary education
- Primary education
- Children's Centre
- Two elected representatives from the local/joint committee
- Police
- Health
- Job Centre Plus
- Housing
- Voluntary, Community, Faith Sector
- Young people
- Parent groups

This should not be seen as exhaustive

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# 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 22/02/2018*).

- 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	Consultation for the TRO is complete and no formal objections have been received. The contractor has ordered the bollards and gates once the contractor has received these they will be installed.
22/6/17	5	To commission the Dorking Transport Study	Open	Area Highways Manager	Traffic surveys have been carried out. A separate report on the results is under item 9 of this agenda.

22/6/17	10	To advertise TRO of agreed changes to on street parking.	Open	Senior Engineer (Parking)	All changes have been agreed and the results are available on the website. Lining has started going in and all signing and TRO should be introduced by 1st April 2018.
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	Cameras to be installed by the end of March 2018.
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.
30/11//2017	5	To add the suggestion of a shared cycle/pedestrian path to cycle plans for Mole Valley and Reigate & Banstead	Closed	Road Safety Manager	A footway/cycleway on the A217 Reigate Road has been added to Surrey County Council's Cycle Infrastructure Map.  <b>Action complete</b>
30/11/2017	8	To introduce a reduction of speed limits from 60mph to 40mph on specified roads in Leith Hill and Ockley.	Open	Area Highways Manager	This work will be completed by the end of March 2018.