

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

- On street parking review
- Rights of Way – application to close FP75
- Update by SCC Cabinet Lead Member for People



Venue

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

Date: Wednesday, 5
September 2018

Time: 2.00 pm



SURREY

You can get involved in the following ways

Ask a question

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

Write a question

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

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

Get involved

Sign a petition

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



Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: sarah.smith@surreycc.gov.uk

Tel: 07813 006 544 (text or phone)

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



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This is a meeting in public.

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

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



Surrey County Council Appointed Members:

Mr Tim Hall, Leatherhead and Fetcham East (Chairman)
Mr Chris Townsend, Ashted (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 David Hawksworth, Ashted Common
Cllr Mary Huggins, Capel, Leigh and Newdigate
Cllr Paul Kennedy, Fetcham West
Cllr Claire Malcomson, Holmwoods
Cllr Vivienne Michael, Okewood

Substitutes:

Cllr Elizabeth Daly, Bookham South
Cllr Paul Elderton, Dorking North
Cllr David Harper, Ashted Park
Cllr Chris Hunt, Ashted Village
Cllr Malcolm Ladell, Boxhill and Headley
Cllr Alan Reilly, Ashted Village
Cllr Charles Yarwood, Charlwood

Chief Executive
Joanna Killian

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It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

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

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

OPEN FORUM

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

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 10)

To approve the Minutes of the 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.

Three petitions have been received:

1. Petition submitted by the Hookwood Residents' Society calling for action in respect of parking and other traffic issues in the vicinity of Bluebird House, Povey Cross, Hookwood.
2. Online petition posted on behalf of Bookham Residents Association.

Petition title: "provide immediate funding to allow completion of investigations and the implementation of a drainage scheme that resolves the persistent major flooding and subsequent hazard issues in central Bookham."

3. Petition submitted on behalf of the Leatherhead Residents' Association and The Leatherhead & District Chamber of Commerce.

Petition title: "request that Leatherhead High Street be open from 3.30pm for parking and access, 4.30pm on market days, for an experimental period of six months, to encourage an increase in footfall".

6 PUBLIC FOOTPATH 75 - LEATHERHEAD: APPLICATION TO RESTRICT PEDESTRIANS AT CERTAIN TIMES [OTHER COUNCIL FUNCTIONS]

(Pages 11 - 24)

The County Council has powers under the Road Traffic Regulation Act 1984 to close public footpaths. This report sets out details of the application to restrict pedestrian access and the reasons for the officer's recommendation to refuse the application.

7 PRESENTATION FROM SCC LEAD CABINET MEMBER FOR PEOPLE ON WORKING TOGETHER WITH DISTRICTS AND BOROUGHES WITH THE KEY FOCUS ON HEALTH AND

WELLBEING [AGENDA ITEM]

- 8 MOLE VALLEY ON STREET PARKING REVIEW [EXECUTIVE FUNCTION]** (Pages 25 - 92)
- This report sets out the proposals for changes to on street parking measures as a result of requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Mole Valley.
- 9 HIGHWAYS UPDATE [EXECUTIVE FUNCTION]** (Pages 93 - 112)
- This report sets out the progress made with regard to the Integrated Transport Scheme programme and revenue maintenance expenditure, as well as work that is being carried out on the large scale, centrally funded maintenance and improvement schemes.
- 10 RECOMMENDATIONS TRACKER [FOR INFORMATION]** (Pages 113 - 114)
- The local committee (Mole Valley) is asked to review the progress made and to agree to remove any schemes that are marked 'complete'.
- 11 FORWARD PLAN [FOR INFORMATION]** (Pages 115 - 116)
- The Local Committee (Mole Valley) is asked to note the contents of the forward plan.

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DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 6 June 2018
 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 David Hawksworth
- * Cllr Mary Huggins
- * Cllr Paul Kennedy
- * Cllr Malcomson
- * Cllr Vivienne Michael

* In attendance

12/18 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies had been received from Mrs Curran.

13/18 CHAIRMAN'S ANNOUNCEMENTS [AGENDA ITEM ONLY] [Item 2]

1. The Chairman welcomed two new co-optees, district councillors Claire Malcomson and Paul Kennedy.
2. David Hodge, Leader of Surrey County Council will be coming to talk about the new county council 'vision' at the local committee's informal meeting on 18 July. District councillors will also be invited to attend.
3. County members should have received an email with instructions on the revised application process for member community allocations. The Chairman encouraged colleagues to try and allocate this funding well in advance of the deadline of 31 January 2019.

14/18 MINUTES OF PREVIOUS MEETING [Item 3]

The minutes of the meeting on 14 March 2018 were agreed to be a true record.

15/18 DECLARATIONS OF INTEREST [Item 4]

No declarations of interest were received.

ITEM 2

a PUBLIC QUESTIONS [Item 5a] **Declarations of interest: None**

Officers present: Zena Curry – Area Highways Manager (AHM)

1. Elizabeth Daly had submitted written questions and received responses in advance of the meeting (see supplementary papers).
2. As a supplementary question Ms Daly asked whether it was possible to give more details on the timings of any works.
3. The AHM advised that there was no certainty on when any works would take place but that she would provide an update when information became available.

b MEMBER QUESTIONS [Item 5b] **Declarations of interest: None**

Officers present: Zena Curry, Area Highways Manager (AHM)

Also present: Mr Colin Kemp, Cabinet Lead Member for Place (CLMP)

Mr Hall had submitted written questions and received responses in advance of the meeting (see supplementary papers).

1. As a supplementary he asked what action the county council was taking with regard to those assets that had not been cleaned and whether it was still being charged for work not done.
2. The CLMP explained that assets were cleaned in line with a set schedule that extended over a period of 18 months – 2 years.

(Cllr Hawksworth joined the meeting)

3. The divisional member for Dorking Hills expressed her concern about the issue of gullies not being included on the assets register and would like to be updated when they were added.

(Cllr Michael joined the meeting)

4. The CLMP explained that when there was heavy rain it was not always the case that gullies were blocked but that the system cannot cope with the amount of water.
5. Parked cars were an issue. Parking measures could only be suspended by way of a traffic order and where there were no restrictions, only those vehicles that had no tax or MOT could be removed. They could put out bollards but motorists could still choose to ignore them.
6. (The Chairman welcomed Cllrs Michael and Hawksworth to the meeting).

Mr Townsend had submitted questions and had received responses in advance of the meeting (see supplementary papers).

1. As a supplementary he asked whether any residual funds from the pedestrian crossing scheme on the A24 near Bramley Way could be used to fund the traffic calming measures outside the two schools (question 3).
2. The AHM explained that until they had consulted on the design of the crossing, they would not know the amount of any residual funding. It might be possible to use some the members highways allocation, but it should not exceed £2,500 (maximum limit for a single project).

Mr Cooksey had submitted questions and had received responses in advance of the meeting (see supplementary papers).

1. Mr Cooksey did not think that the response had addressed the issue raised (question one). The trading community in Dorking were very unhappy that there would be another Saturday closure of Ashcombe Road and that they had not been consulted on the scheduling.
2. The AHM explained this was not a planned scheme and that they needed to carry out the surface dressing while the weather was warm and dry.
3. As the work was taking place on a Saturday Mr Cooksey wanted to know who residents should contact to report any problems.
4. Members agreed that the current system of reporting urgent issues did not adequately provide support over the weekend period.
5. With regard to his second question Mr Cooksey highlighted the fact that there had been another similar instance on the previous day causing heaving congestion in Dorking and asked for urgent action to resolve the problems that were adversely affecting the town's trading community.
6. The AHM agreed to pass on this feedback to the relevant teams.

Cllr Kennedy had submitted a written question and had received a response in advance of the meeting (see supplementary papers).

1. Cllr Kennedy appreciated that officers had explained the process but asked how the residents' experience could be improved.
2. The AHM recommended checking details on the roadworks.org website which gives information on permits and re-inspection dates.

Mrs Watson had submitted a written question and received a response in advance of the meeting (see supplementary papers).

1. She had no supplementary but would contact the maintenance engineer with her concerns.

17/18 PETITIONS [Item 6]

Declarations of interest: None

Officer present: Zena Curry, Area Highways Manager

ITEM 2

1. Mr Patrick Keeble presented the petition (45 signatures) which called for a residents' parking scheme in Arundel and Howard Roads, Dorking (see supplementary papers for officer response).
2. Main highlights of his presentation:
 - a. Parking situation had worsened over the three years he had been living there.
 - b. In the day the streets were used by shop workers, shoppers and parents going to the nearby nursery. In the evening by residents of nearby streets and visitors to local pubs.
 - c. Shift workers returning late had nowhere to park.
 - d. A similar proposal had been made three years ago but had not been approved; residents had not been aware they needed to express support through the public consultation.
 - e. Suggested timings for the scheme had been submitted to the parking team through the Partnership Committee Officer.
3. Members generally supported the scheme although they did highlight that the introduction of any new parking measures were likely to have a knock on effect on other streets nearby.
4. A local business owner (Mr Moreve) raised the issue of the lack of parking for workers. The ward member for Okewood (also Leader of MVDC) informed the committee that the district council were aware, that with the exception of the one at the station, Dorking's car parks were underused and that a parking panel would be looking at the issue of permits.

The Local Committee (Mole Valley) noted the officer response.

18/18 DORKING TRANSPORT STUDY UPDATE [EXECUTIVE FUNCTION FOR INFORMATION] [Item 8]

Declarations of interest: None

Officers present:

Steve Howard, Project Manager – Transport Policy (PMTP)

Zena Curry, Area Highways Manager (AHM)

Also present:

Mr Colin Kemp, Cabinet Lead Member for Place (CLMP)

Public questions: Mr A Moreve (as part of the discussion below)

Public written statement: Mr Reynolds Hardiman (see supplementary papers)

Due to the presence of members of the public for items 8 and 9 on the agenda the Chairman decided to take these two reports ahead of item 7.

Member discussion highlights:

1. The PMTP advised the committee he would be meeting in the following week with the consultants. After that they would meet with stakeholders and agree the recommendations to be taken forward.

- The project tied in with the new local plan being drafted by the district council.
2. Mr Moreve made the following points about the traffic signals at Pump Corner
 - a. HGVs hit the traffic lights on a weekly basis
 - b. When the temporary lights went down the traffic flow improved and vehicles stopped for pedestrians to cross
 - c. The county and district councils needed to work together to find solutions as congestion is severely impacting the town's businesses.
 - d. HGVs should not be allowed to turn up South Street
 3. The PMTP acknowledged that Pump Corner was a pinch point but that there was no easy solution. Signals had already been 'tweaked' to improve traffic flow.
 4. The Chairman acknowledged the validity of the points made by Mr Moreve and questioned whether highways had looked at the vulnerability of the equipment at that location.
 5. The ward member for Okewood (MVDC Leader) expressed her surprise at the level of detail in the report; she had expected another stakeholder meeting to have taken place before the publication of any further reports.
 6. The CLMP agreed to meet with the MVDC Leader (and local divisional members) to walk round the town to see the issues first hand.
 7. He reminded members that the councils would have to engage in a competitive bidding process to secure any funding.
 8. The divisional member for Dorking Hills suggested the removal of the right turn cycle lane at pump corner.
 9. The divisional member for Dorking and the Holmwoods expressed disappointment that the report did not set out any positive recommendations.
 10. The Chairman acknowledged the receipt of the statement submitted by Mr Hardiman.(see supplementary papers)
 11. Members discussed other ideas such as preferred delivery times (some had been set but not enforced); re-directing HGVs away from the town unless delivering; intelligent pedestrian lights.
 12. The CLMP cautioned against a move to turn off the lights at Pump Corner; in the beginning drivers were likely to be careful but were unlikely to sustain that level of attention.
 13. He also stressed the need for all boroughs and districts to unlock sources of funding through housing development.

RECOMMENDATIONS:

The Local Committee (Mole Valley) agreed 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 as previously presented.
- (ii) Note the assessment of further potential options analysed in Stage 3 Option Testing & Developing Strategy and note that a package of

sustainable transport measures is likely to emerge as the most favourable approach to receive funding support, but this will be confirmed following the conclusion of the Stage 3 and the issue of the final report for the current Dorking Transport Study. Work on finalising the final Stage 3 report is still ongoing and is expected to be completed by the end of June 2018.

(iii) Note the comments, ideas and points raised

(iv) Note the short, medium and long-term ideas

(v) Note there will be stakeholder's meeting; Cabinet Lead Member for Place (SCC) to meet with the Leader of Mole Valley District Council and the two local divisional members.

**19/18 DORKING SUSTAINABLE TRANSPORT PACKAGE PHASE ONE
[EXECUTIVE FUNCTION] [Item 9]**

Declarations of interest: None

Officers present:

Zena Curry, Area Highways Manager (AHM)

Lyndon Mendes, Transport Policy Team Manager (TPTM)

Also present:

Mr Colin Kemp, Cabinet Lead Member for Place (CLMP)

Public questions, petitions or statements:

District Councillor M Cooksey and Mr J Meudell representing Dorking Town Forum (as part of the discussion below).

Member discussion highlights:

1. Representing the Dorking Town Forum (DTF) Margaret Cooksey highlighted the group's concerns over value for money, transparency, the safety and vitality of the town centre. She welcomed the inclusion of the third recommendation.
2. DTF had submitted FOIs to obtain information and believed more issues had arisen since the investigation was carried out at the end of last year.
3. The CLMP explained that major schemes funded by the Local Enterprise Partnership (LEP) often took years to complete and that not all works would have been part of the original business case.
4. The report in response to the complaint had been carried out by an independent body.
5. Officers had worked hard to secure funding and to deliver what was possible.
6. The local divisional member for Dorking Hills supported the recommendations. The complaint response had been thorough and

reflected some of the changes that she had proposed following feedback from local residents.

7. There were however still a number of outstanding issues that needed to be addressed including disabled access to the station, the hatchings on Lincoln Road, the need for an acoustic barrier and a designated crossing route for cyclists.
8. Members also agreed that signage was confusing and that the new ticket machines were not easy for the public to use.
9. Of particular concern was the projected increase in expenditure on the design element of the project.
10. The Chairman reminded members that much of the scheme was on railway land which meant the coordination of works was much more complex.
11. The divisional member for Dorking and the Holmwoods was disappointed that there would be nothing else delivered in addition to the works already set out in the report and asked that the signage be looked at as a priority.
12. He supported the involvement of the DTF and stressed that more transparency and better communication was needed in the event that stages 2 and 3 of the project were taken forward.
13. Representing DTF Mr Meudell made the following points:
 - a. There had been a conflict of interests in that the investigative body Local Partnerships (LP) was part owned by the Local Government Association.
 - b. The original programme of works had been agreed by the local committee (Mole Valley) but changes to the scheme had not be communicated to it or to Coast to Capital.
 - c. Processes had not been duly followed
 - d. As a result of the works pedestrians and cyclists were less safe.
14. The Chairman highlighted that the recommendations included the establishment of a task group as being a step in the right direction but that progress was largely reliant on being able to successfully engage with representatives of the relevant rail companies.

RECOMMENDATIONS:

The Local Committee (Mole Valley) agreed to:

1. Support the findings of the complaint investigation completed by Local Partnerships on behalf of the Coast to Capital Local Enterprise Partnership.
2. Support the recommended improvement actions, with progress on their implementation to be monitored by the Members Task Group appointed to oversee the Dorking Transport Package.
3. Propose that the Members Task Group appointed to oversee the Dorking Transport Package meet with representatives of the Dorking Town Forum, to see what, if any, further lessons can be learned.

ITEM 2

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager (AHM)

Public questions, petitions or statements: None

Member discussion highlights:

1. Members welcomed the change of scheduling for the works on Young Street bridge although there were some concerns about the impact they would have on bus services in the area.
2. Re. 20mph speed limit outside the City of London Freemans School the divisional member for Ashted advised that he would be speaking to the bursar about the possibility of funding from the school.
3. Members discussed further the merits of implementing 20mph speed limits given the diverse expert views on whether they actually improved road safety.
4. The issue is covered in the county council's speed limit policy which is currently under review.

RECOMMENDATIONS

The Local Committee (Mole Valley) agreed to :

- (i) Note the contents of this report

21/18 LOCAL COMMITTEE SUBSTITUTES [AGENDA ITEM ONLY] [Item 10]

Members of the Local Committee (Mole Valley) agreed to allow co-opted substitutes for 2018/19.

22/18 COMMUNITY SAFETY FUNDING AND APPOINTMENT OF MEMBERS TO TASK GROUPS AND EXTERNAL BODIES [EXECUTIVE FUNCTION] [Item 11]

Declarations of interest: None

Officers present: Sarah J Smith – Partnership Committee Officer

Petitions, public questions or statements: None

1. In addition to the proposed appointments set out in 2.8 it was agreed that district council members would be appointed as follows:
 - a. Parking task group – Cllrs Rosemary Dickson and David Hawksworth
 - b. Property task group – Cllr Paul Kennedy
 - c. Leatherhead major schemes – Cllr Paul Kennedy
2. Following on from the discussion on item 9 (agenda) the Chairman proposed the establishment of a Dorking major schemes task group and it was seconded by Mrs Clack (for Terms of Reference refer to supplementary papers).

3. The membership of this new task group was confirmed as Mr Hall, Mr Cooksey and Mrs Watson, Cllrs Malcomson and Huggins.

RECOMMENDATIONS:

The Local Committee (Mole Valley) agreed:

- (i) The committee's delegated community safety budget of £3,000 for 2018/19 be retained by the Community Partnership Team, on behalf of the Local Committee, and that the East Surrey Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of this report.
- (ii) Authority be delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of this report.
- (iii) The committee receives updates on the project(s) funded, the outcomes and the impact it has achieved.
- (iv) The committee approves the membership of the task groups and appointments to outside bodies, as detailed at paragraph 2.8 and annex 1 of this report.

23/18 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 12]

The Local Committee (Mole Valley) noted the progress made and agreed to remove from the tracker those items marked 'complete'.

Meeting ended at: 4.20 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 5 SEPTEMBER 2018



**LEAD OFFICER: DEBBIE PRISMALL
SENIOR COUNTRYSIDE ACCESS OFFICER**

**SUBJECT: PUBLIC FOOTPATH No. 75, LEATHERHEAD – APPLICATION
TO RESTRICT PEDESTRIANS AT CERTAIN TIMES**

DIVISION: LEATHERHEAD

SUMMARY OF ISSUE:

A request has been received from the Howard of Effingham Partnership Trust to close Public Footpath 75, Leatherhead at certain times of the day. Forty-six objections have been received to the proposal including from Effingham Parish Council, Effingham Residents' Association and the Ramblers. The footpath is well used by local residents and there is no suitable safe alternative route.

The Local Committee is asked to refuse the application.

RECOMMENDATION:

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

The request by the Howard of Effingham Partnership Trust to make a legal order to close Public Footpath 75, Leatherhead at certain times of the day is refused.

REASONS FOR RECOMMENDATIONS:

The County Council has powers under the Road Traffic Regulation Act 1984 to close public footpaths. In this instance, due to the number of objections that have been received, the lack of a suitable safe alternative route and the inconvenience it would cause to local residents the officer's opinion is that no such order should be made.

1. INTRODUCTION AND BACKGROUND:

1.1 The Howard Partnership Trust on behalf of Howard of Effingham School has applied to Surrey County Council to close Public Footpath No. 75, Leatherhead, where it crosses their land, at certain times of the school day and in the school holidays. The relevant section is shown between points A - B on drawing no. 3/1/51/H114 attached at **Annex A**. Planning permission has been received on appeal for a new school to be built across the road and therefore the closure would be for the next 2 – 3 years until the school moves to the new site. When the site is redeveloped the need to retain the footpath, possibly on its current line or an agreed alternative route, will be included in those plans. The application is for closure of the footpath during the hours term-time 7.30am – 6pm Monday to Friday and at other times during the school holidays for summer school. Before

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ITEM 6

applying, the school carried out its own informal consultation with local residents and other interested parties.

- 1.2 The footpath, which runs across the school playing field, has long been a concern to the school with regard to the security of their students. They say the majority of people who use the footpath do not have any intention of behaving inappropriately. However, they have had a number of people entering the field via the footpath without respecting that they are walking through a school. Damage has been caused, and both students and staff have, on occasions been threatened. In addition, whilst many dog walkers shown consideration for the environment, not all dogs are kept on leads and there are regular incidents of dogs fouling on the school field. These have health and safety implications for students who use the field for sport and recreation. In order to mitigate the risk teaching staff spend time regularly checking the field and picking up dog faeces.
- 1.3 In order to clarify some confusion about where the footpath runs, the school has recently secured the perimeter fencing by their tennis courts and are looking into ways of making the access points clearer on both sides of the field. They say it is not practical to fence in the footpath in its entirety as the playing field, as a whole, is used for school activities. For many years the school has been seeking a solution that will satisfy both the school's duty of care to the children and the wishes of the local community. They had previously applied to either extinguish or divert the footpath, both of which were not acceptable to groups within the local community and were not proceeded with.
- 1.4 In order to be able to restrict the public walking on the footpath at certain times, a legal traffic regulation order would have to be made. The County Council as the Traffic Authority has the power to make a Traffic Regulation Order (TRO), under section 1, of the Road Traffic Regulation Act 1984 (subject to consultation and advertising requirements) where it considers it expedient: -
 - a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - b) for preventing damage to the road or to any building on or near the road, or
 - c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - f) for preserving or improving the amenities of the area through which the road runs'
 - g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)
- 1.5 Under section 122 of the Road Traffic Regulation Act 1984 a duty is imposed on local authorities to exercise their TRO powers to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In the exercise of such powers local authorities are, so far as practicable, to have regard to –

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of the road by heavy commercial vehicles, so as to preserve or improve the amenities of the area through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the local authority to be relevant.

1.6 Members are asked to consider the Council's duty under section 122 of the Road Traffic Regulation Act 1984, to conduct an adequate balancing exercise to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

1.7 If the footpath was closed the only alternative route for pedestrians would be to walk along Manorhouse Lane, which is narrow and has no footway. A plan showing the wider network of public highways is attached at **Annex B**.

1.8 A site visit for Members of this Committee was held on 31 July. Those able to attend were: Tim Hall, Hazel Watson, Clare Curran and Paul Kennedy. At the site visit Members walked the footpath and the linking FP 73 to Manorhouse Lane.

2. ANALYSIS:

2.1 The making of a TRO would inconvenience a number of local residents who use the footpath to access local facilities as well as other walkers who use it as part of a recreational route.

3. OPTIONS:

3.1 It is the Officer's recommendation that no Traffic Regulation Order be made.

3.2 If the Committee decides not to agree with the recommendation then a Notice of Intention to make a TRO restricting pedestrians during the hours specified in section 1.1 will be advertised in accordance with the regulations and a decision on whether to make an order be delegated to the Countryside Access and Operations Manager (Officer) in consultation with the divisional member, Local Committee Chairman and Vice Chairman (Members).

3.3 If a TRO was made and substantial (and relevant) objections received, or significant modifications proposed, the Officer with delegated authority in consultation with the Members, may refer the decision on whether the TRO be made back to the Mole Valley Local Committee.

4. CONSULTATIONS:

- 4.1 The following have been consulted: Guildford Borough Council, Mole Valley District Council, Effingham Parish Council, the Police, Open Spaces Society, The Ramblers, Mrs Julie Iles County Councillor, Mrs Clare Curran County Councillor, Effingham Residents Association, Legal Services and the utility companies. Advisory notices have been placed on site with details of the application inviting comments.
- 4.2 The Guildford Borough Council's Principal Planning Officer's comment was that the footpath should be restored as soon as the replacement school is opened and operational on the new site.
- 4.3 The Police have responded saying they accept that having a footpath at this location has its problems and that the proposal offers a seemingly reasonable compromise. However, they have two concerns:
- i. "If the proposal is to have a locked gate at certain times of the day, then a robust system of ensuring that the gate is subsequently unlocked will need to be considered, otherwise there is the potential for obstruction offences to be committed by the school.
 - ii. There is also the potential for an additional demand for police resources to enforce the TRO, which is unlikely to be a policing priority."

Objections

- 4.4 The County Council has carried out a preliminary consultation during which forty-six objections have been received.
- 4.5 Effingham Parish Council has consulted widely throughout the village. They state that there is a perception that the school has seriously underestimated the amount of pedestrian traffic along the footpath and that the imposition of a traffic order will meet serious opposition and create considerable resentment in the local community. The school will need to demonstrate that the risk is real and divulge the incidents and that the police concur that the risk is indeed real. They would need to demonstrate that all alternative solutions have been fully considered and investigated and that none of them are viable. If the cost is a key factor they would encourage them to apply to the Effingham Parish Council Community Fund for assistance. The vast majority of residents who have expressed their views would be happy to accept the enclosure of the footpath by a fence of a suitable height and transparency with suitable access gates for school activities and emergency vehicles. They say the footpath is a key connecting route between footpaths 119 and 119a. A nearby alternative route used with permission from Effingham Lodge Management Company can be withdrawn at any time. It is also narrow and not readily accessible by buggies or mobility scooters. Asking residents to detour further along footpath 119 and then down Manor House Lane, which is a narrow rural road with no footways, particularly at times of high vehicle traffic during the school run would be extremely dangerous. The use of footpaths within the village, are key to maintaining sustainability and healthy exercise in an area which already suffers from high vehicle traffic. They are anxious that no action should be taken that will force even more people into their cars for short journeys.

- 4.6 The Ramblers say the route is popular with walkers because it connects the path network in Effingham with the scenic areas of Oaken Wood and the nearby lakes, via a path on the west side of The Vineries. The Ramblers oppose all footpath closures. They are concerned it would set a precedent for other schools to initiate similar closures and it would cause considerable aggravation for people unfamiliar with the area. They also note that the path is used extensively by local residents as a walking route between different parts of the village. They say the withdrawal of access during school hours is not acceptable.
- 4.7 The Effingham Residents Association (EFFRA) has consulted with residents who have confirmed that the footpath is both well-used and necessary and is actually most used during the hours the school is proposing its closure. They say it is an essential part of the public footpath network linking different parts of the village. In particular, it is part of a walking route between the south and north of the village, which goes across the KGV playing fields using footpath 119 and then footpath 75 to reach the Lower Road and The Vineries or on via footpath 119A to Effingham and Bookham Commons. It is used by residents of all ages – including elderly residents without cars walking to the Vineries from the south of the village, young mothers going to baby and toddler groups at All Saints Church, Little Bookham, other residents using the church and residents walking to the Commons or KGV for recreation or dog walking. The EFFRA has received objections from representatives from all these groups. They believe that even a limited closure of the footpath would represent a serious safety issue and major inconvenience. The only safe alternative route involves a 0.75 mile detour via footpath 118 to Church Street and then along Lower Road. The other shorter alternatives are either unsafe or impractical. They suggest the school considers fencing in the footpath on both sides with gates for school access. This may cause some minor inconvenience to the school's use of the playing fields it would be a compromise that safeguards the safety of both students and residents. Solid fencing would be unacceptable for safety reasons.
- 4.8 In addition the EFFRA has submitted a document with 48 signatures of regular users of the footpath from both Bookham and Effingham with explanations of their use. They have expressed their concern about the possible closure of the footpath. They include parishioners of All Saints Church, young mothers pushing buggies to toddler groups, playing fields and playgrounds, Bookham residents for dog walking, Effingham residents accessing the bus stop on the Lower Road and walking to the Vineries. The EFFRA do not understand why the school is seeking measures to close the footpath when security issues around the rest of the eastern part of the school have not been addressed. They have submitted photos showing unfenced gaps. They feel the easiest solution is to put a fence and wide gate to the western side of the footpath, which could be opened when the school grounds are in use.
- 4.9 Reverend Mandy MacVean has written as the Rector of Effingham with Little Bookham Parish representing the congregation. She says she personally uses the footpath on a regular basis during school hours. She also has "a number of young Mums who come to the church during the week with young children in buggies. If the path were to be closed they would need to negotiate the traffic in Manor House Lane which is narrow and has no pavement. It would be extremely dangerous and no doubt require parents to drive to the church instead. When we are wanting to encourage people to exercise and leave their cars at home this seems counter-intuitive." We recognise the school's desire

ITEM 6

for security but feel that a chain link fence either side of the path with a gate would be just as secure and still allow those visiting the church to walk in safety.

4.10 The Open Spaces Society has responded by saying that it is the duty of the authority to use its powers under the Act to secure the 'expeditious, convenient and safe movement' of pedestrian traffic. "In that context, an order to exclude all user of a highway would appear to be a very unusual use of the powers conferred by the Act. They do not think it would be a correct use of the Act to make such an order.

4.11 Ms C Mahoney has objected saying there is no legal basis for making an Order under s.1 of the RTRA. She does not feel the application to close the footpath falls into any of the grounds in the Act. The only possible ground is paragraph (f) (see section 1.4 of this report) but says the applicants have not made a clear evidential case in support of that. Under Section 122 RTRA 1984 there must be a balance. Ms Mahoney quotes Section 122 RTRA 1984 and lists various factors which authorities must consider, when using their TRO powers. The authority must balance the factors set out in s122 with its duty to ensure the safe passage of pedestrians along the footpath under s 122(1). The applicant's reasons for closing the footpath do not fall clearly under any of the heads set out in s s122 2 (a) to (d). There has been no evidence submitted in support of the application. Accordingly, the safe passage of pedestrians along the footpath should be maintained and the footpath should remain open. Ms Mahoney has also sent a copy of a letter from Surrey Police confirming that there has been no crime at the Howard of Effingham School in the previous 6 months.

4.12 Other reasons for objecting include:

- a) Unless the school is intending to fence in this area completely on the north, west and southern sides, closing the footpath would not stop an attack on someone using the churchyard to gain access.
- b) It is an ancient and important public footpath with no alternative and if it was to close it would cause very serious problems for residents' safety.
- c) There are concerns that the restricted closure if agreed would result eventually in the footpath being closed permanently.
- d) The school has made no effort to find alternatives it has not been properly marked out with signs, fences or anything else. The proposed solution with not solve the problems just move them elsewhere on the school boundaries.
- e) Closure during the hours proposed would cut off safe access to the lower road and The Vinerie nursery forcing people to walk down Manor House Lane, which has no pavements, poor visibility and is unlit. Thus creating a new safety hazard particularly for those who are elderly or have young children.
- f) No good reason for the closure is given by the school. The footpath goes across a small corner of the playing field and is well away from the school buildings. The school also make good use of the King

George Vth (KGV) playing field, which has full public access so privacy and security cannot be an issue.

- g) Access to the rugby club is also required for villagers. Local families use it to get to the scout hut for activities and those with young children use the footpath to get to the playground.
- h) KGV is a public field and residents of Effingham and Little Bookham should be allowed access from all corners of the field for their enjoyment.
- i) Other parts of the school grounds are completely open. There are several other places around the site where it is very easy to get into the school.
- j) A local resident has lived there for 20 years and has noticed that use of the lower part of the field by the school (Little Bookham Church end) is limited and virtually non-existent over the winter months. It is only used by students during their breaks during the summer term on hot days.
- k) Currently the students use KGV playing fields and access it via the rear gate at the school, which the teachers open and close when they go in and out. The same system could easily be used with large gates in a fence across the field.
- l) Due to the different land levels any type of team sport could not be played across the footpath.
- m) From the south the detour is along footpath 118, through St Lawrence Church graveyard, Church Street with steps, no pavement and on a bend. It is approximately 1.1km long.
- n) Any closure (even temporary) would cause unnecessary danger and hardship for the public. The roads are narrow with blind bends hence the danger to pedestrians – especially mothers with pushchairs.
- o) If security for the School is required they could simply erect a chain-link fence across the field with wide gates for emergency access and allow villagers to use the path as usual.
- p) People wanting to still access local businesses or the Church may seek alternative means of transport, such as by car, increasing congestion and pollution.
- q) One gentleman is in a wheelchair and uses the path every day to go to the Effingham shops. He says “it is not safe for him to use the road as cars go so fast”.

The Schools Reasons for the application

- 4.13 In response to the objections the school say they have received informal verbal support from within the school community and in particular the parent body. Since applying for the TRO they have been successful in a planning appeal for Howard of Effingham School to be rebuilt on Effingham Lodge Farm.

ITEM 6

Therefore, any limited closure of the footpath would only be required for the next 2 – 3 years until the new school is ready.

- 4.14 They have requested that the path is closed between 7.30am and 6pm because students begin arriving at school from around 7.40am and, particularly during the summer, some clubs and activities start from this time. A 7.30am closure would allow early rising dog walkers access to KGV across the field but give them time to be gone before the children start to arrive. We have all sorts of clubs and practices on the field after school most days which go on until 6pm when daylight allows. For the sake of simplicity, they decided to apply for a closure until 6pm all year around.
- 4.15 It is not that the footpath itself is used for sport, but the areas on either side are. Suggestions to fence off the footpath are simply not practical. If they could have a gate wide enough to allow grounds care vehicles and ambulances to access they would. To ensure security during the day, there would have to be periods when they needed to lock students out. This would clearly not be acceptable and could seriously compromise their safety should they need to get into school quickly for any reason. The school has trespassers on site on an almost daily basis. Most have no real ill-intent but some do. Staff and students have, in the past, been exposed to abuse, threats and attacks. These are not frequent occurrences but they have happened. The police have been called to incidents of threatening behaviour. Their concerns are not about what has happened in the past, but about preventing anything from happening in the future.
- 4.16 Members of the public have accessed the school field via the footpath and used it for a variety of reasons including camping and picnicking, on occasions with alcohol. In addition, whilst many dog walkers show consideration for the environment, not all dogs are kept on leads and there are regular instances of dog fouling.
- 4.17 The TRO would mean that they could install lockable gates at either end of the footpath to prevent access at times when children are on site. Their preference would be that the footpath were permanently closed because with any opening they are still vulnerable to trespassers who could cause mess and damage, as they do now. Nevertheless, in an attempt to find some middle ground, and on the advice of a local councillor, they have decided to seek a limited closure.
- 4.18 The school field is their only green space. It is used by community groups during holidays for play schemes and other activities. Concrete areas may be more secure but are much less appealing and less appropriate for the types of activities being undertaken. They School believe that it is even more important to ensure that the path is closed when holiday activities are taking place because there are fewer staff around to support should there be any incidents. The safety of the children and staff is their number one concern.
- 4.19 The School has been seeking a resolution to this issue for almost 20 years. They are continuing to seek this very necessary adaptation to ensure that they are doing as much as they possibly can to keep their students safe while they are in school. In their view it would be utterly remiss to simply accept the risk the footpath presents for as long as it takes for the new school to be built. In their view waiting for the new school would not be considered a good reason for taking no action should a serious incident occur.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There would be no cost to the Countryside Access budget.
- 5.2 The cost of processing and making a TRO would be in the region of £1,500 including administrative and advertising charges. If a TRO were made these would be met by The Howard Partnership Trust.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There would be no safe alternative routes for walkers during periods of closure.

7. LOCALISM:

- 7.1 There is strong local opposition to the proposal.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Officers do not support the making of a TRO. There is strong local opposition to the proposal on the grounds set out in section 4.

10. WHAT HAPPENS NEXT:

- 10.1 All interested parties are informed of the decision. If the recommendation is agreed the file is closed.
- 10.2 Should Members decide to proceed with a TRO; a Notice of Intention to make an Order will be published in a local newspaper, on site and on the County Council's website. All interested parties and user groups will be notified in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 10.3 The Officer with delegated authority in consultation with the Divisional Member and the Local Committee Chairman/ Vice Chairman may decide whether to accede to any unresolved objections and decide whether the TRO may be made, with due regard to the provisions of the 1996 Regulations.

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10.4 Where substantial (and relevant) objections are received or significant modifications proposed, the Officer with delegated authority in consultation with the Divisional Member and the Local Committee Chairman/ Vice Chairman, may refer the decision on whether the TRO should be made back to the Local Committee. Alternatively, they could decide that a Public Inquiry be held by an independent inspector to decide the matter. The costs of this would be in the region of £3,000.

Contact Officer:

Debbie Prismall, Senior Countryside Access Officer
Tel. 020 85419343 email: debbie.prismall@surreycc.gov.uk

Consulted:

Guildford Borough Council, Mole Valley District Council, Effingham Parish Council, Effingham Residents' Association, The Ramblers, Open Spaces Society, Mrs Clare Curran County Councillor, statutory utilities and Legal Services.

Annex:

A - Drg. No. 3/1/51/H114
B - Plan showing the wider highway network

Sources/background papers:

File for FP 75 Leatherhead – TRO application

Proposed Traffic Regulation Order



Drawing No. 3/1/51/H114

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Rights of Way

- Page 21 — Footpath
- Restricted Byway
- Bridleway
- BOAT



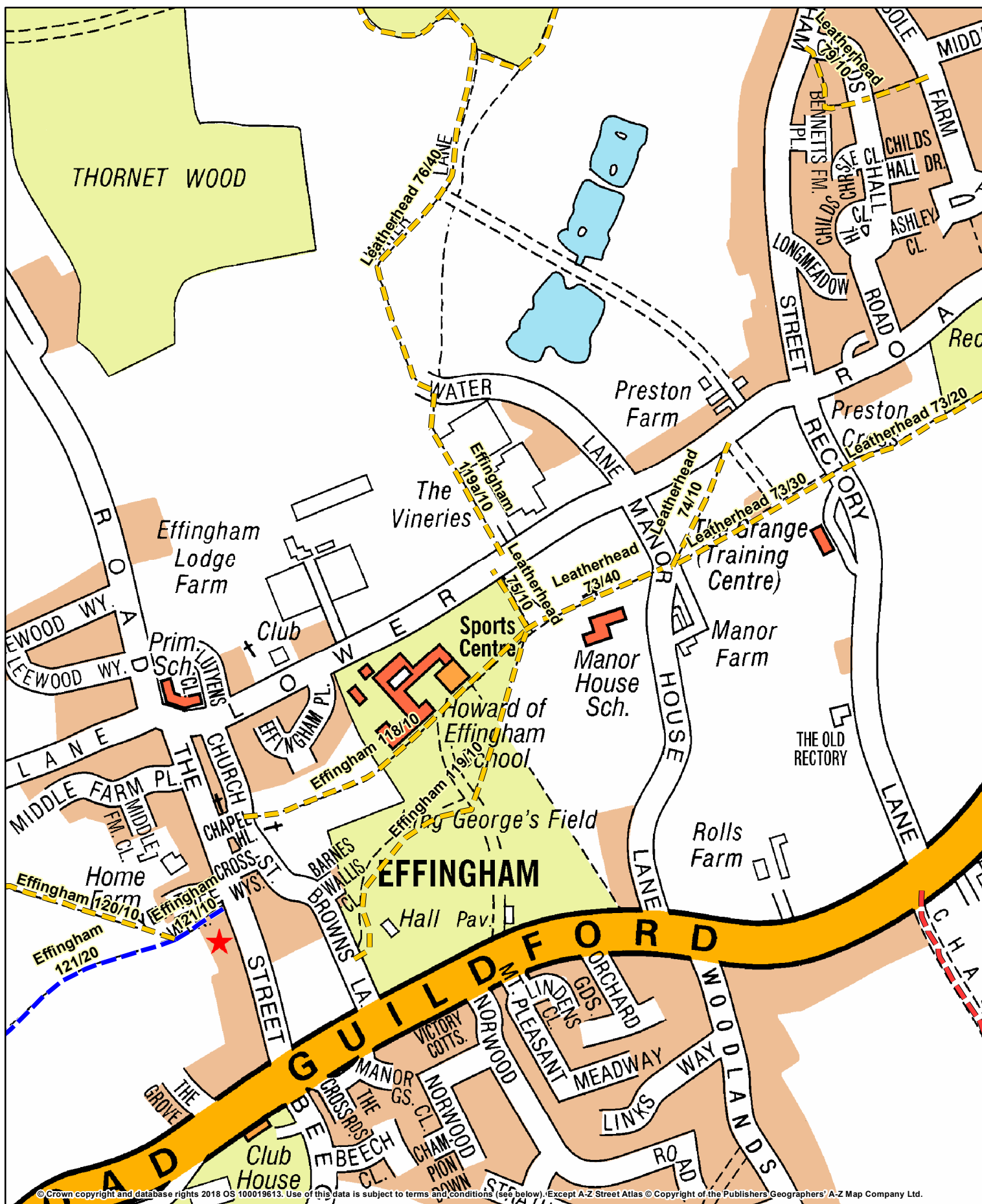
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Date: 16/07/2018



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Annex B - wider highway network



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Rights of Way

Page 23

- Footpath
- Restricted Byway
- Bridleway
- BOAT



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Date: 16/08/2018



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 05 SEPTEMBER 2018



**LEAD OFFICER: STEPHEN CLAVEY
SENIOR ENGINEER**

SUBJECT: MOLE VALLEY ON STREET PARKING REVIEW

DIVISION: ALL DIVISIONS

SUMMARY OF ISSUE:

To consider requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Mole Valley.

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Mole Valley have been introduced in several stages, with the most recent having been implemented.

This report details locations and general proposals for the parking / waiting restriction review, to be progressed in 2018 and seeks approval to carry out statutory consultation on the proposals.

Annex 1 contains drawings detailing the suggested changes to parking restrictions received since the last review went to Committee in June 2017. Recommendations were received from both local councillors and the public alike and a statement of reasons is also included as part of this annex.

RECOMMENDATIONS:

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

- (i) The recommendations detailed in Annex 1, without additions;
- (ii) To allocate funding as described in 5.1
- (iii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;
- (iv) That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following the introduction of DPE in Mole Valley amendments to waiting restrictions have been carried out at various stages – the 2017 parking review has been implemented.
- 1.2 Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.
- 1.3 These reviews are carried out in consultation with Mole Valley Councillors and Surrey County Council's Parking Strategy and Implementation Team.

2. ANALYSIS:

- 2.1 In August 2008 the County Council, after recognising there was a need to devote specialist resources to parking problems around the county, formed a new centralised Parking Strategy and Implementation Team.
- 2.2 This Group collated all requests for changes to parking controls within Mole Valley.
- 2.3 The proposals for new parking controls in each location have been investigated and the outline recommendations of the Parking Team are contained in annex 1.

3. OPTIONS:

- 3.1 That the committee agree to the advertising all of the proposals in ANNEX 1
- 3.2 That the committee does not agree to the advertising of the proposals in ANNEX 1.
- 3.3 That the committee agree minor amendments at this committee meeting to include within the proposals to be advertised.

4. CONSULTATIONS:

- 4.1 All residents who would be immediately affected by the proposals will be consulted during the advertising period.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of implementing this parking review is likely to be £25,000. The MVLC will need to allocate £10,000 in the 18/19 financial year and the parking team can contribute the remainder. It is planned to implement the restrictions in the current financial year but some work may roll over to the first part of 19/20 financial year.
- 5.2 Mole Valley District Council carry out the enforcement of on street parking restrictions for Surrey County Council and operate at a deficit. The county council ultimately has to pay for on street enforcement so any new restrictions should be carefully considered to make sure they do not place an undue burden on the existing enforcement costs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 New parking restrictions can help improve access for disabled residents and drivers.

7. LOCALISM:

- 7.1 Many of the new proposals in the report have been put forward by members of the community and their representatives.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is recommended that one of the chosen set of proposals, as set out in Item 3 are advertised.

10. WHAT HAPPENS NEXT:

ITEM 8

- 10.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. Notices will also be posted to all affected residents.
- 10.2 Subject to any objections to the proposals being resolved, a traffic regulation order will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

Contact Officer:

Stephen Clavey, Senior Engineer – 0300 200 1003

Consulted:

Committee members have been consulted with regarding the proposals put forward for the main parking review.

Annexes:

Annex 1 – Statement of reasons and plans for the Mole Valley parking review

Sources/background papers:

- None



**OFFICER REPORT TO LOCAL COMMITTEE
(Mole Valley)**

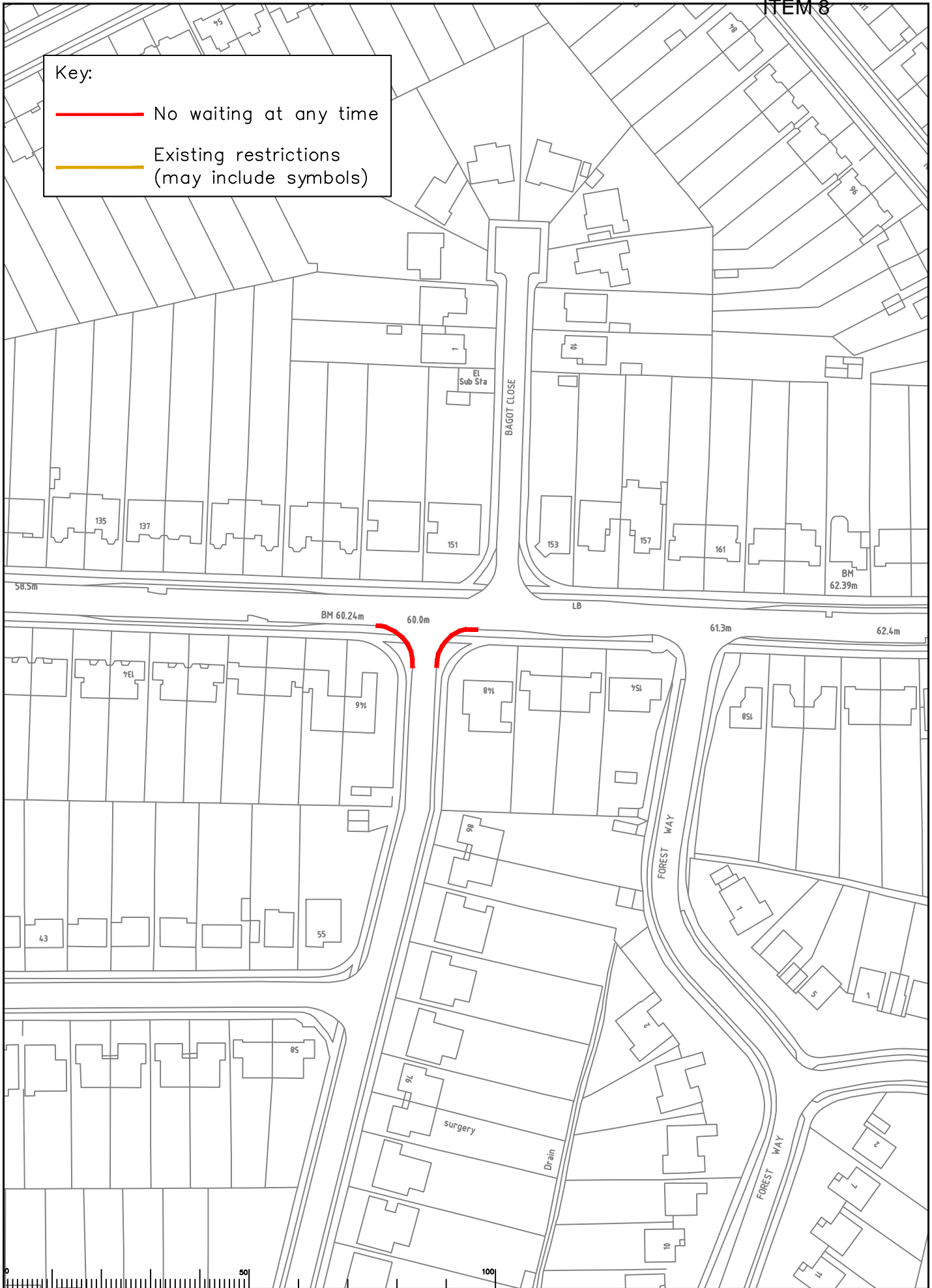
**MOLE VALLEY PARKING / WAITING
RESTRICTION REVIEW**

Annex 1

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Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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 Approved by: DC

Date: 08/18
 Date: 08/18
 Date: 08/18

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Asstead Craddocks Ave / Chaffers Mead

Project No. _____

Contract Sheet No. 01

Revision: 01

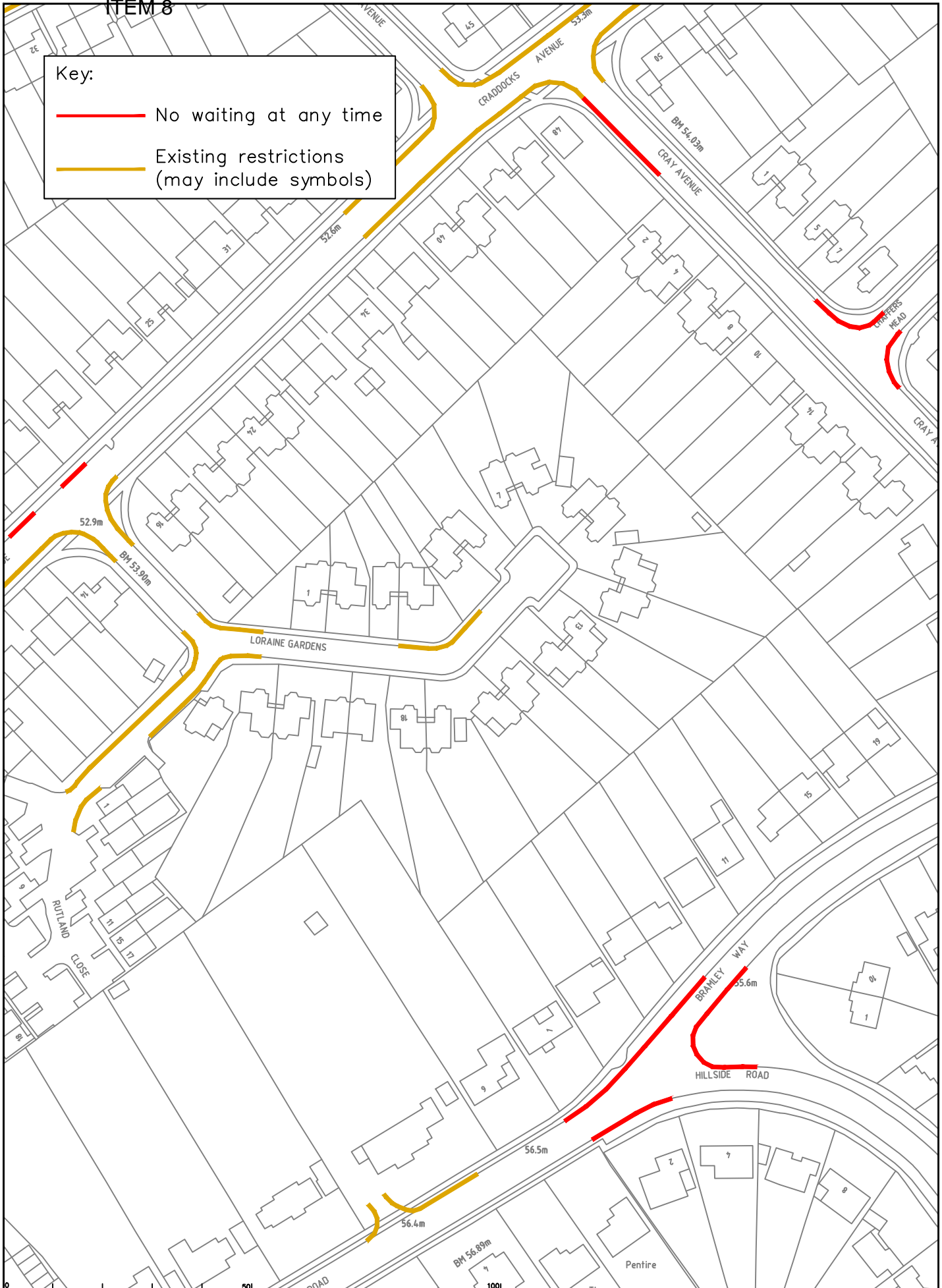
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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 32 of 32

Proposed Waiting Restrictions - Asstead

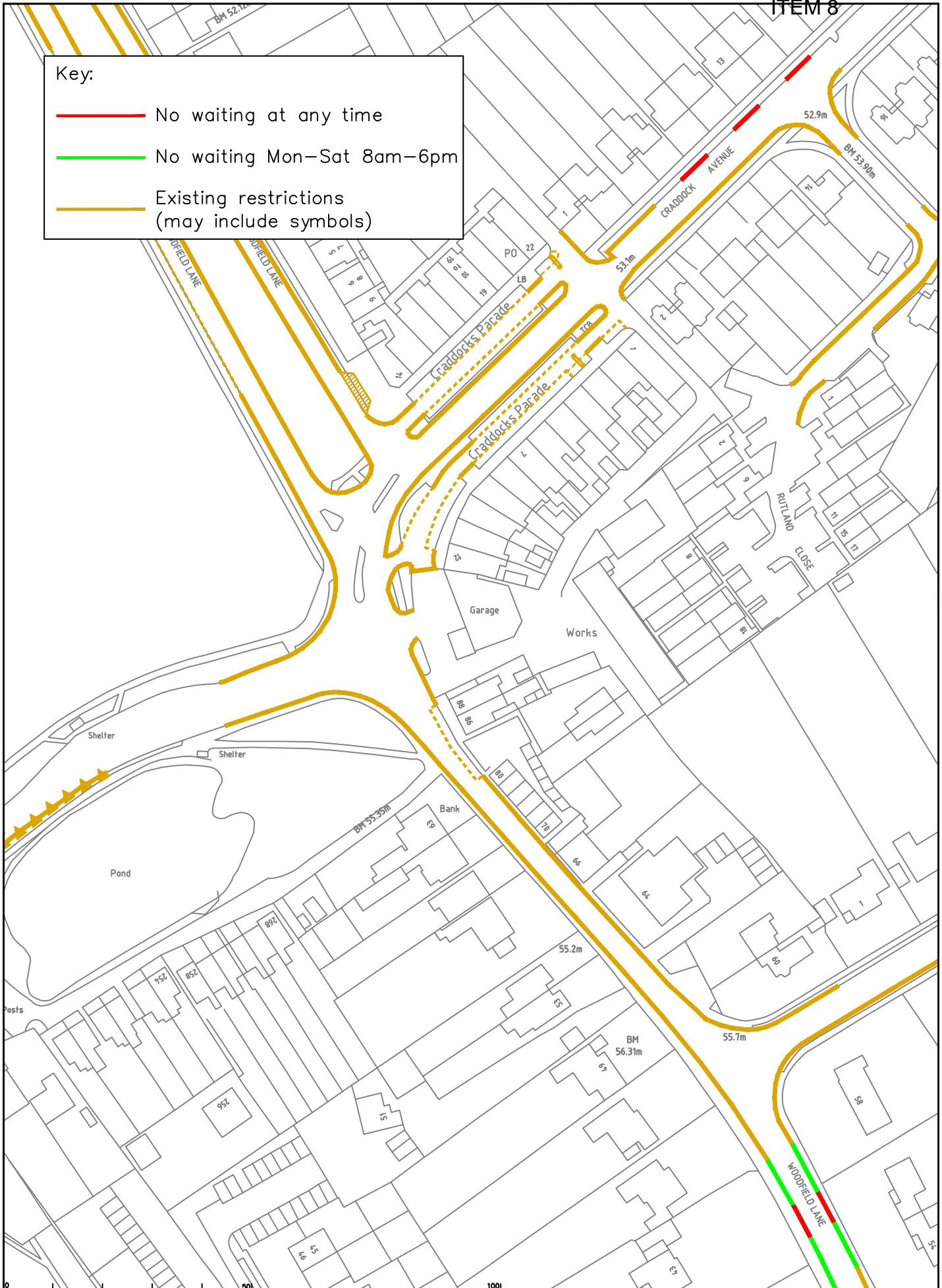
Craddock & Cray Ave/Bramley Way/Hillside Rd/Chaffers Head

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 02
 Contract Sheet No. 02
 Drawing No. 02
 Classification: COMM

Key:

- No waiting at any time
- No waiting Mon–Sat 8am–6pm
- Existing restrictions (may include symbols)



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Project No. 03

Contract Sheet No. 03

Revision No. 03

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Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Asstead Craddocks Ave / Woodfield Lane

Project No. 03

Contract Sheet No. 03

Revision No. 03

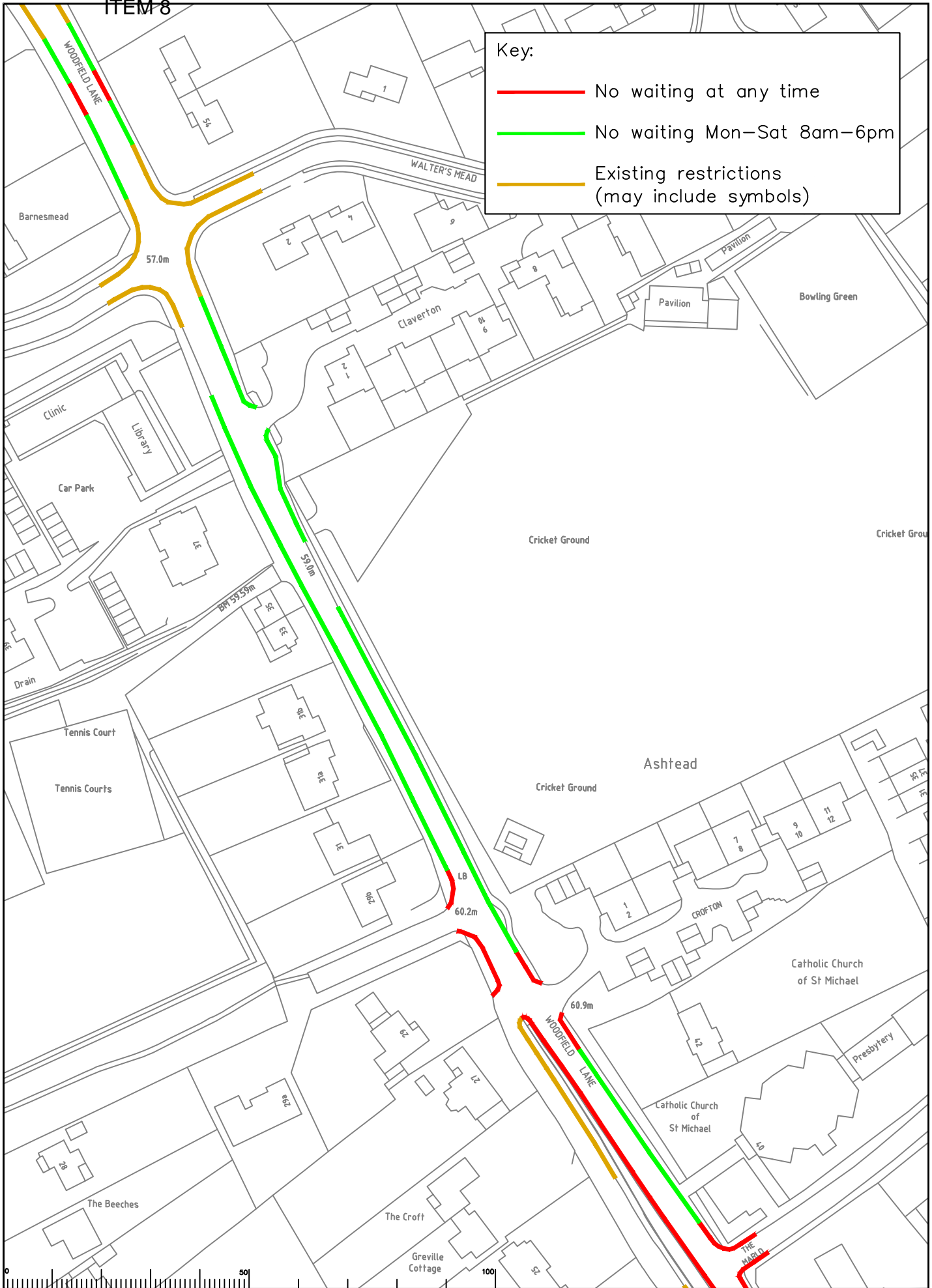
Classification COMM

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

ITEM 8

Key:

- No waiting at any time
- No waiting Mon–Sat 8am–6pm
- Existing restrictions (may include symbols)



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 Approved by DC Slg. DC Date 08/18

Project: Mole Valley Parking Review 2018

Sheet: 4 Proposed Waiting Restrictions - Ashted Woodfield Lane

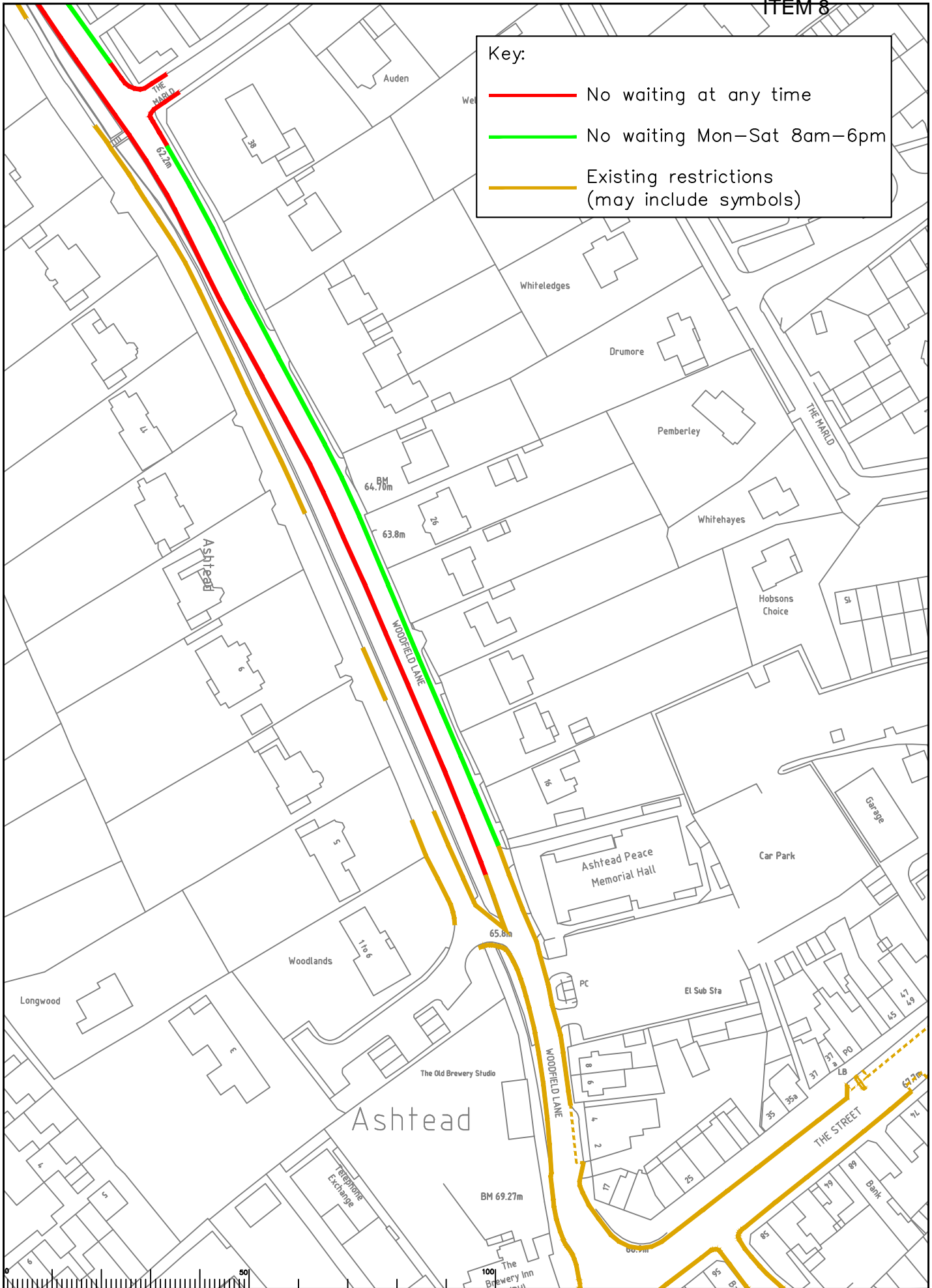
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SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. Contract Sheet No. 04 Rev. 04
 Classification: COMM

Key:

- No waiting at any time
- No waiting Mon–Sat 8am–6pm
- Existing restrictions (may include symbols)



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 Checked by: RH
 Approved by: DC

Date: 08/18
 Date: 08/18
 Date: 08/18

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Ashted Woodfield Lane / The Marld

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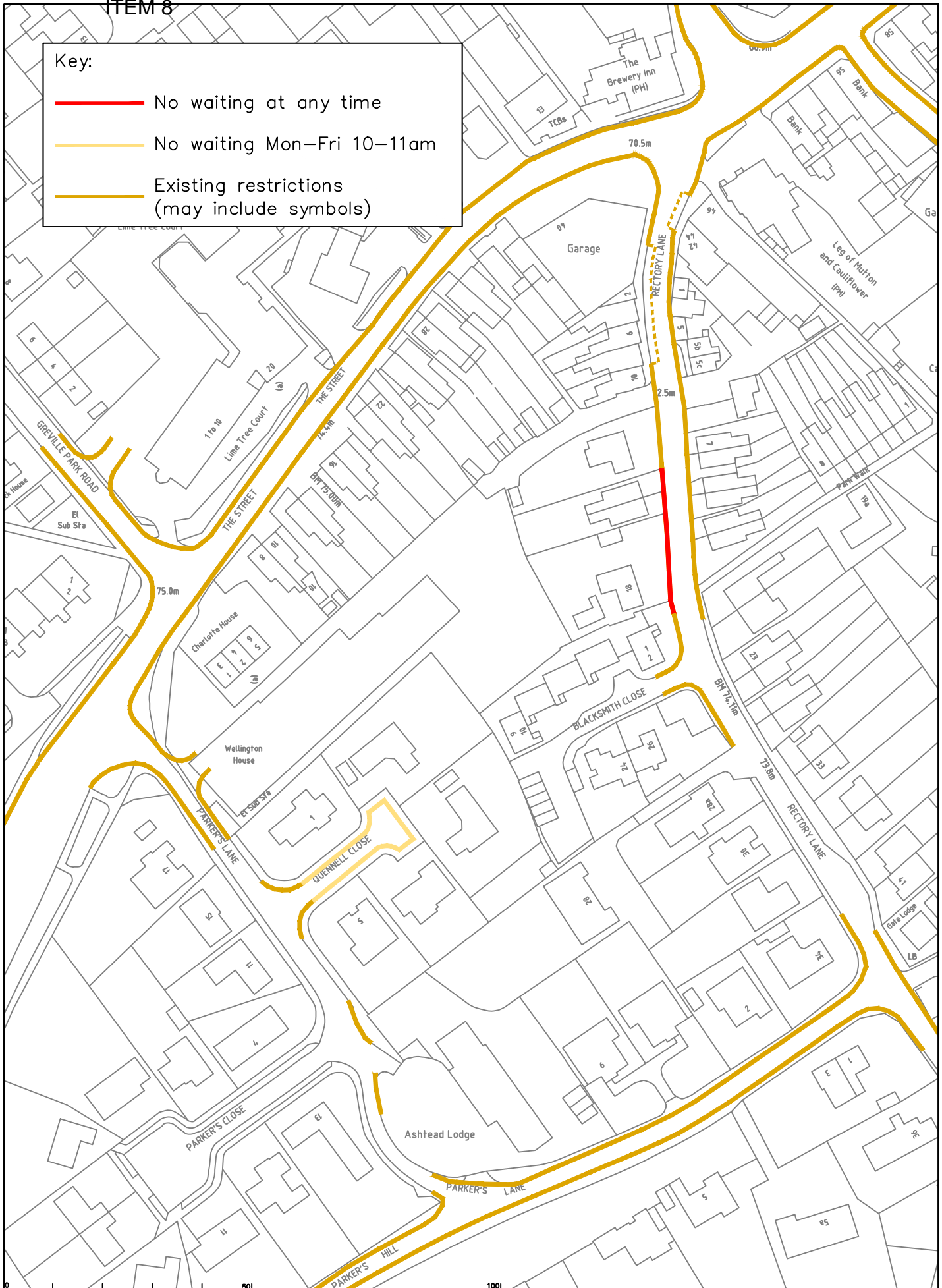
SURREY COUNTY COUNCIL
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Project No. _____
 Contract Sheet No. _____
 Drawing No. **05**
 Revision _____
 Classification **COMM**

ITEM 8

Key:

- No waiting at any time
- No waiting Mon–Fri 10–11am
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Approved by: DC

Scale: 1:1250

Project: Mole Valley Parking Review 2018

Sheet: 06

Revision: 06

Project No.:

Contract No.:

Drawing No. 06

Revision: 06

Scale: COMM

Project Name: Mole Valley Parking Review 2018

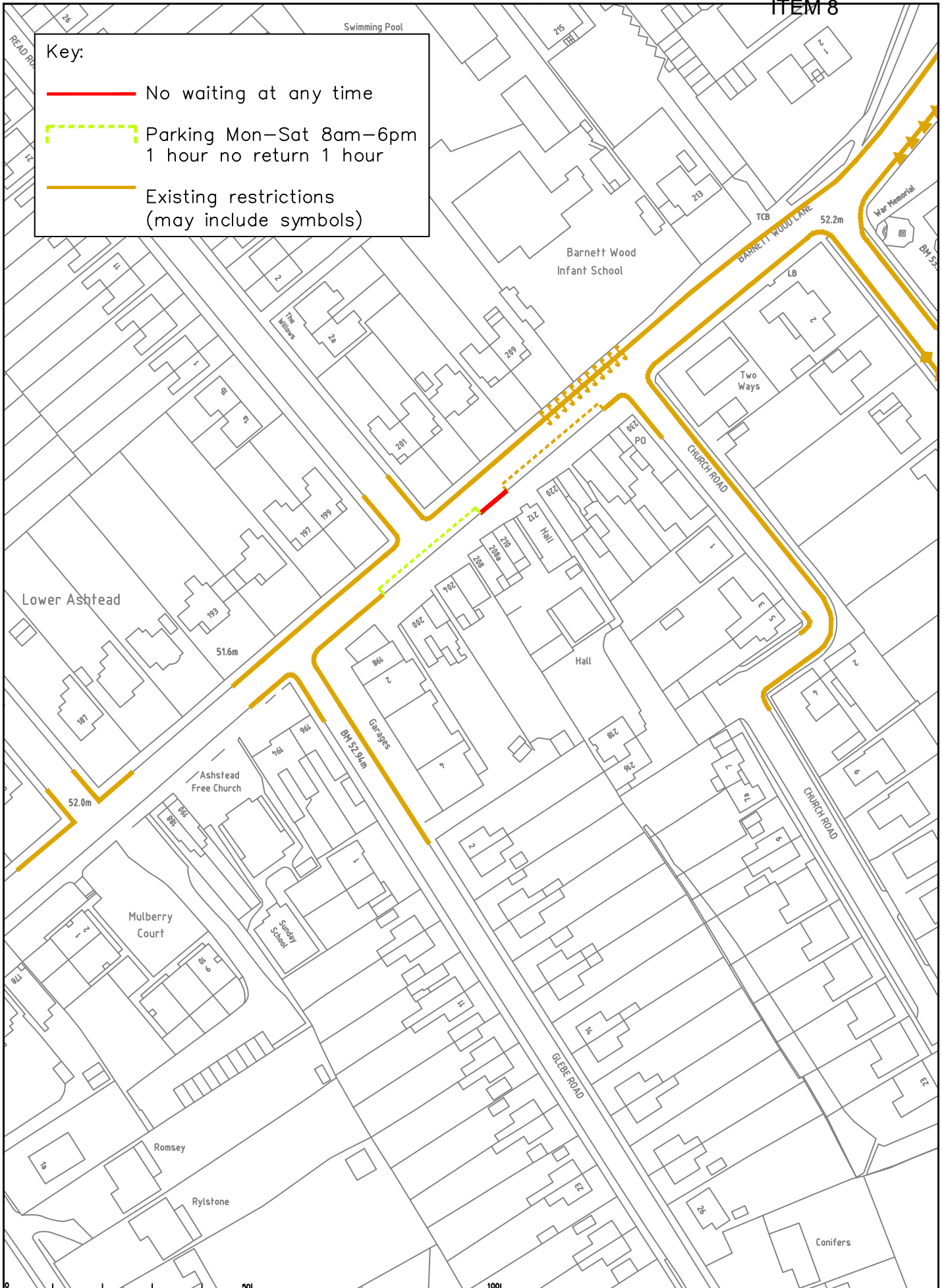
Sheet: 06 of 06

Revision: 06

Scale: COMM

Key:

- No waiting at any time
- - - Parking Mon–Sat 8am–6pm
1 hour no return 1 hour
- Existing restrictions
(may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Date: 08/18
Date: 08/18
Date: 08/18

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Ashted Barnett Wood Lane

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

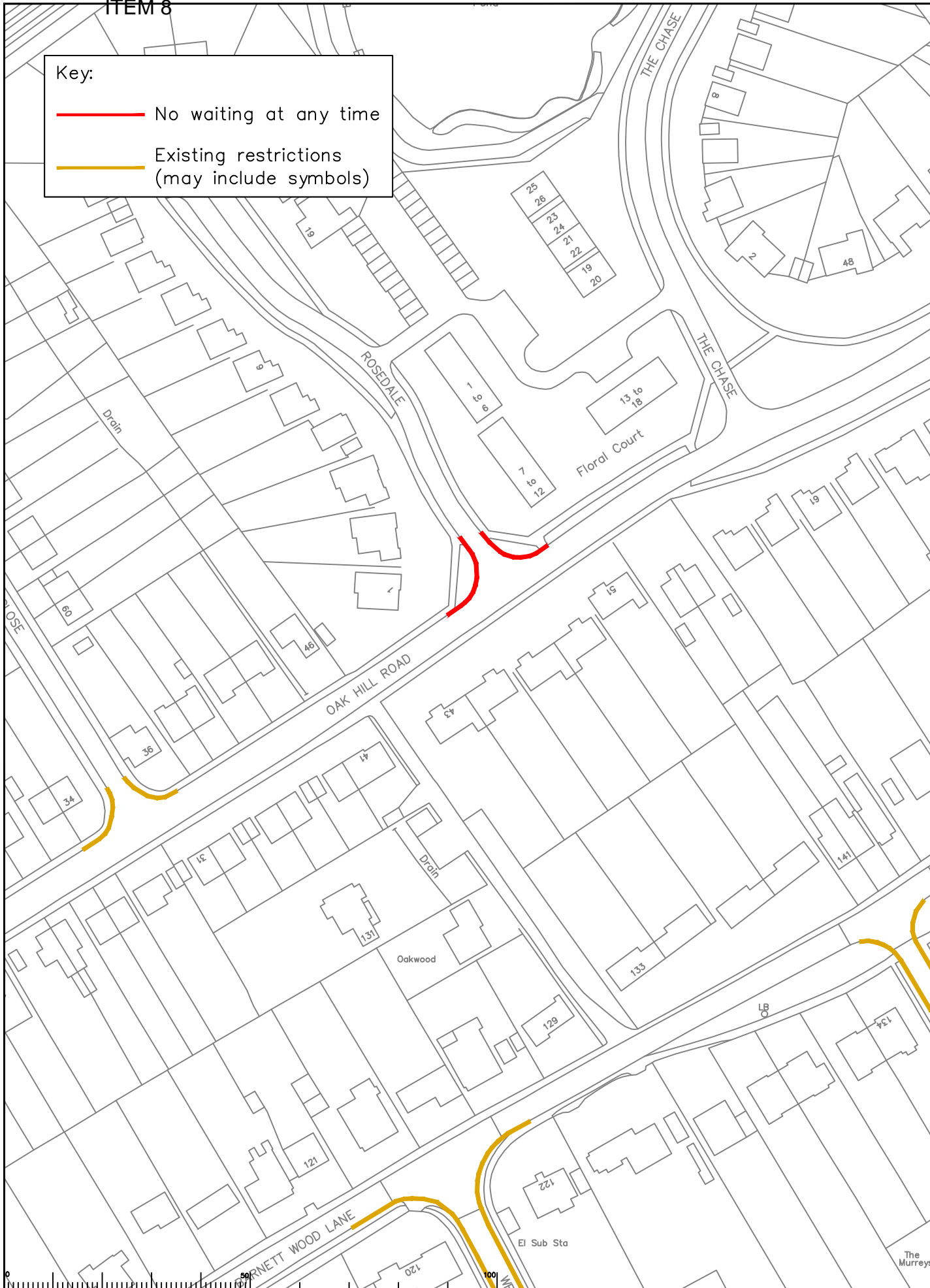
Project No. _____
Contract Sheet No. _____
Drawing No. 07
Revision _____
Classification: COMM

ITEM 8

Key:


 No waiting at any time

 Existing restrictions (may include symbols)



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Date: 08/18
 Date: 07/18
 Date: 08/18

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Asstead Rosedale / Oak Hill Road

Page 38

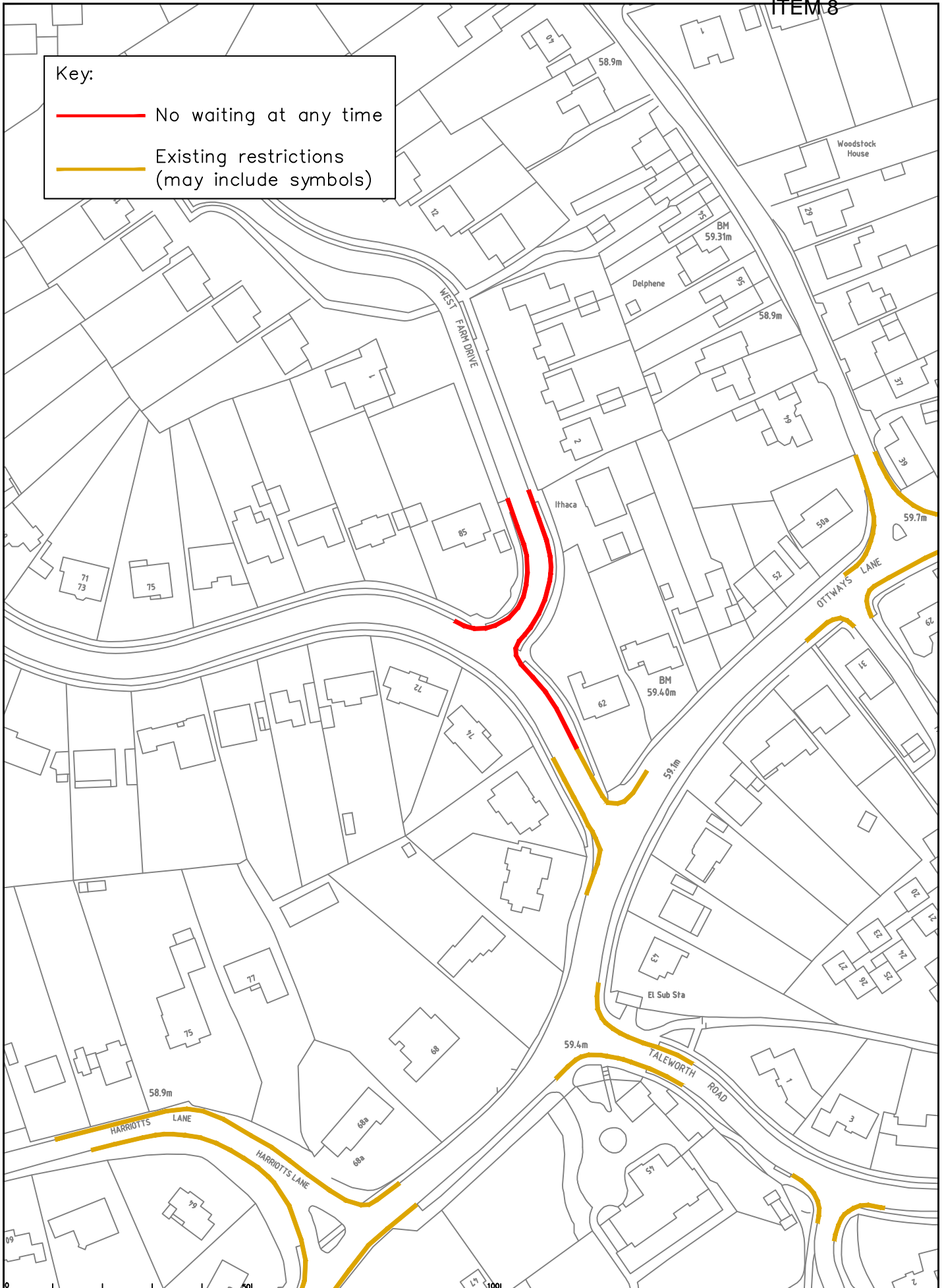


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Sustainable Development
Surrey Highways

Project No. _____
 Contract Sheet No. 08
 Drawing No. 08
 Revision: COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Date: 08/18
 Date: 08/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 09 of 09

Proposed Waiting Restrictions - Ashted West Farm Drive / west Farm Ave

Contract No. 09
 Drawing No. 09
 Revision: COMM

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

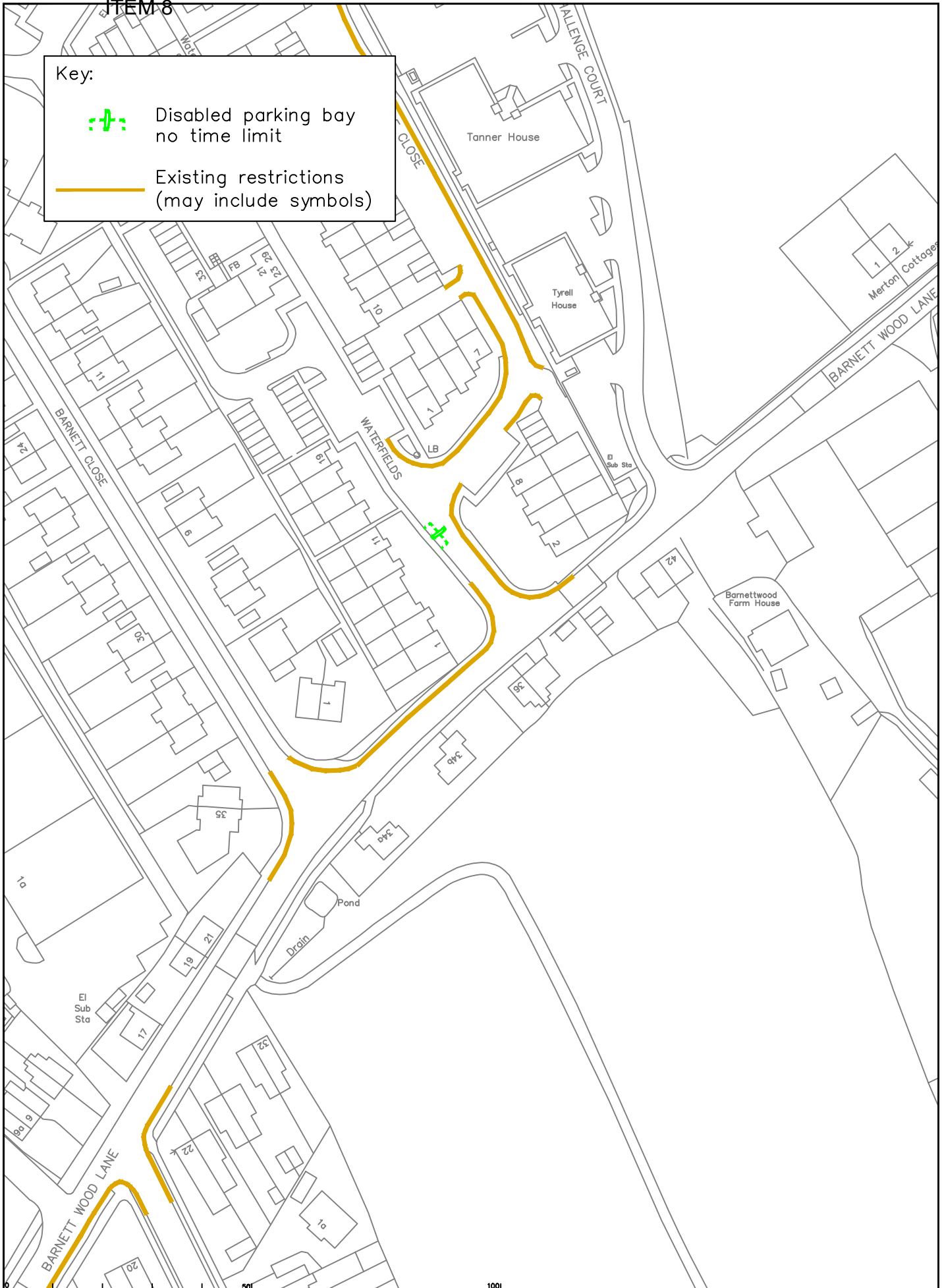
Key:



Disabled parking bay
no time limit



Existing restrictions
(may include symbols)



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Project: Mole Valley Parking Review 2018

Page 4 of 4

Proposed Waiting Restrictions - Leatherhead Waterfields

SHEET OF

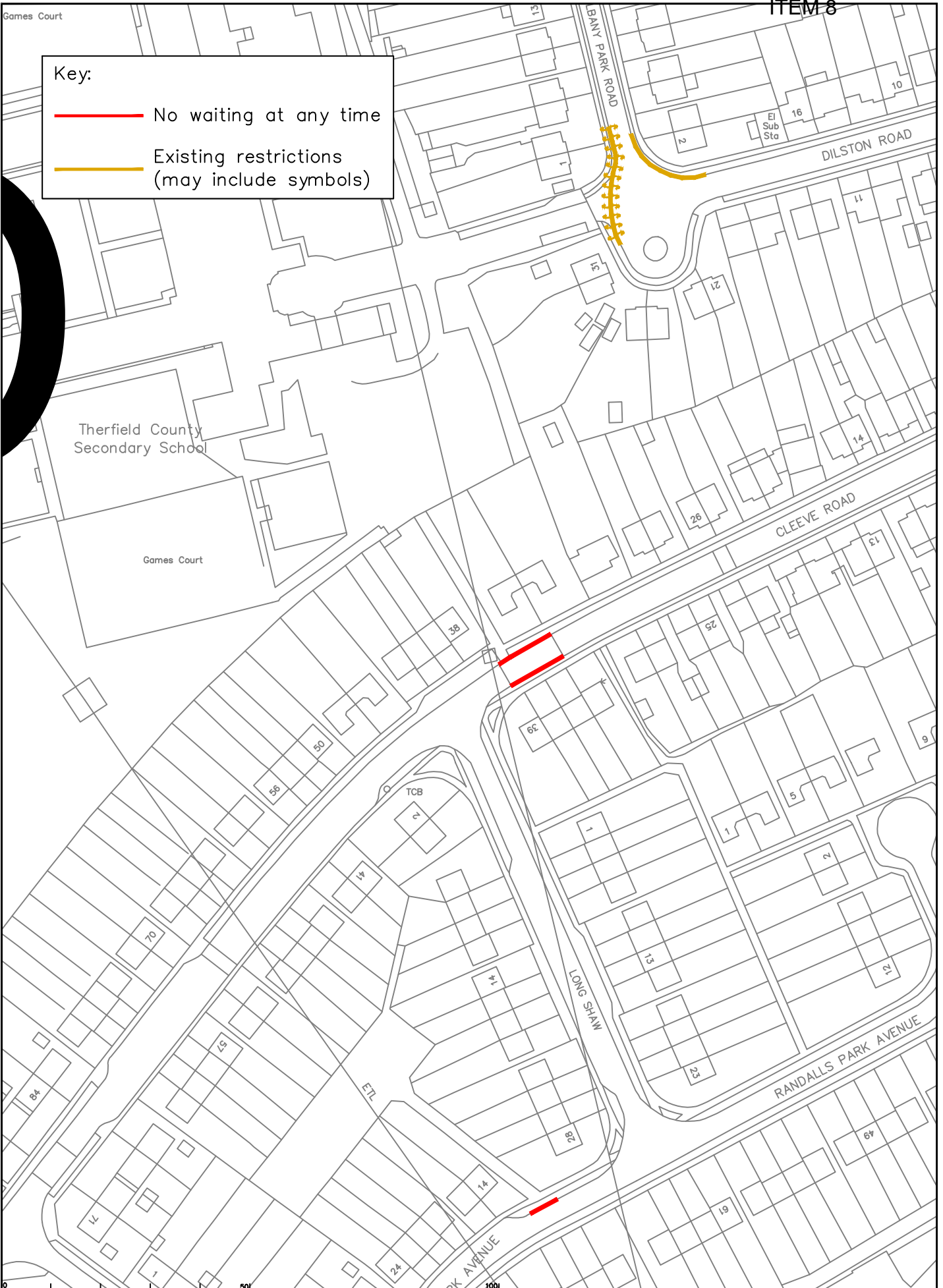
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.	
Contract Sheet No.	
Drawing No.	10
Revision	
Classification	COMM

Games Court

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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 Approved by: DC, Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 11 of 11

Proposed Waiting Restrictions - Leatherhead Cleeve Road / Randalls Park Avenue

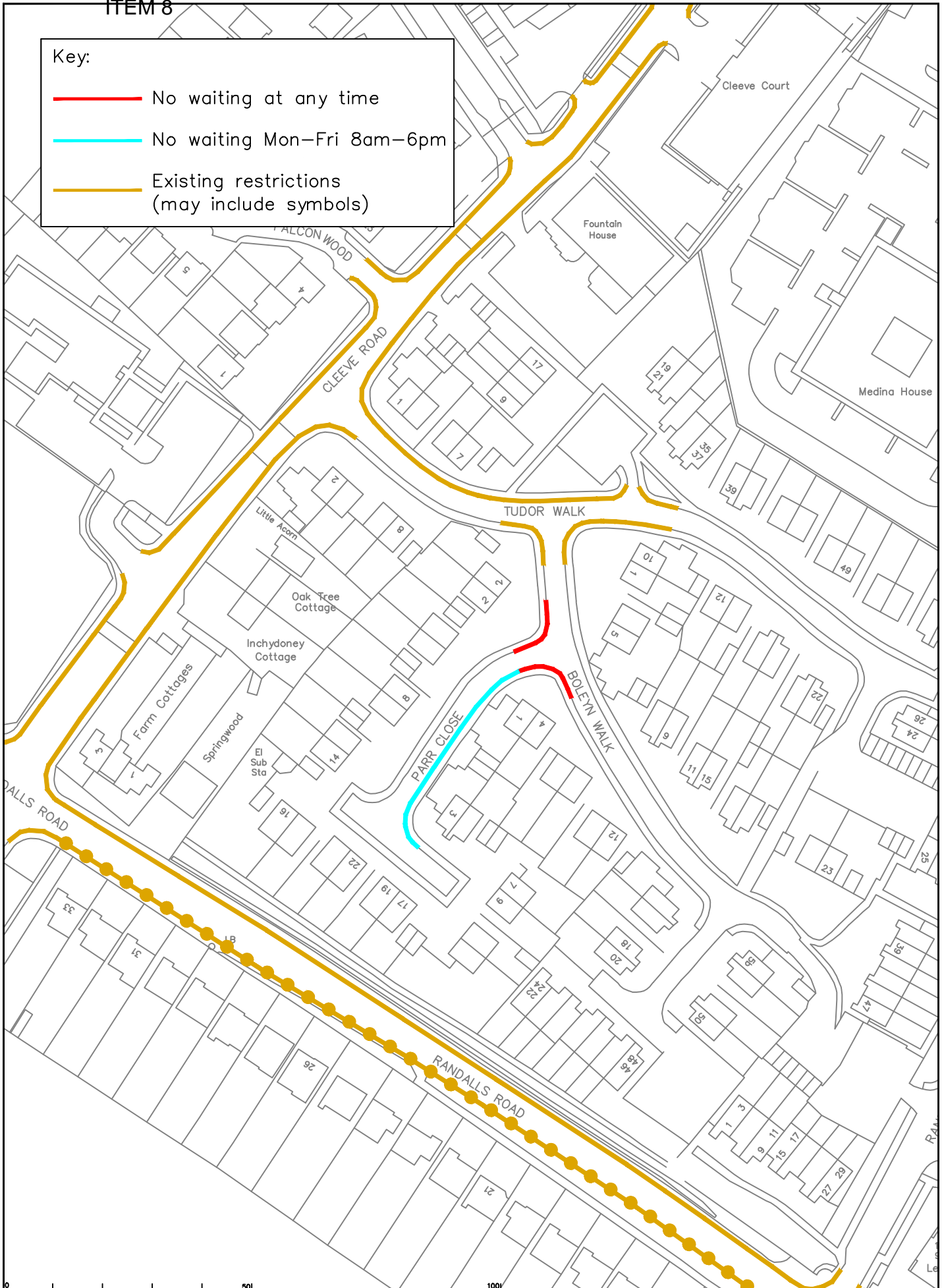
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Sustainable Development
Surrey Highways

Project No. 11
 Contract Sheet No. 11
 Drawing No. 11
 Revision: COMM

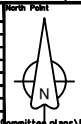
ITEM 8

Key:

- No waiting at any time
- No waiting Mon–Fri 8am–6pm
- Existing restrictions (may include symbols)



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 Date: 07/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 12

Revision: 12

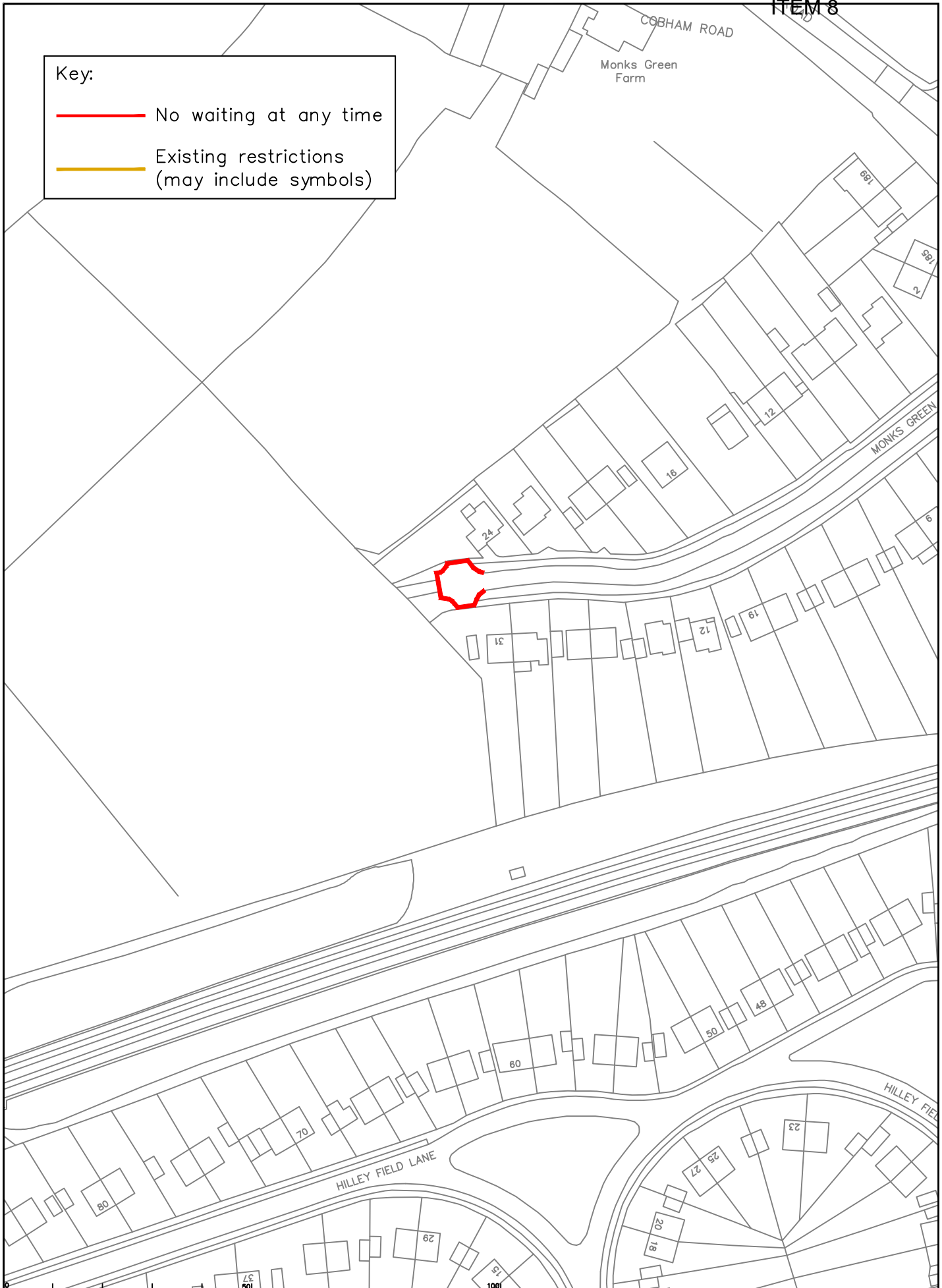
Proposed Waiting Restrictions - Leatherhead Boleyn Walk / Parr Close

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Sustainable Development
Surrey Highways

Project No. _____
 Contract Sheet No. 12
 Drawing No. 12
 Revision: 12
 Classification: COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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 Date: 08/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 13

Proposed Waiting Restrictions - Fetcham Monks Green

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Sustainable Development
Surrey Highways

Project No.:

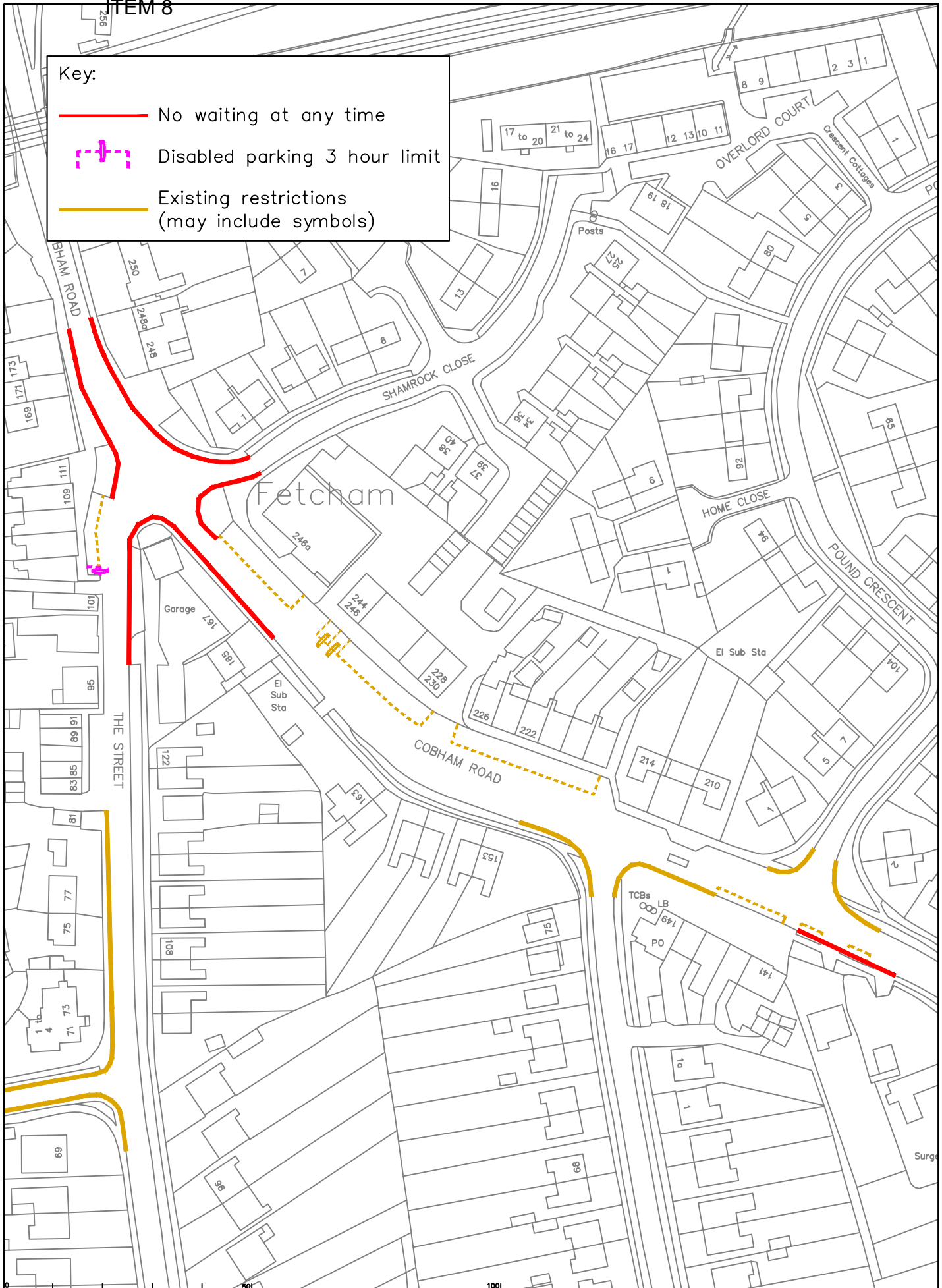
Contract Sheet No. 13

Rev.:

Classification: COMM

Key:

- No waiting at any time
- - - Disabled parking 3 hour limit
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 14 of 14

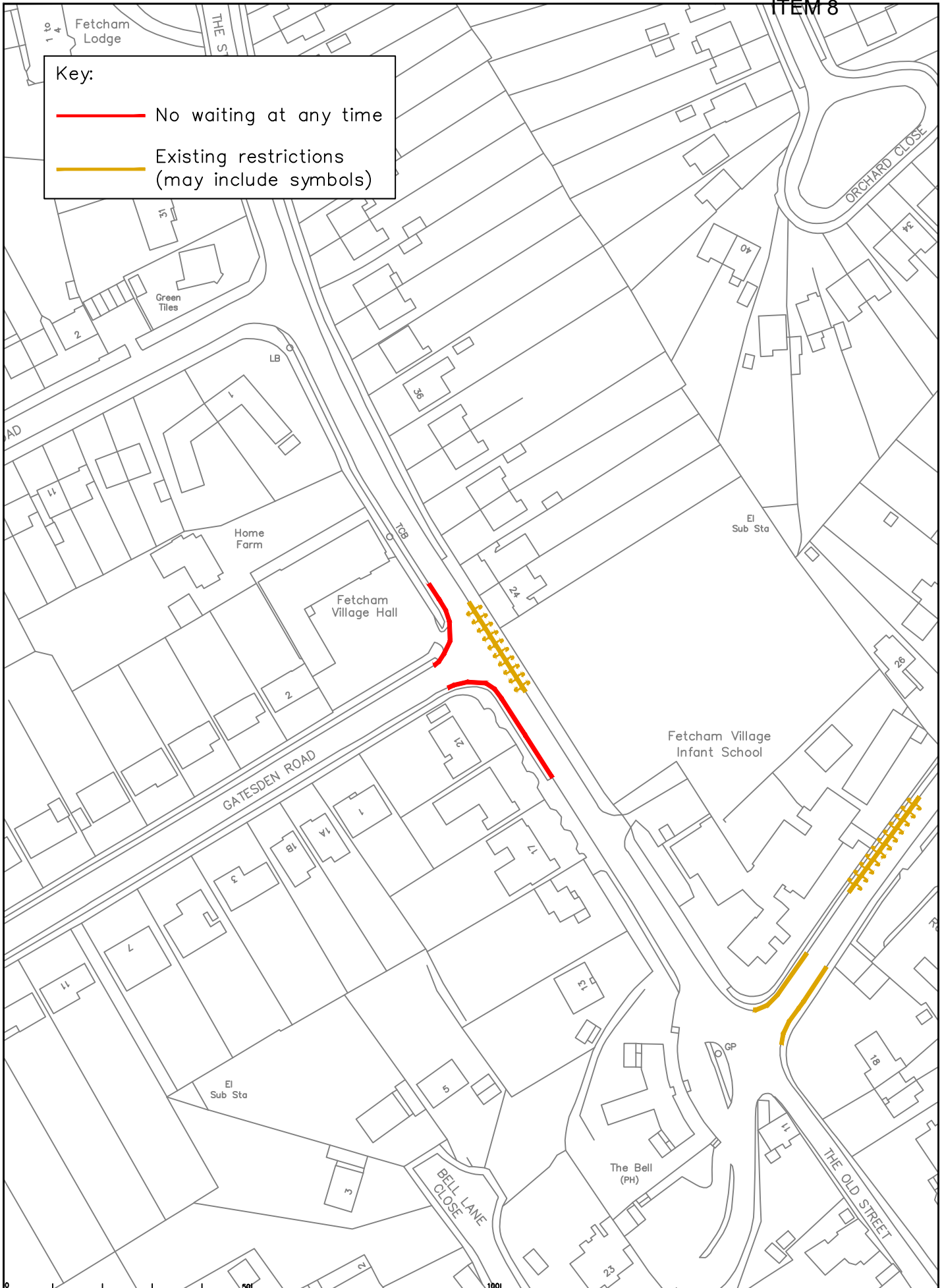
Proposed Waiting Restrictions - Fetcham
 Cobham Road / The Street / Shamrock Close

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Project No. []
 Contract Sheet No. 14
 Drawing No. []
 Revision: COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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 Slg. Date: RH 08/18
 Slg. Date: DC 08/18

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Fetcham The Street / Gatesden Road


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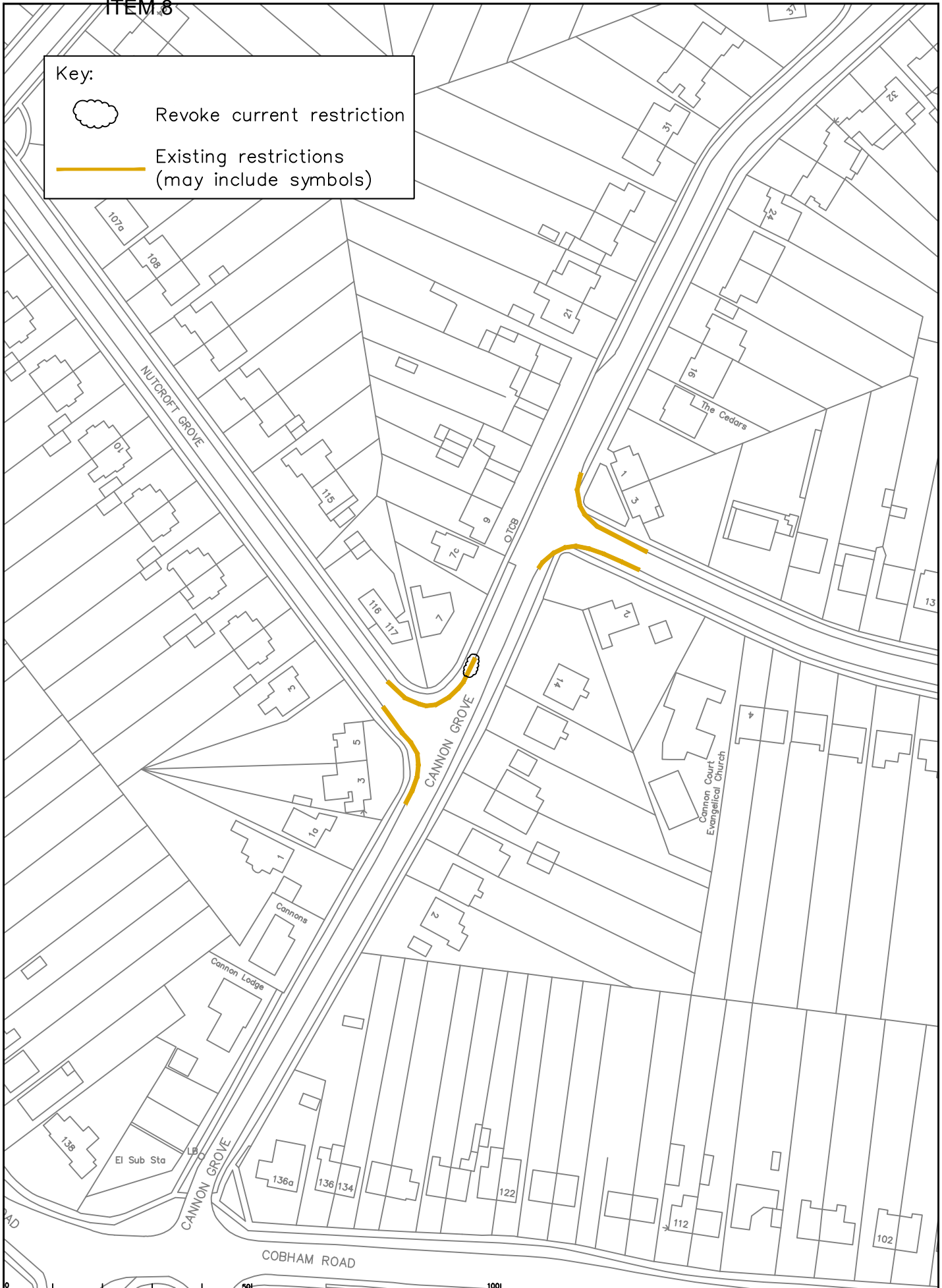
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. _____
 Contract Sheet No. _____
 Drawing No. 15
 Revision _____
 Classification COMM

ITEM 8


Key:

-  Revoke current restriction
-  Existing restrictions (may include symbols)



Rev	Description	Drwn	Stg.	Date	Chkd	Stg.	Date	Appr	Stg.	Date

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 Date: 08/18

Project: Mole Valley Parking Review 2018


Sheet No: 16

Revision: 16

Classification: COMM

Page 46

Proposed Waiting Restrictions - Fetcham Cannon Lane



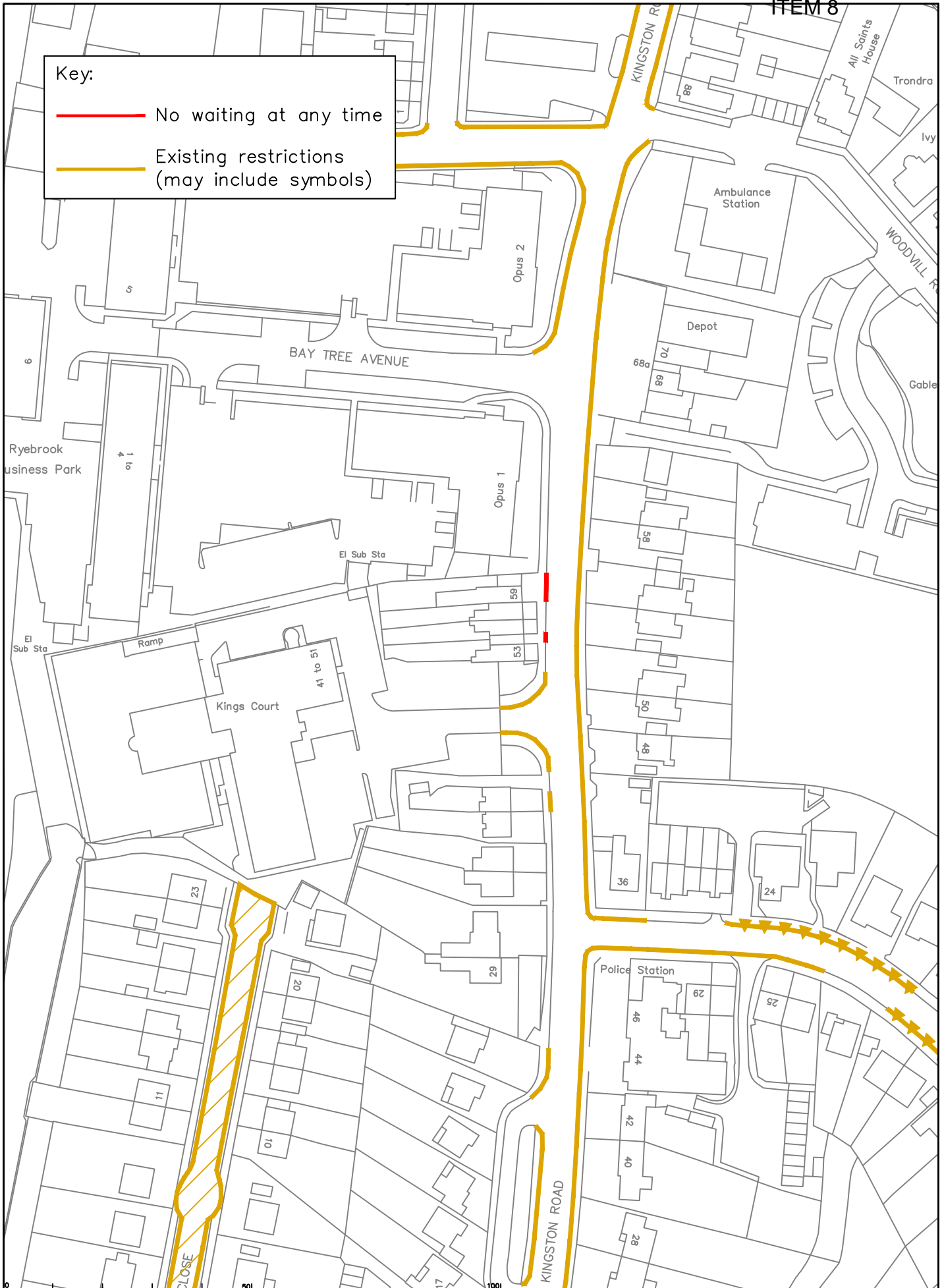
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. _____
 Contract Sheet No. _____
 Drawing No. 16
 Revision: 16
 Classification: COMM

Key:

— No waiting at any time

— Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 17

Revision: 1

Classification: COMM

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Leatherhead Kingston Road

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 17

Contract Sheet No. 17

Revision 1

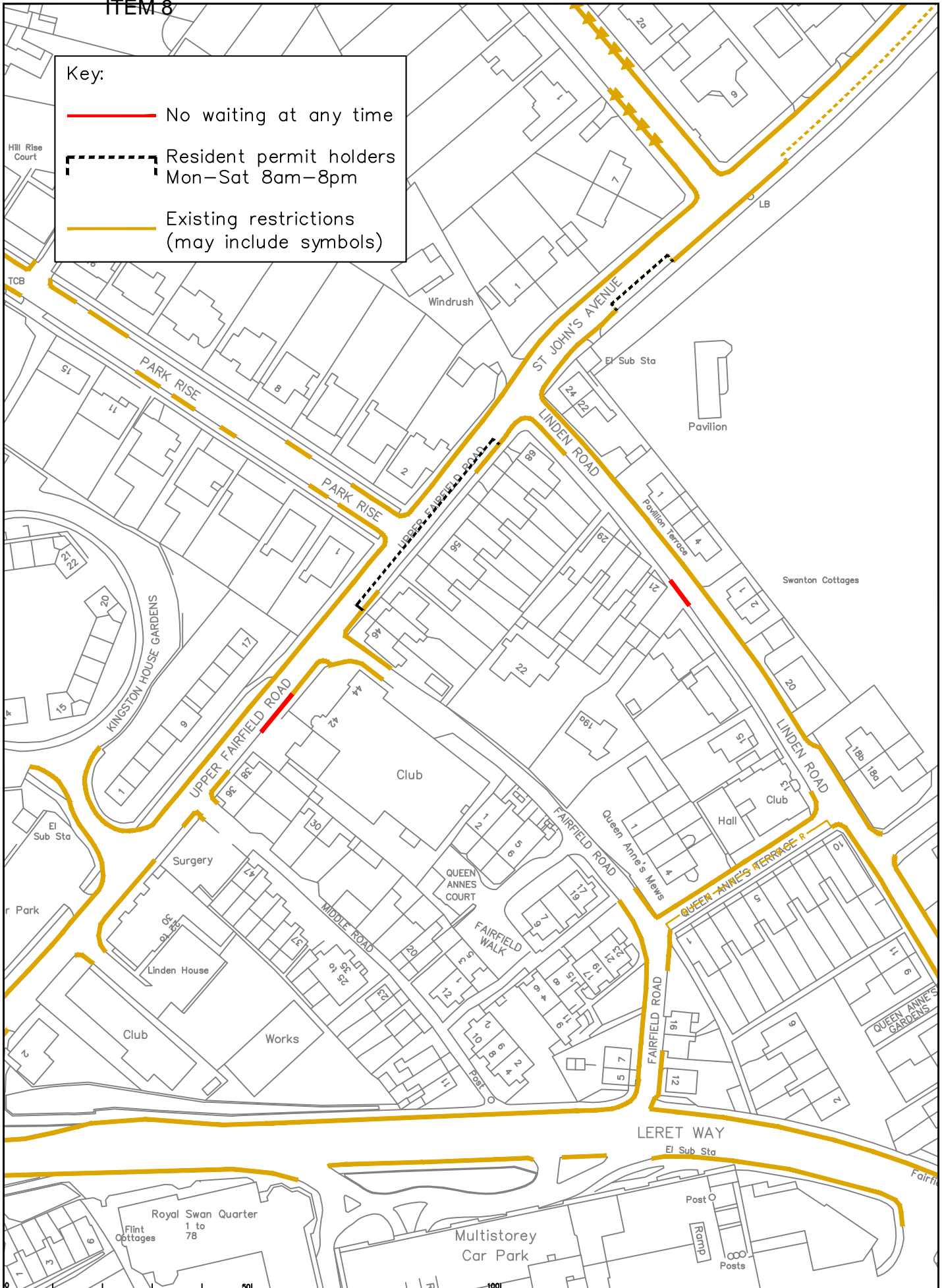
Classification COMM

SHEET OF

ITEM 8

Key:

- No waiting at any time
- Resident permit holders Mon-Sat 8am-8pm
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 18

Proposed Waiting Restrictions - Leatherhead St Johns Avenue / Linden Road


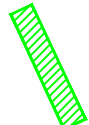

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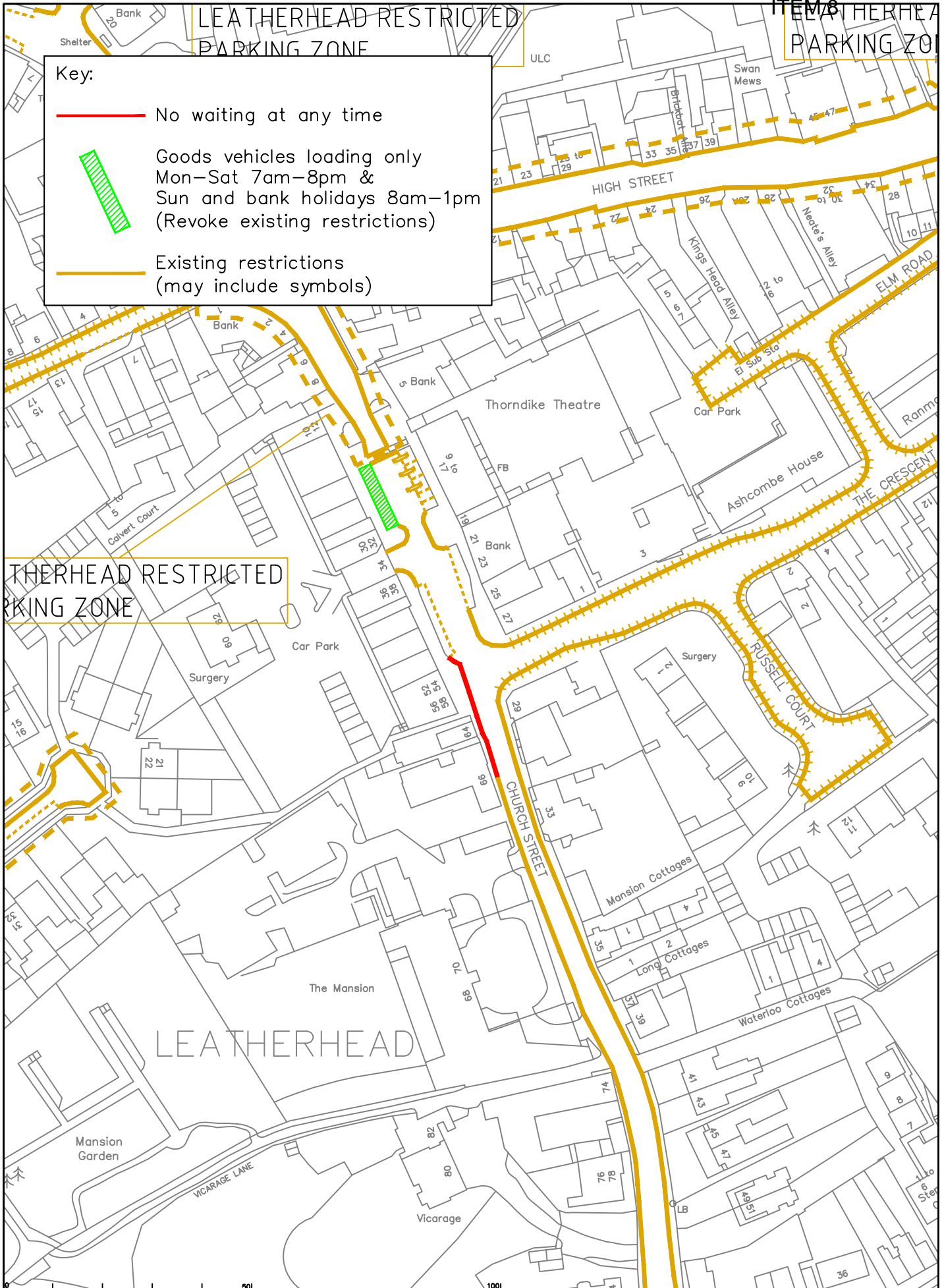
Project No. []
 Contract Sheet No. 18
 Drawing No. []
 Revision: COMM

LEATHERHEAD RESTRICTED PARKING ZONE

ITEM 8 LEATHERHEAD RESTRICTED PARKING ZONE

Key:


-  No waiting at any time
-  Goods vehicles loading only
Mon-Sat 7am-8pm &
Sun and bank holidays 8am-1pm
(Revoke existing restrictions)
-  Existing restrictions
(may include symbols)



LEATHERHEAD RESTRICTED PARKING ZONE

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Date: 08/18
Date: 08/18

Mole Valley Parking Review 2018

Project: Mole Valley Parking Review 2018

Sheet: 19

Proposed Waiting Restrictions - Leatherhead Church Street

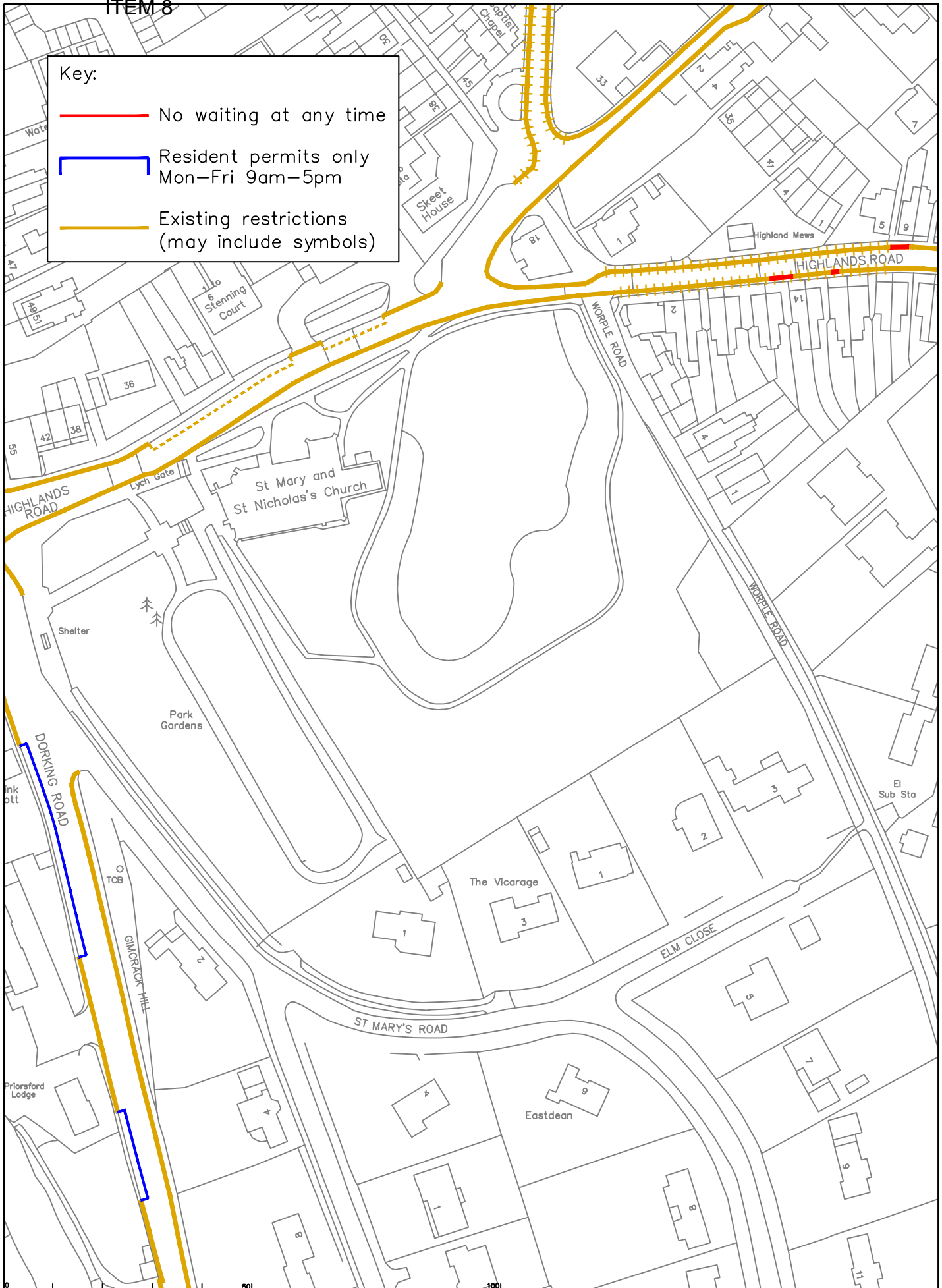


SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 19
Contract Sheet No. 19
Revision: COMM

Key:

- No waiting at any time
- Resident permits only Mon-Fri 9am-5pm
- Existing restrictions (may include symbols)



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Approved by	DC	Slg.	DC	Date	08/18

Mole Valley Parking Review 2018

Page 50

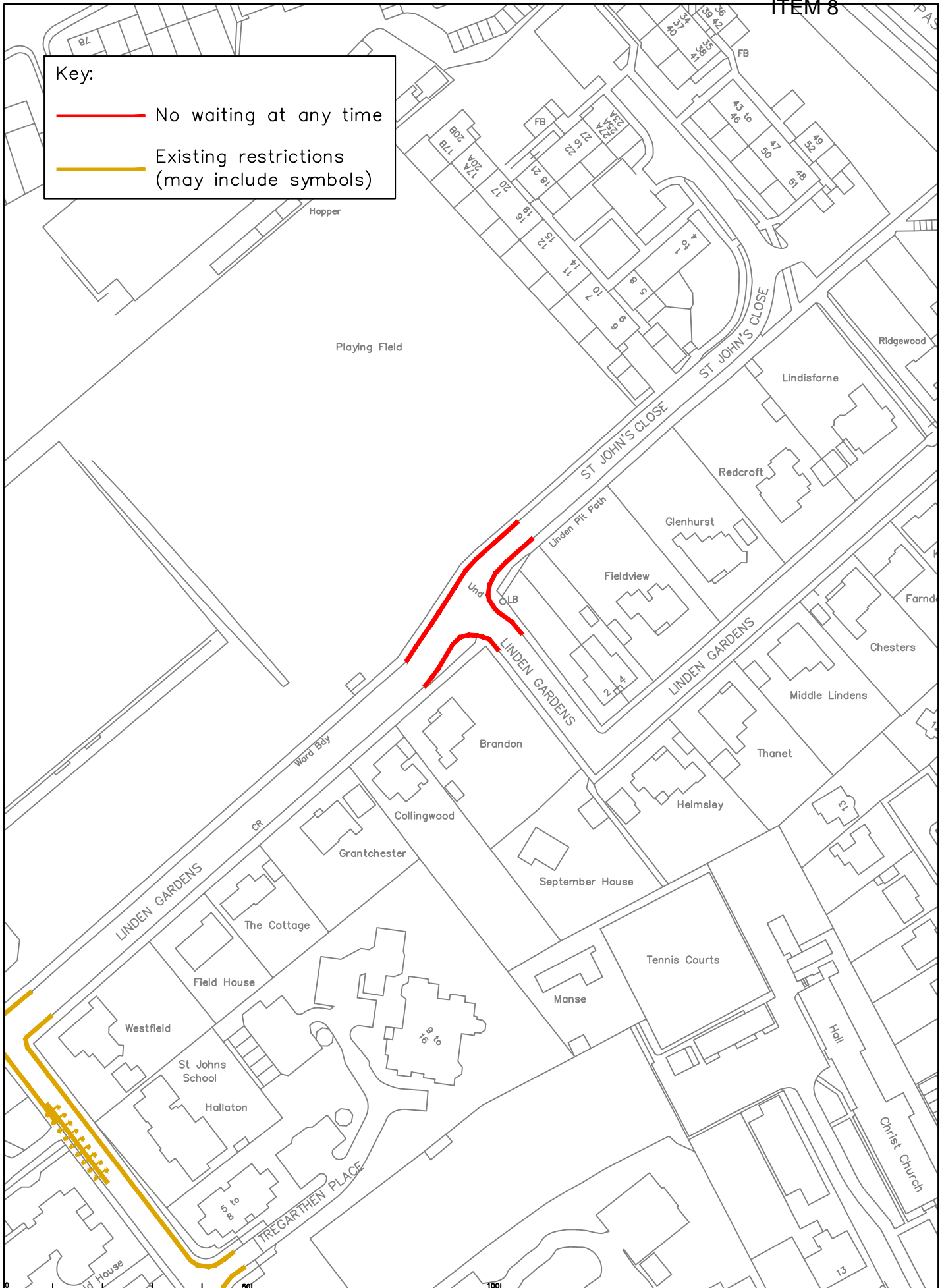
Proposed Waiting Restrictions – Leatherhead Highlands Road / Dorking Road (Gimrack Hill)

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.	
Contract Sheet No.	20
Rev.	
Classification	COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 0, 50, 100

Checked by: SDC, Date: 08/18
 Checked by: RH, Date: 08/18
 Approved by: DC, Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 21 of 21

Proposed Waiting Restrictions - Leatherhead Linden Gardens / St Johns Close

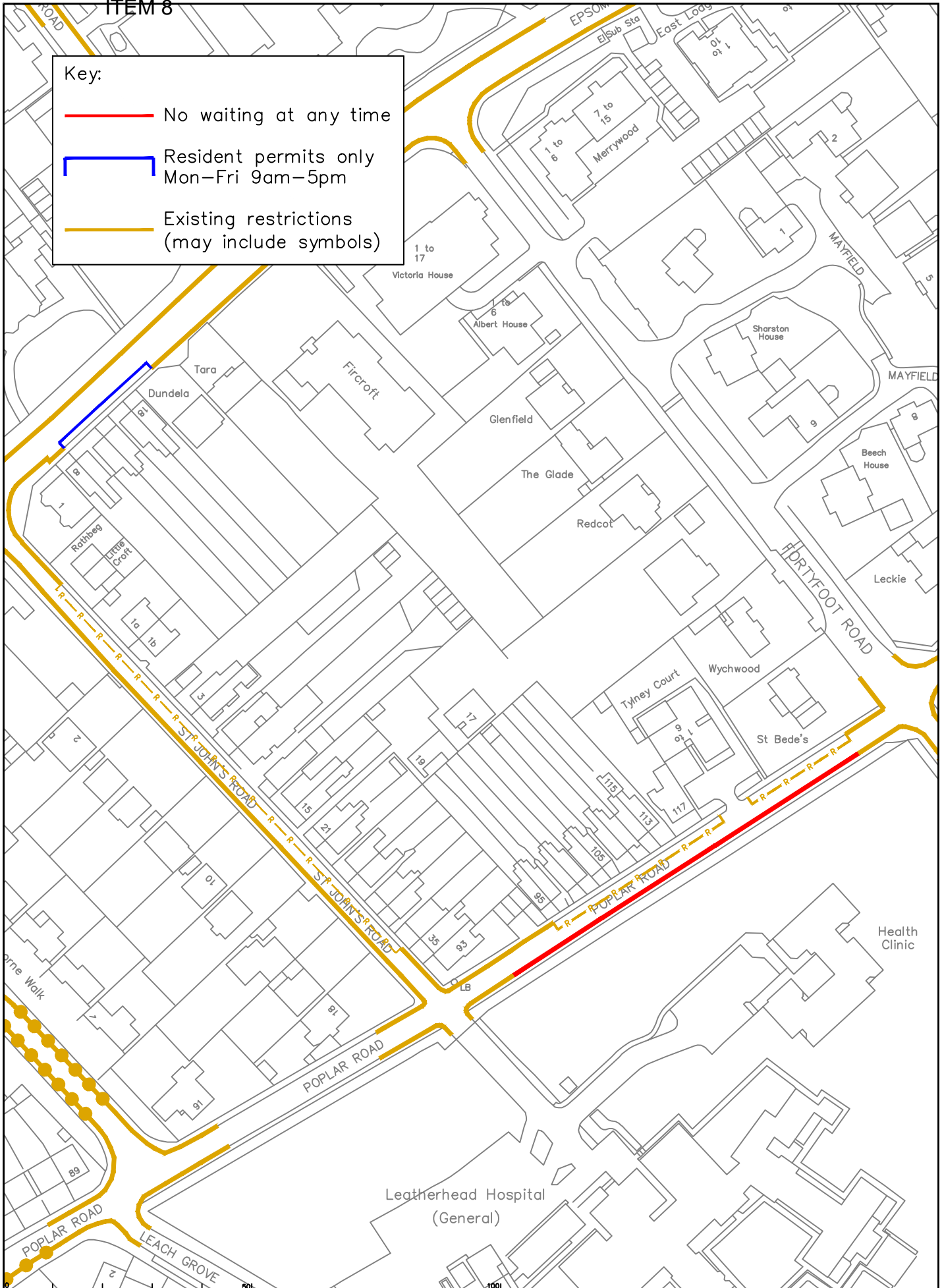
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Contract No. 21
Specification: COMM

ITEM 8

Key:

- No waiting at any time
- Resident permits only
Mon–Fri 9am–5pm
- Existing restrictions
(may include symbols)



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Approved by	DC	Stg.	DC	Date	08/18

Project: Mole Valley Parking Review 2018

Sheet: 22 of 22

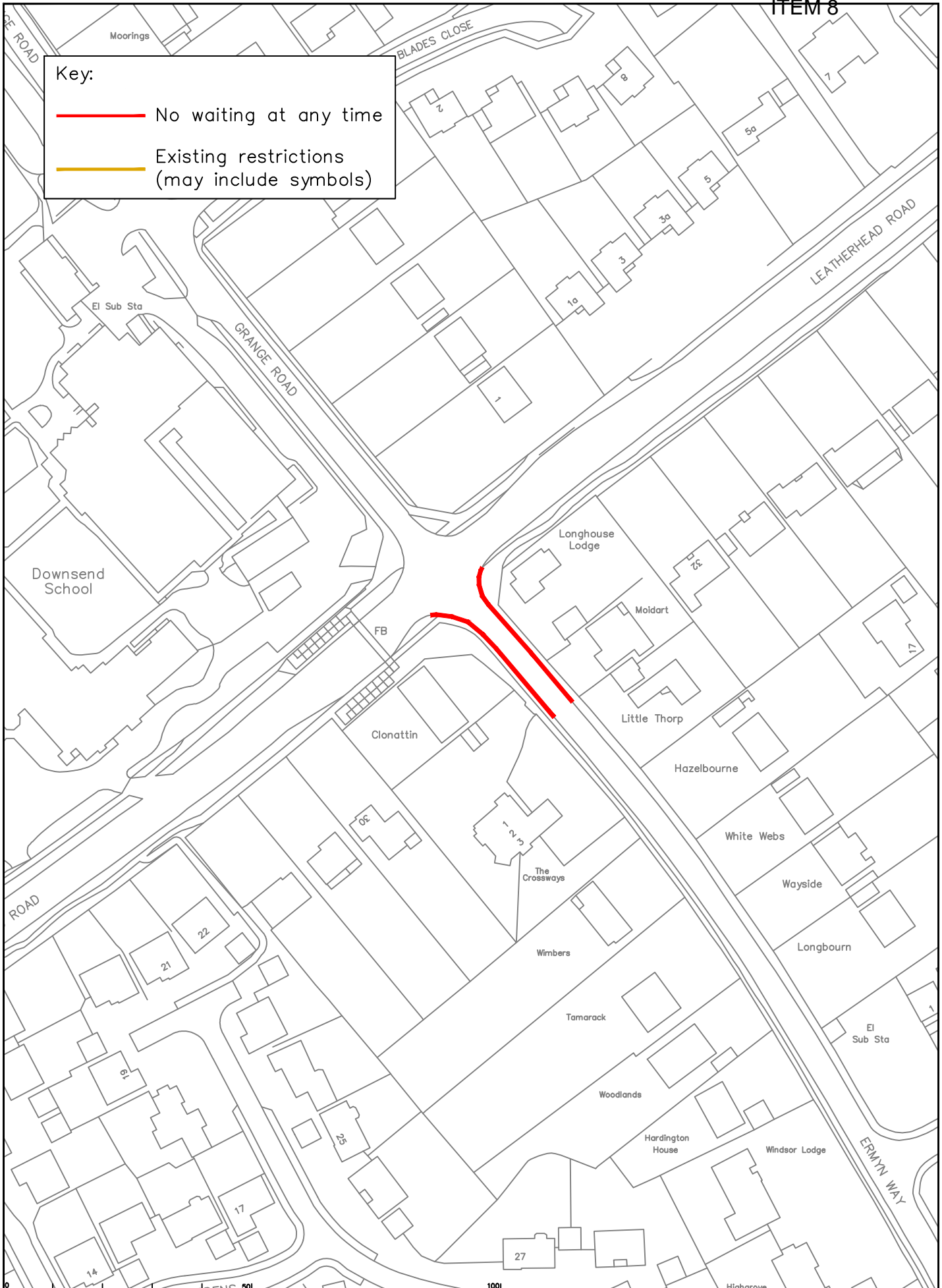
Proposed Waiting Restrictions - Leatherhead Epsom Road / Poplar Road

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.	
Contract Sheet No.	22
Rev.	
Classification	COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Approved by DC Slg. DC Date 08/18

Project: Mole Valley Parking Review 2018

Sheet: 23

Proposed Waiting Restrictions - Ashted Ermyrn Way


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Sustainable Development
Surrey Highways

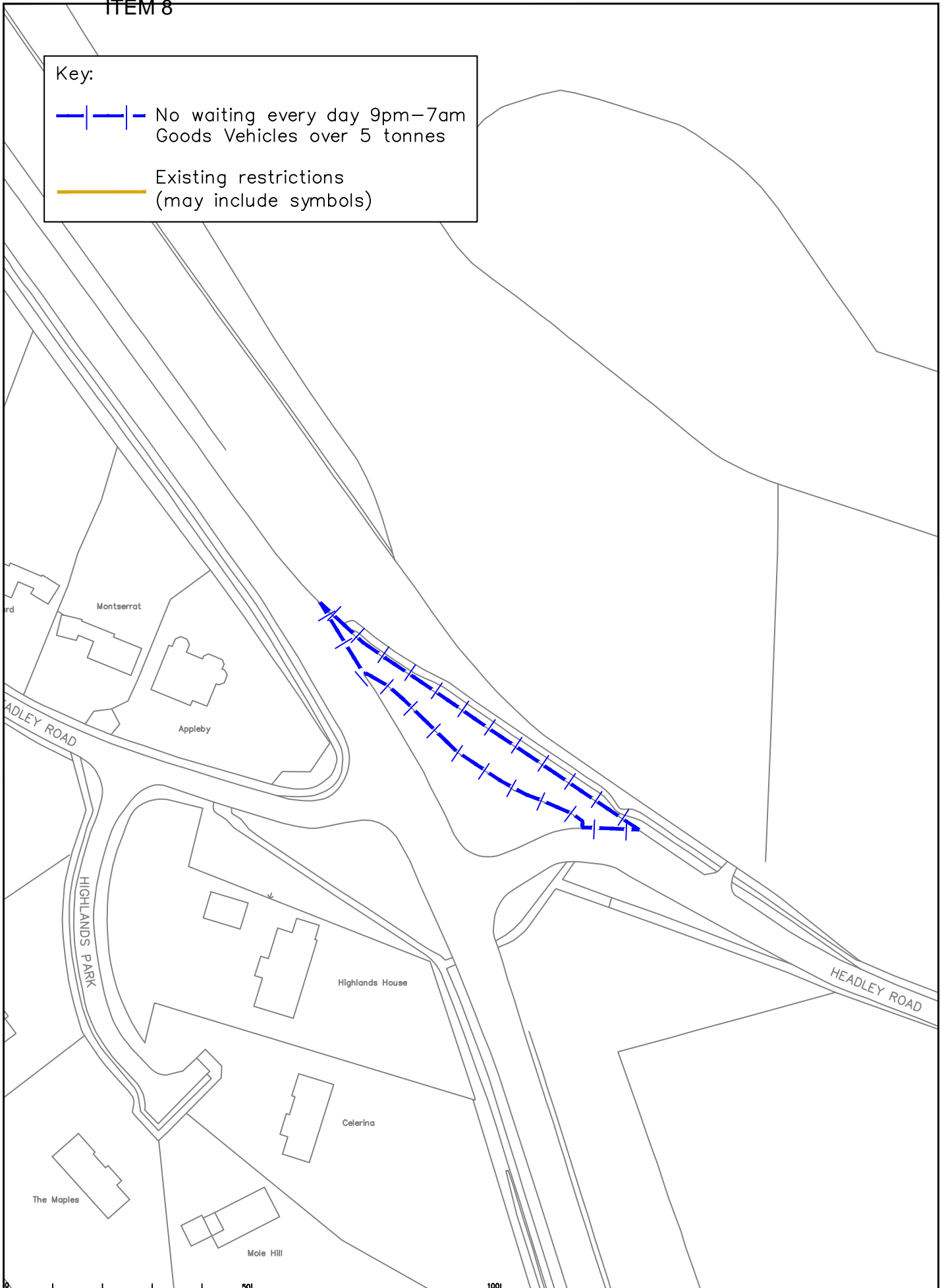
Project No. Contract Sheet No. Drawing No. 23 Rev. 1 Classification COMM

ITEM 8

Key:


 No waiting every day 9pm-7am
Goods Vehicles over 5 tonnes

 Existing restrictions
(may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Approved by	DC	Slg.	DC	Date	08/18

Project: Mole Valley Parking Review 2018

Page 5 of 4 Proposed Waiting Restrictions - Leatherhead Headley Road

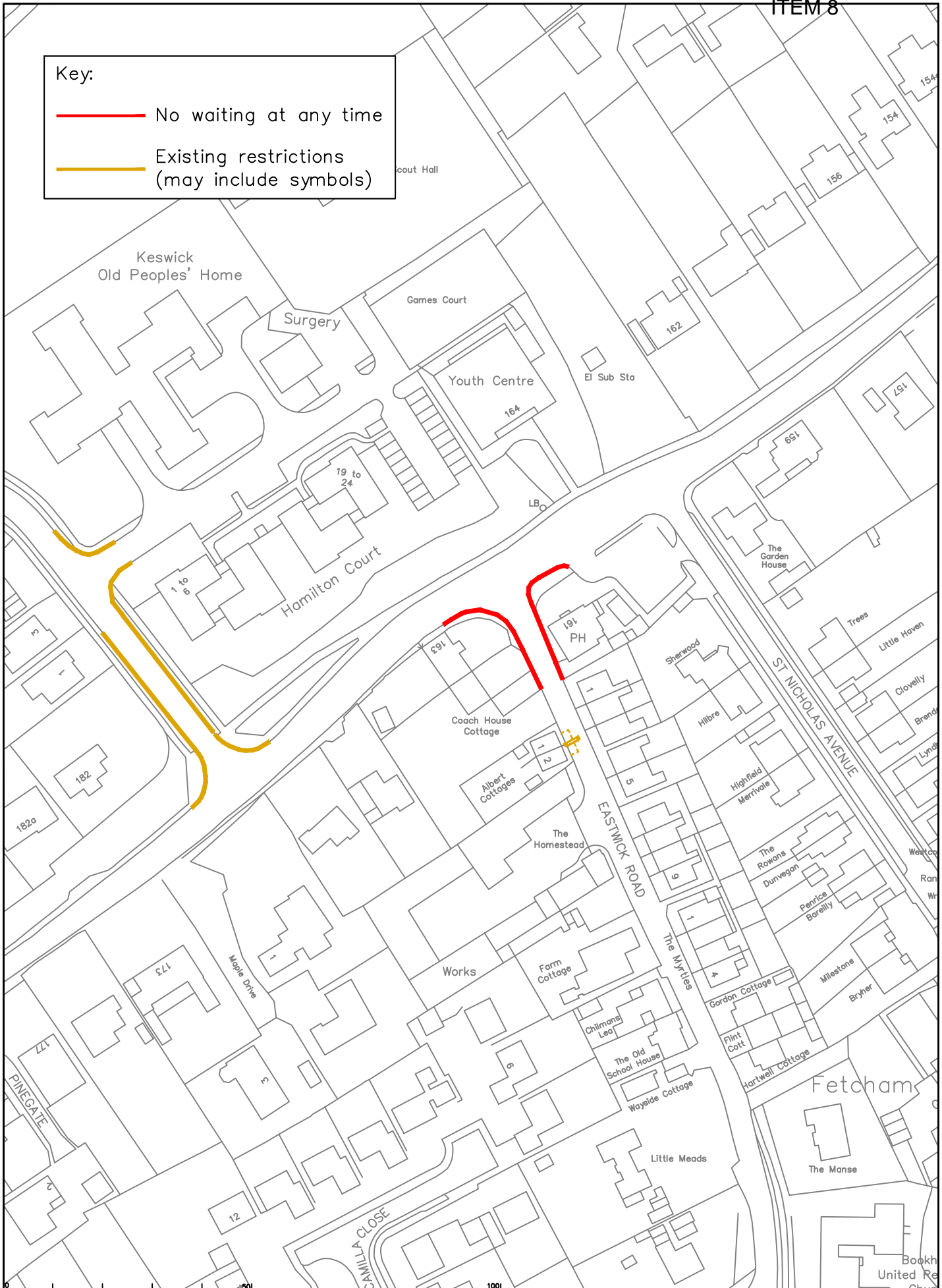


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Sustainable Development
Surrey Highways

Project No.	
Contract Sheet No.	
Drawing No.	24
Rev.	
Classification	COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



Rev	Description	Drawn	Stg.	Date	Chkd	Stg.	Date	Appr	Stg.	Date

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Date: 08/18
 Date: 08/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Bookham Eastwick Road / Lower Road

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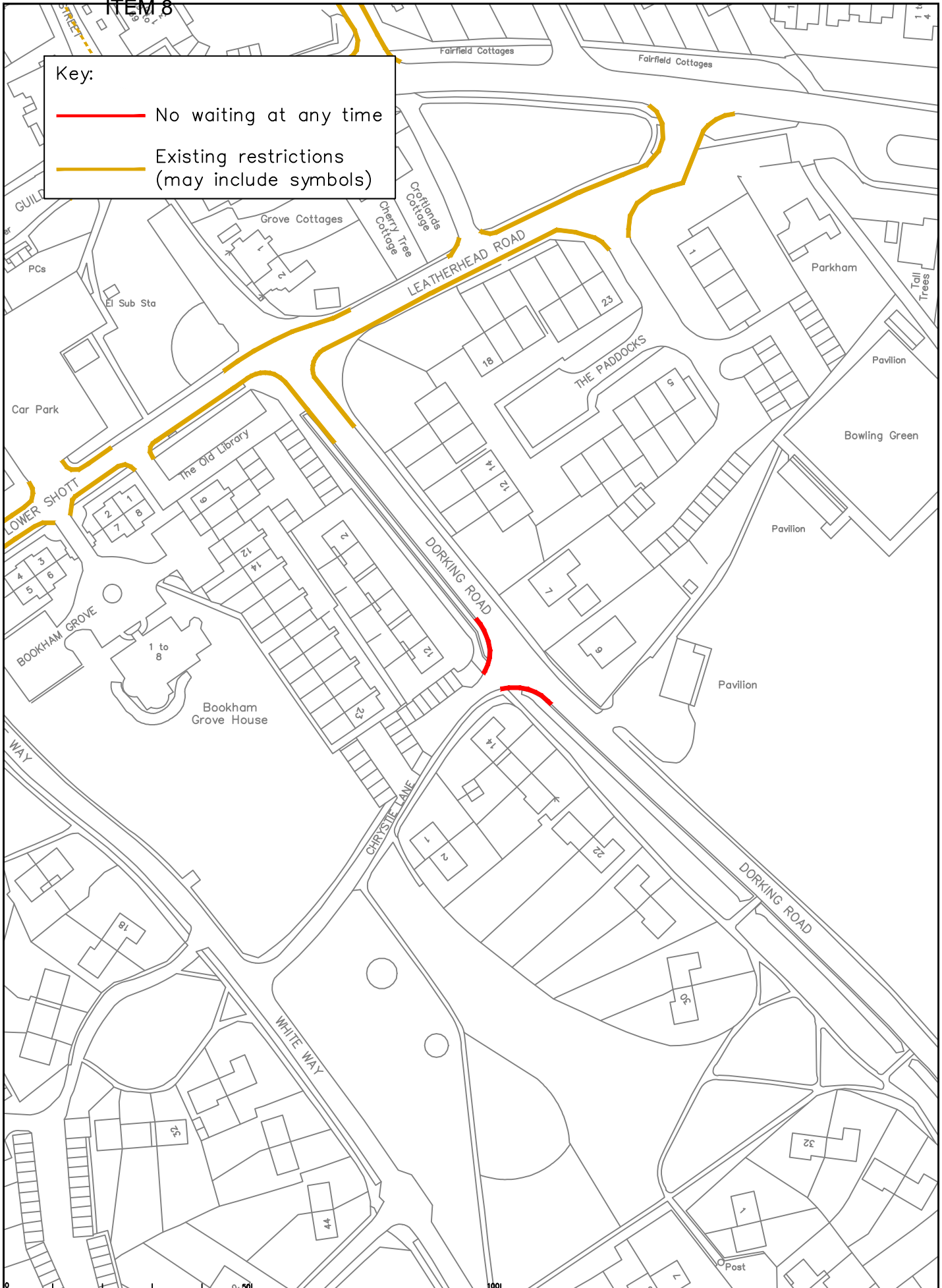
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Surrey Highways

Project No. []
 Contract Sheet No. 25
 Drawing No. []
 Revision: COMM

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 26 of 56

Proposed Waiting Restrictions - Bookham Dorking Road

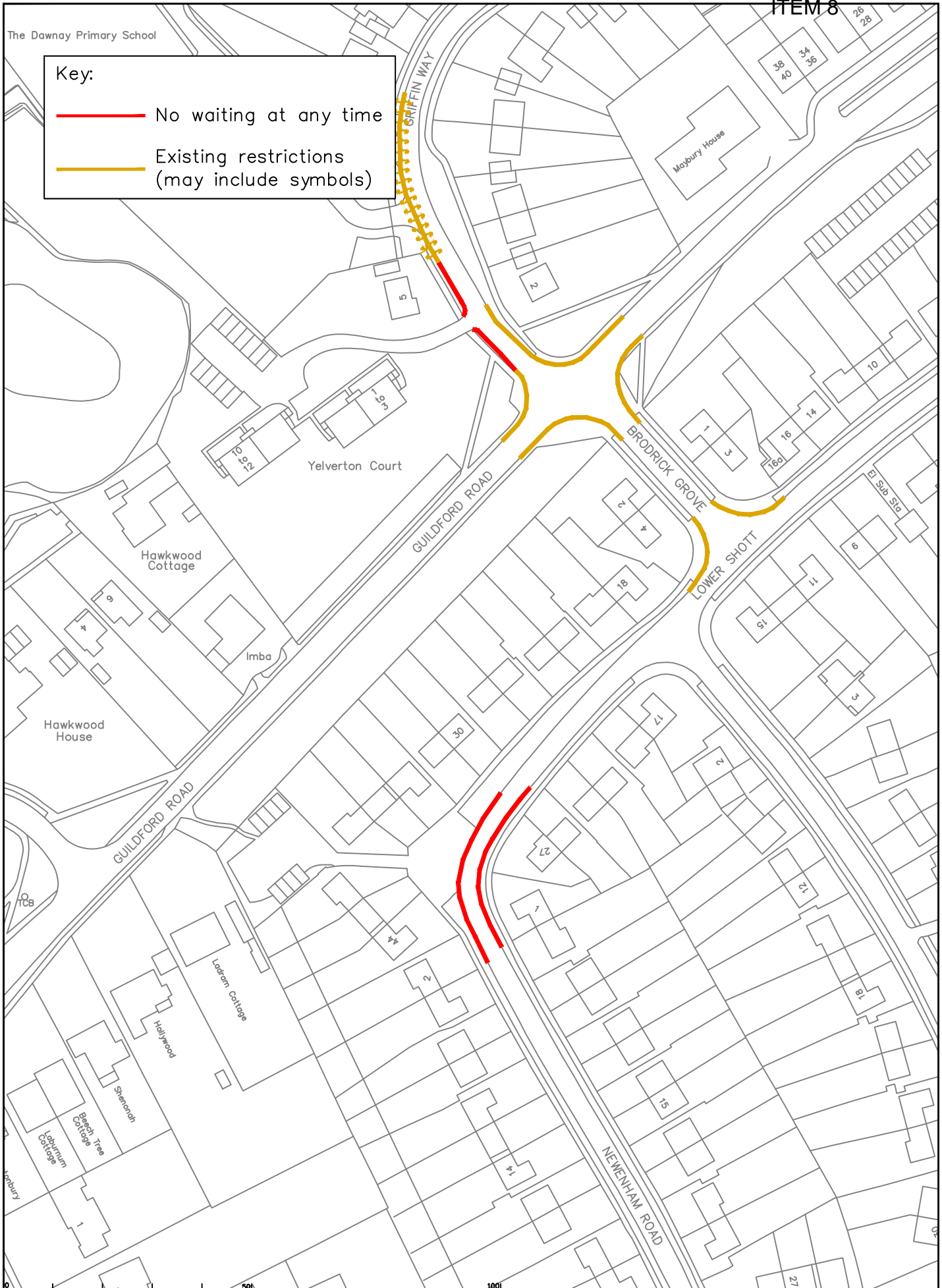
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Sustainable Development
Surrey Highways

Project No. []
 Contract Sheet No. 26
 Rev. []
 Classification: COMM

The Dawney Primary School

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Date 08/18
 Date 08/18
 Date 08/18

Mole Valley Parking Review 2018



Proposed Waiting Restrictions - Bookham Griffin Way / Newenham Road

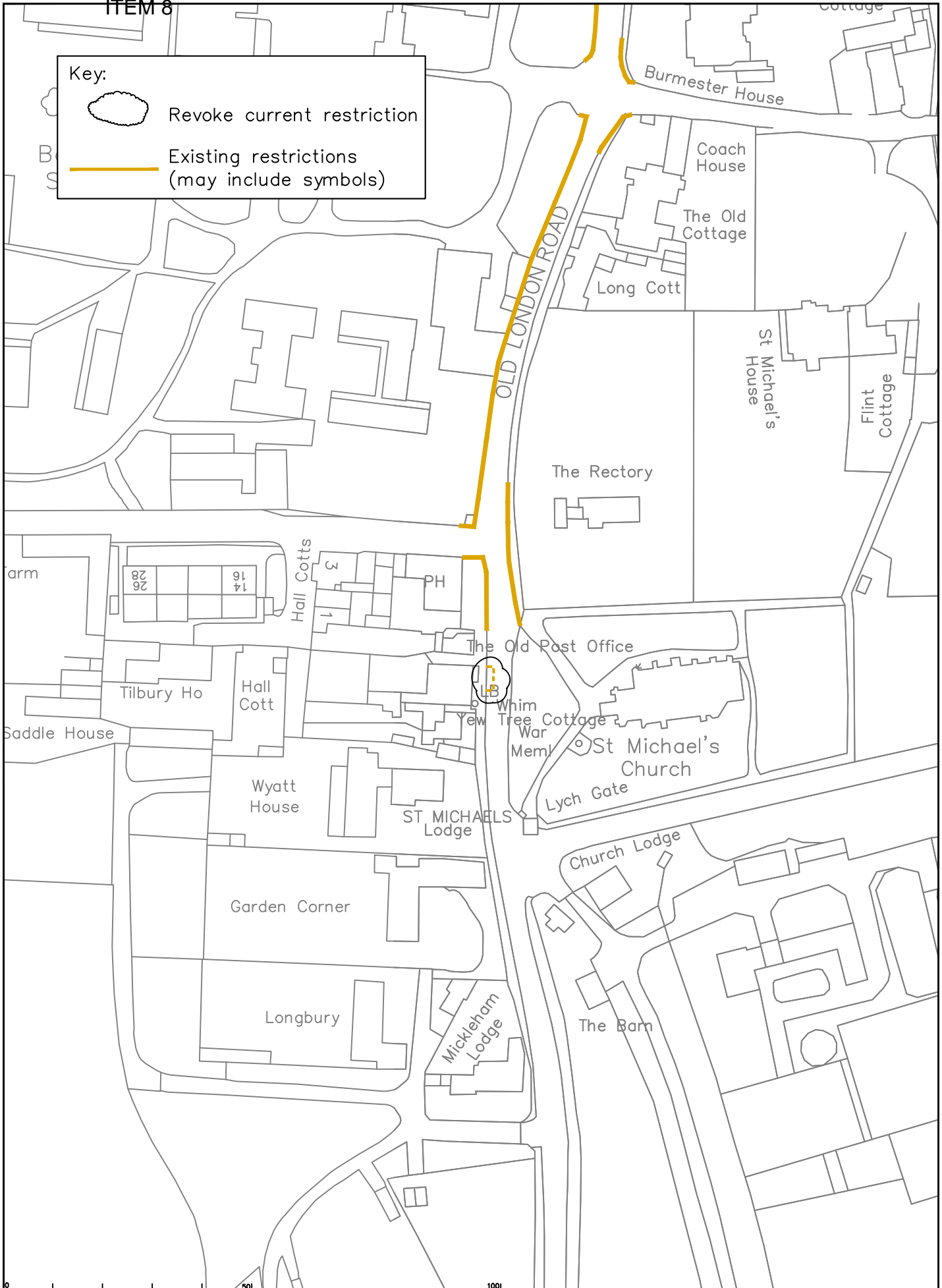
Page 57

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 27
 Contract Sheet No. 27
 Drawing No. 27
 Revision No. COMM


Key:

-  Revoke current restriction
-  Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point




Scale: 0 to 100 meters

Checked by: SDC, Date: 08/18
 Checked by: RH, Date: 07/18
 Approved by: DC, Date: 08/18

Project: Mole Valley Parking Review 2018

Page 58 Proposed Waiting Restrictions - Mickleham Old London Road

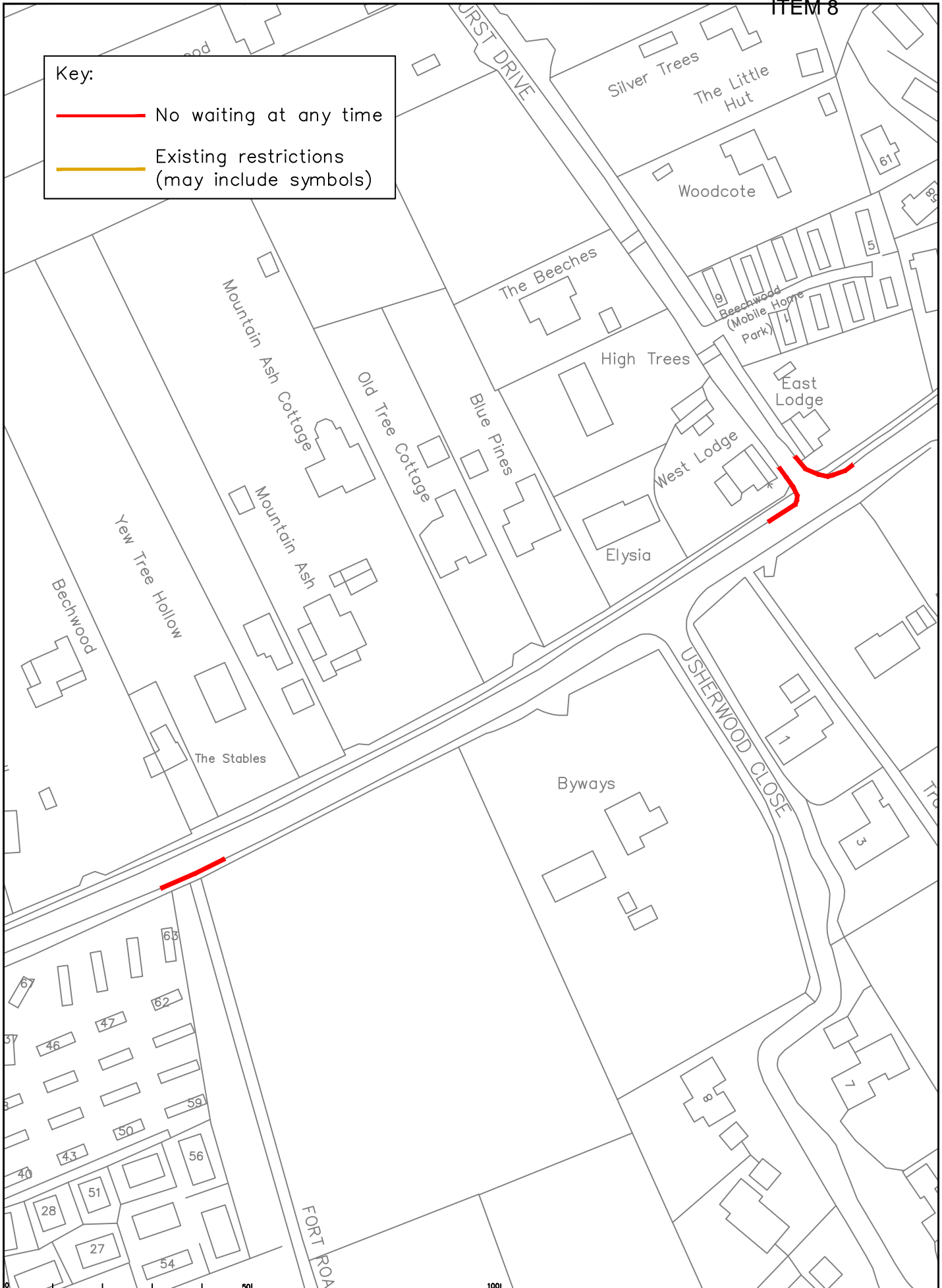


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Surrey Highways

Project No. []
 Contract Sheet No. 28
 Drawing No. 28
 Revision: COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 29 of 59

Proposed Waiting Restrictions - Box Hill Boxhill Road / Ashurst Drive

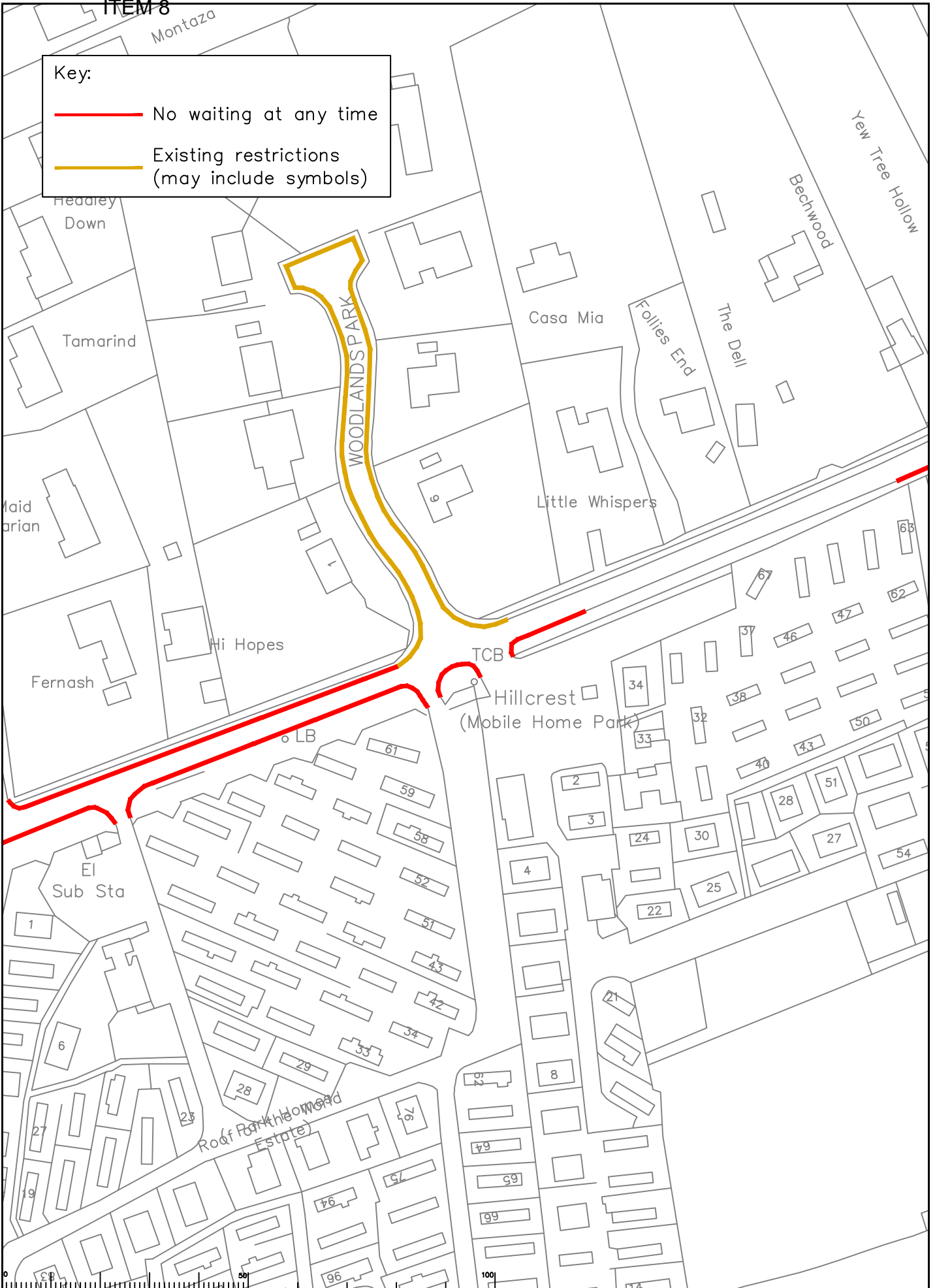
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
 Contract Sheet No. 29
 Drawing No. []
 Revision []
 Classification: COMM

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 30 of 60

Proposed Waiting Restrictions - Box Hill
 Boxhill Road

SHEET OF

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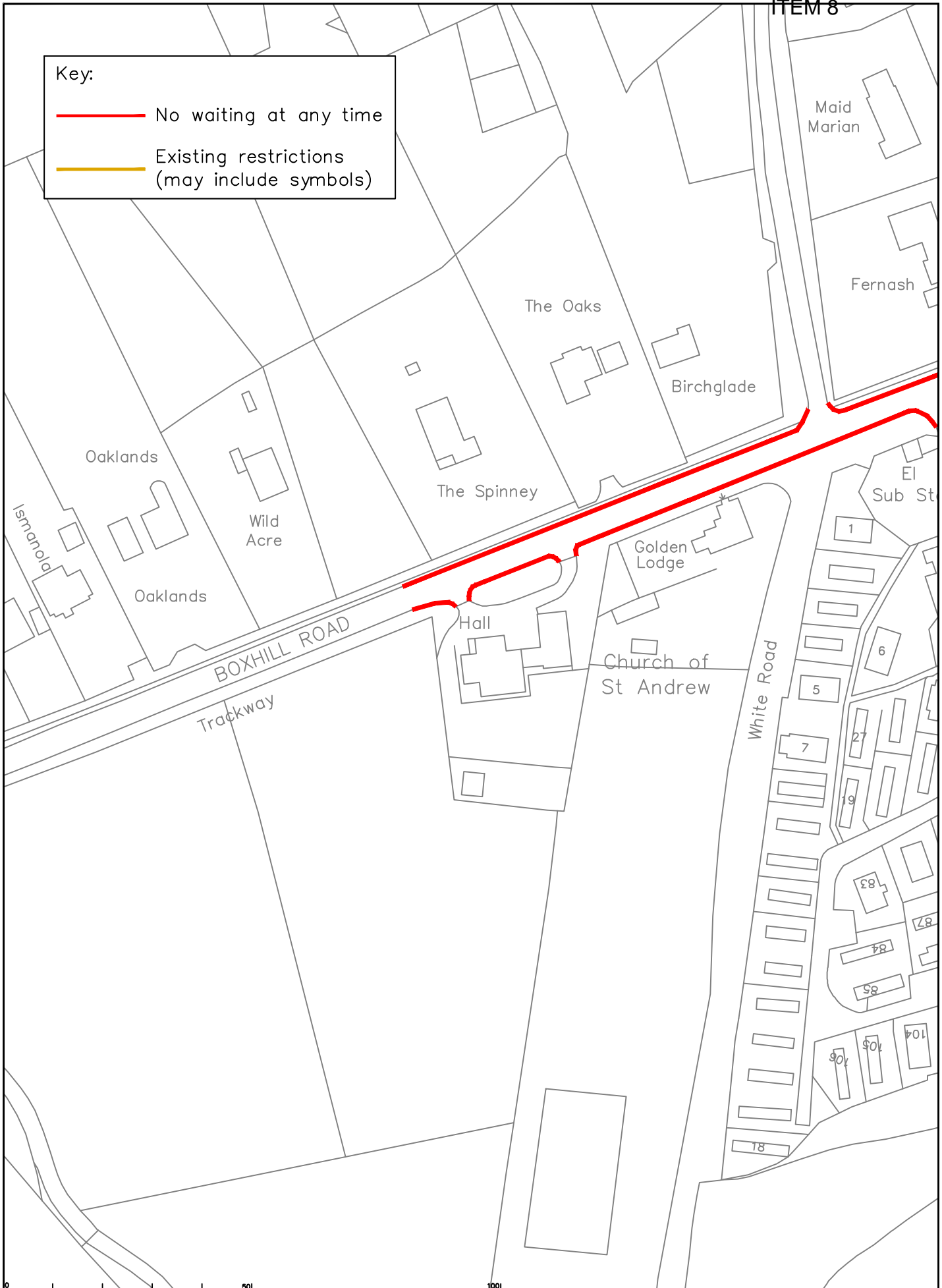
Project No.:

Contract Sheet No. 30

Rev. COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Box Hill Boxhill Road

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.:

Contract Sheet No. 01

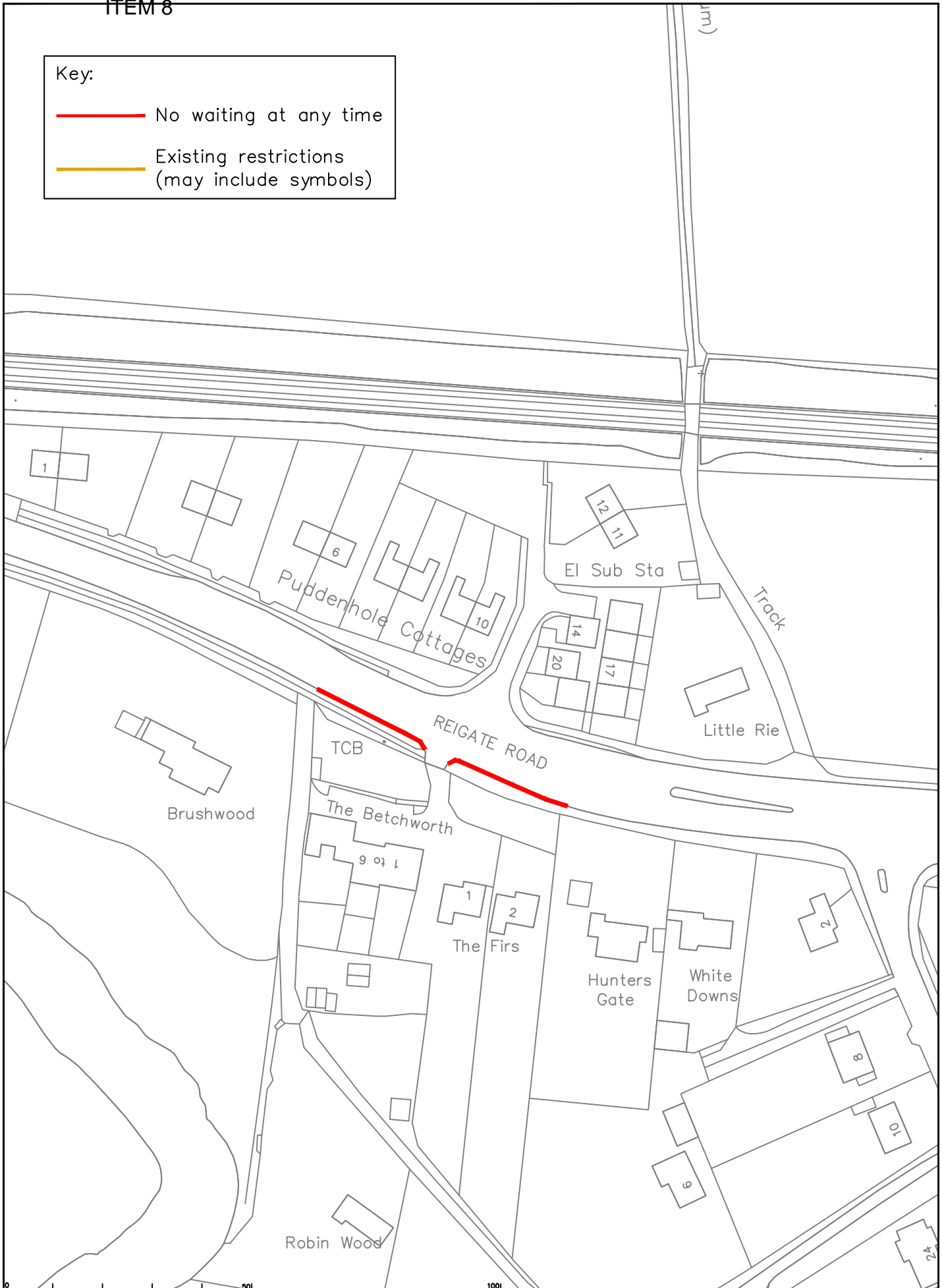
Rev. 01

Classification: COMM

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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 Slg. RH
 Slg. DC

Date: 08/18
 Date: 07/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 32 of 32

Proposed Waiting Restrictions - Brockham Reigate Road

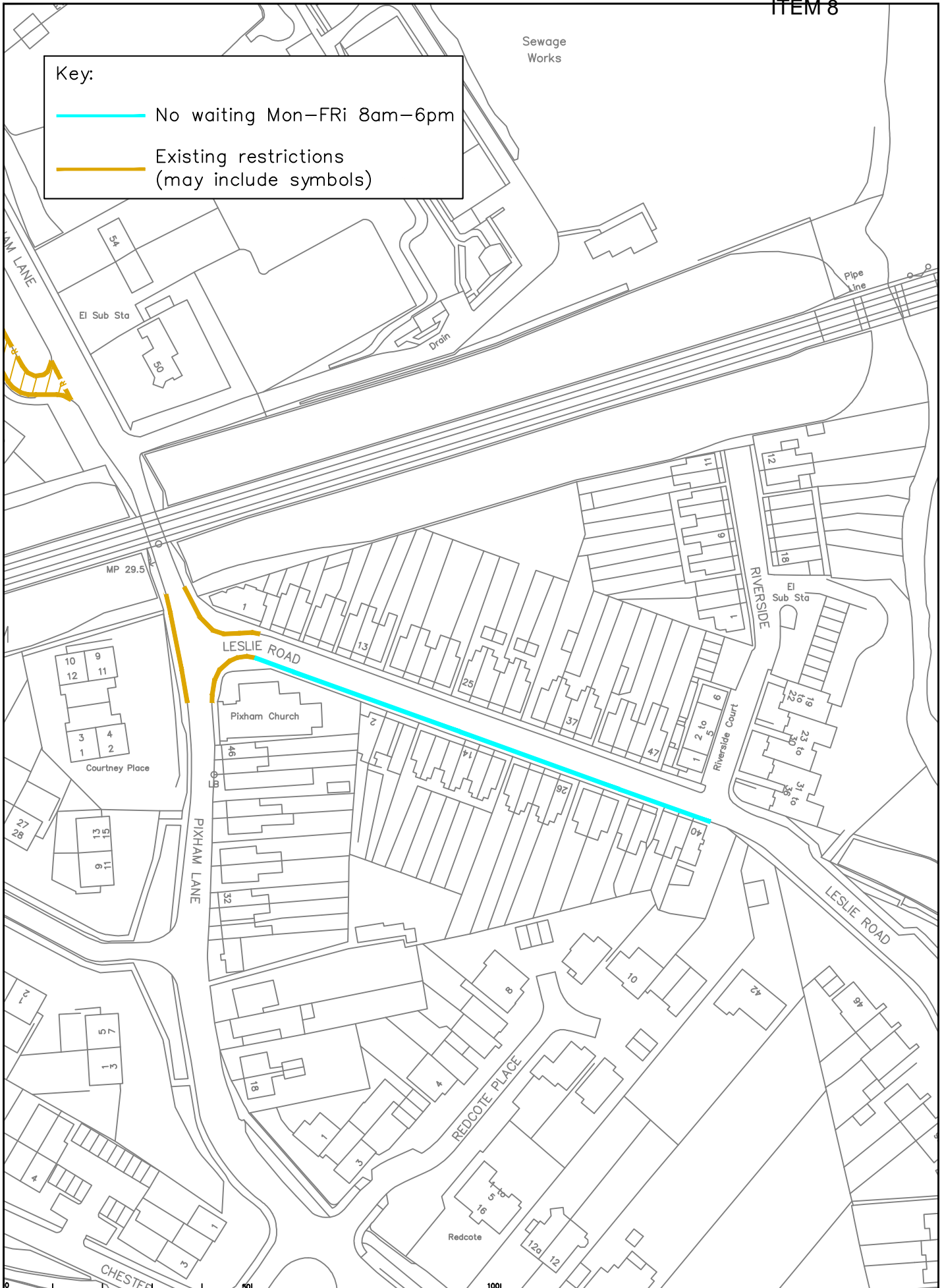
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Sustainable Development
Surrey Highways

Project No. []
 Contract Sheet No. 32
 Drawing No. 32
 Revision: COMM

Sewage Works

Key:

- No waiting Mon-Fri 8am-6pm
- Existing restrictions (may include symbols)



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 Date: 08/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 33 of 63

Proposed Waiting Restrictions - Pixham Leslie Road

Scale: 1:1000

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Surrey Highways

Project No.:

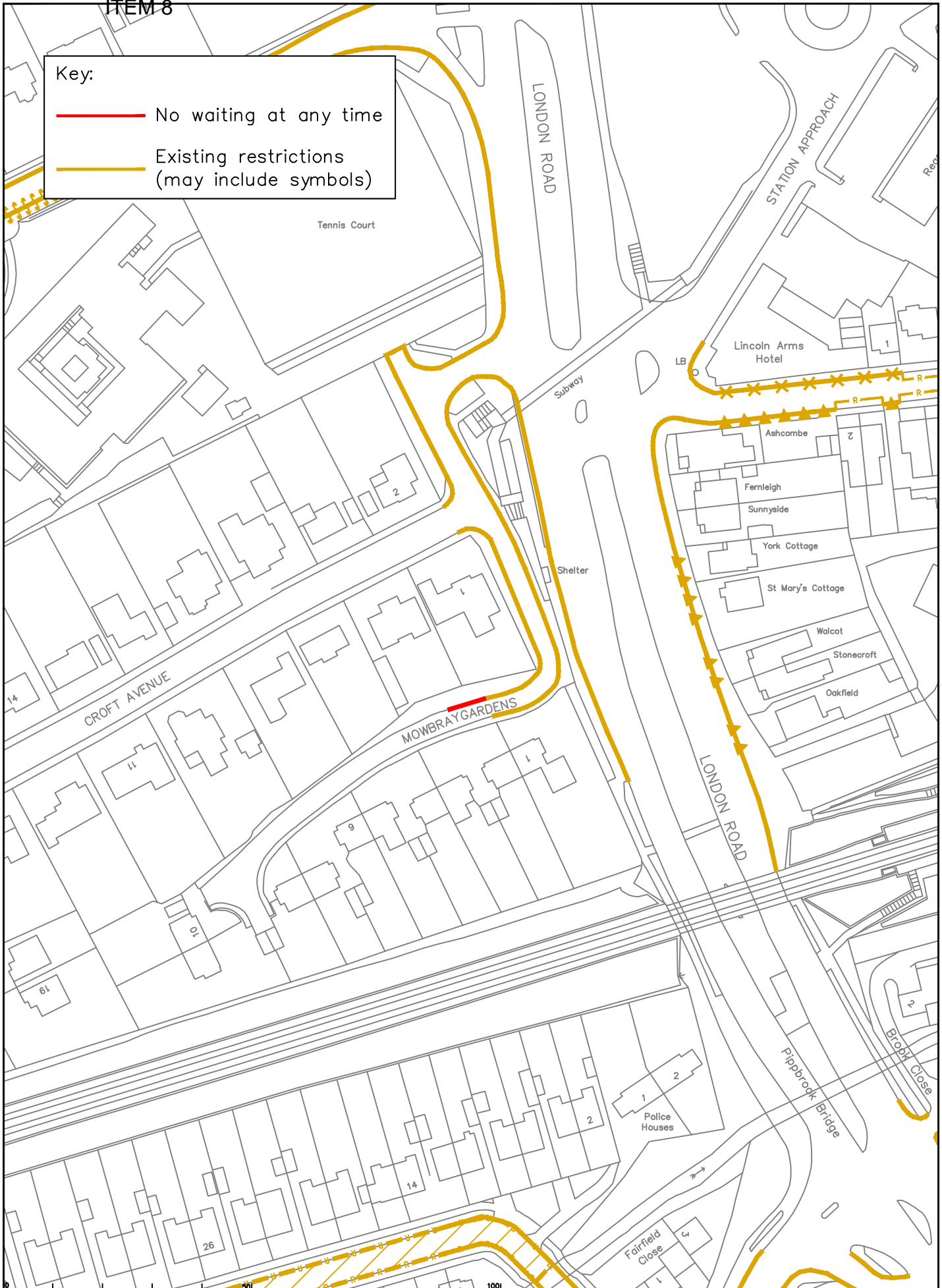
Contract Sheet No. 33

Revision: COMM

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

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Scale: 1:1250

Project: Mole Valley Parking Review 2018

Sheet: 34 of 64

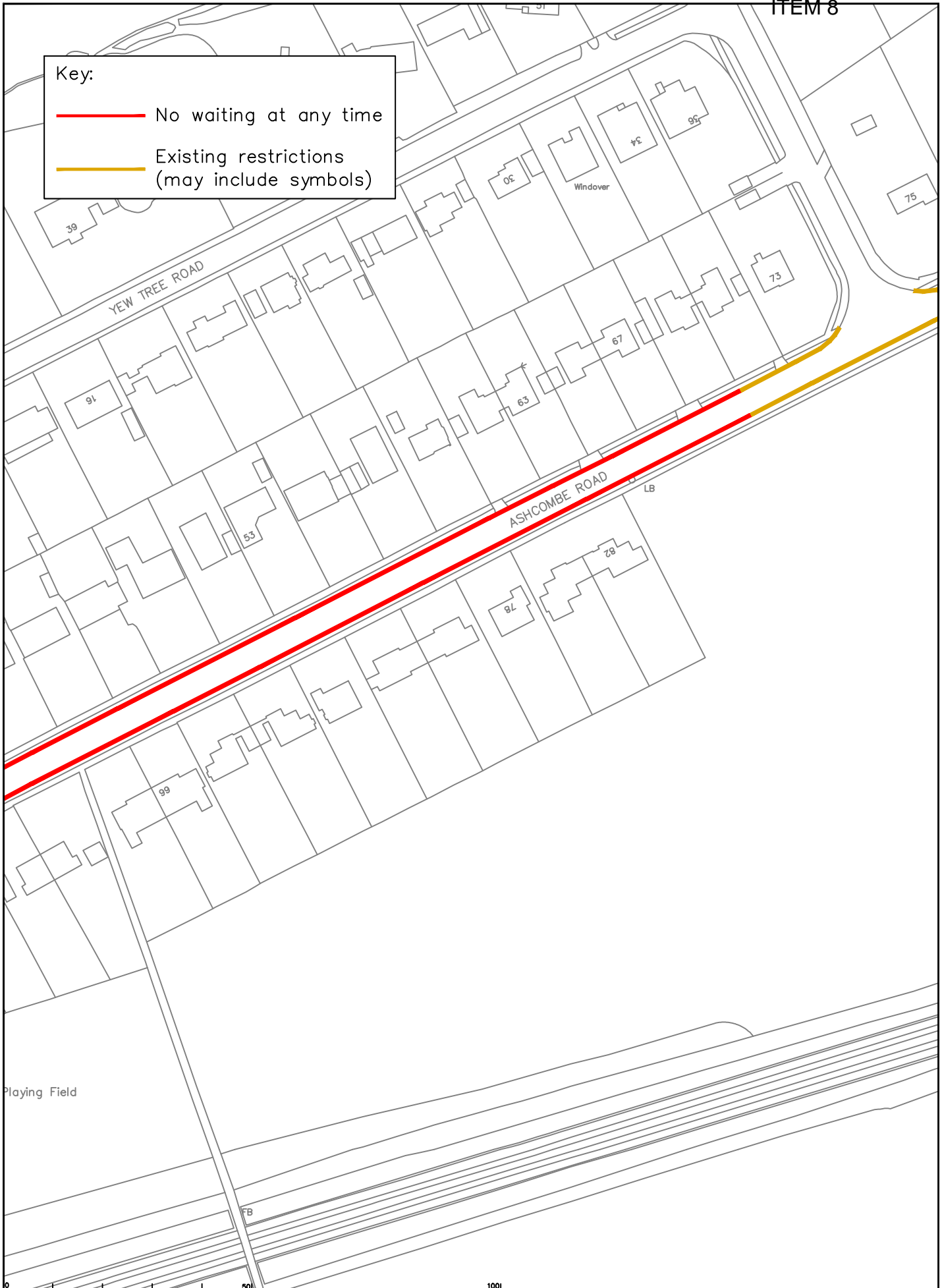
Proposed Waiting Restrictions - Dorking Mowbray Gardens

SURREY COUNTY COUNCIL
Sustainable Development

Project No. []
 Contract Sheet No. 34
 Drawing No. []
 Revision: COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Approved by	DC	Slg.	DC	Date	08/18

Project: Mole Valley Parking Review 2018

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Proposed Waiting Restrictions - Dorking Ashcombe Road

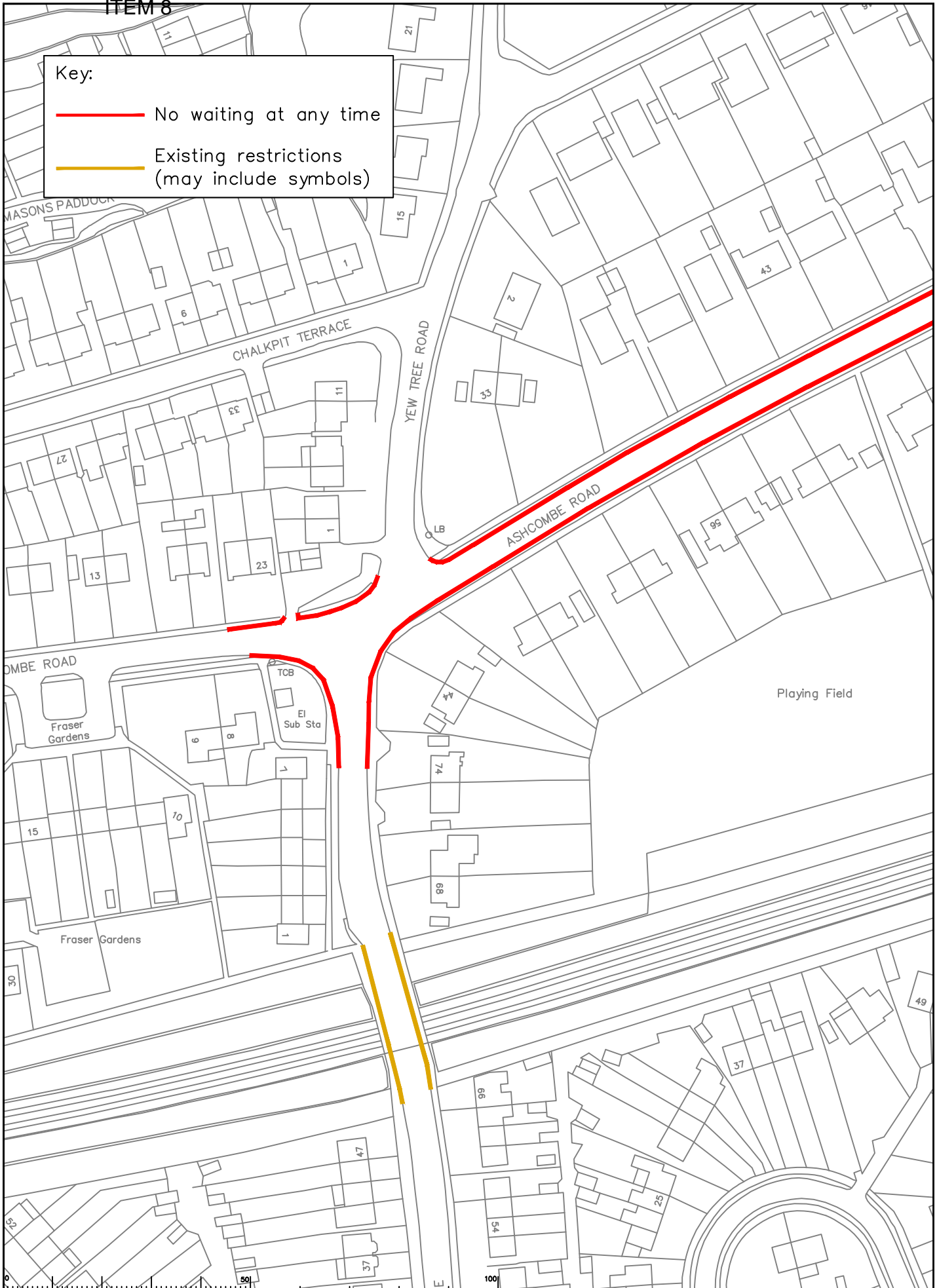
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Surrey Highways

Project No.	
Contract Sheet No.	35
Rev.	
Classification	COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Mole Valley Parking Review 2017




Proposed Waiting Restrictions - Dorking Ashcombe Road / Chalkpit Lane

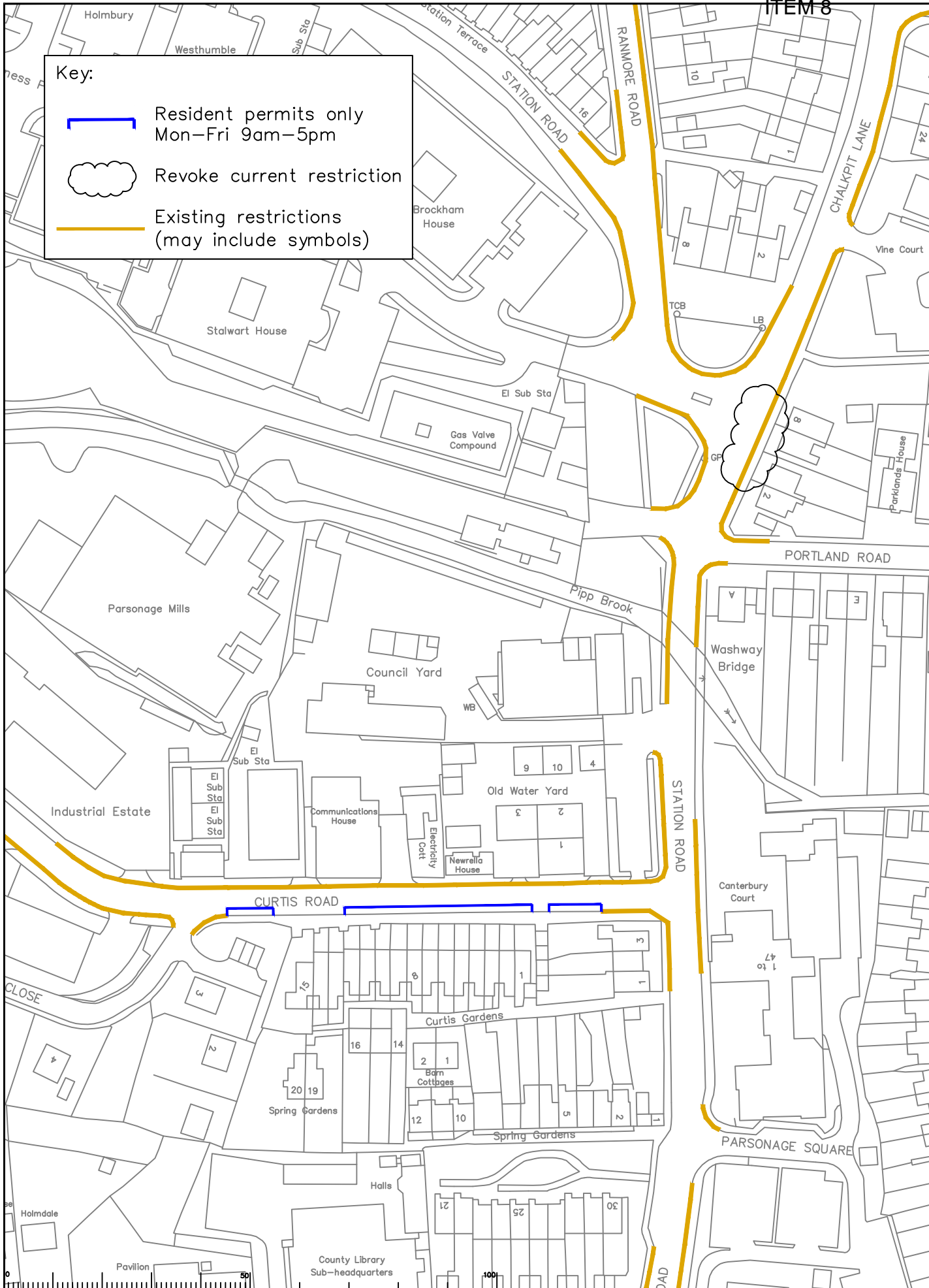
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SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 36
 Contract Sheet No. 36
 Revision: COMM


Key:

-  Resident permits only
Mon-Fri 9am-5pm
-  Revoke current restriction
-  Existing restrictions
(may include symbols)



Rev	Description	Drawn	Stg.	Date	Chkd	Stg.	Date	Appr	Stg.	Date

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Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Dorking Chalkpit Lane / Curtis Road

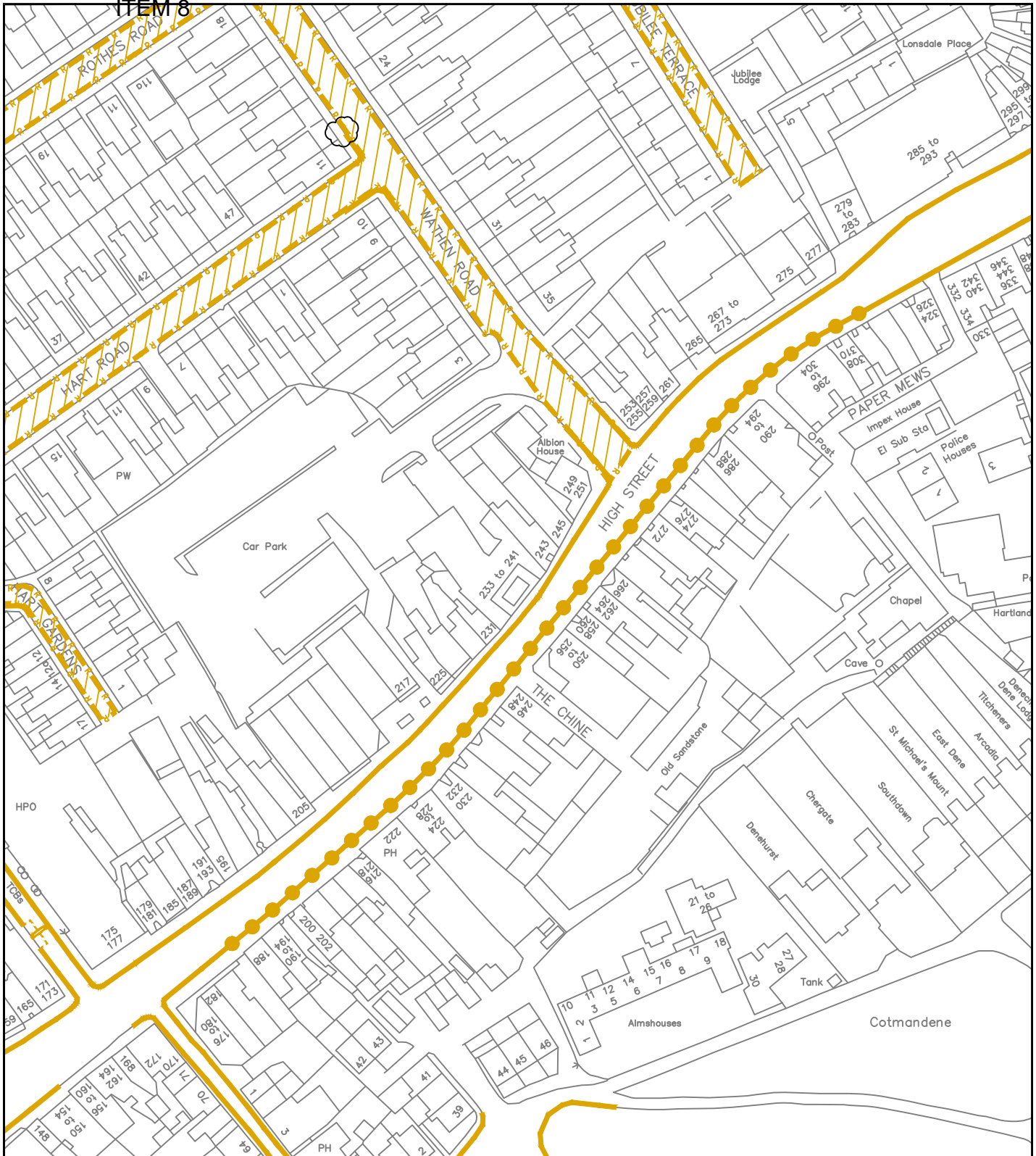
Project No. 37

Contract Sheet No. 37




Revision No. 01

Classification COMM

SURREY COUNTY COUNCIL Sustainable Development Surrey Highways




Key:

-  Disabled parking bay no time limit
-  Revoke current restriction
-  Existing restrictions (may include symbols)

Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point




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Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Dorking Cotmandene / Wathen Road

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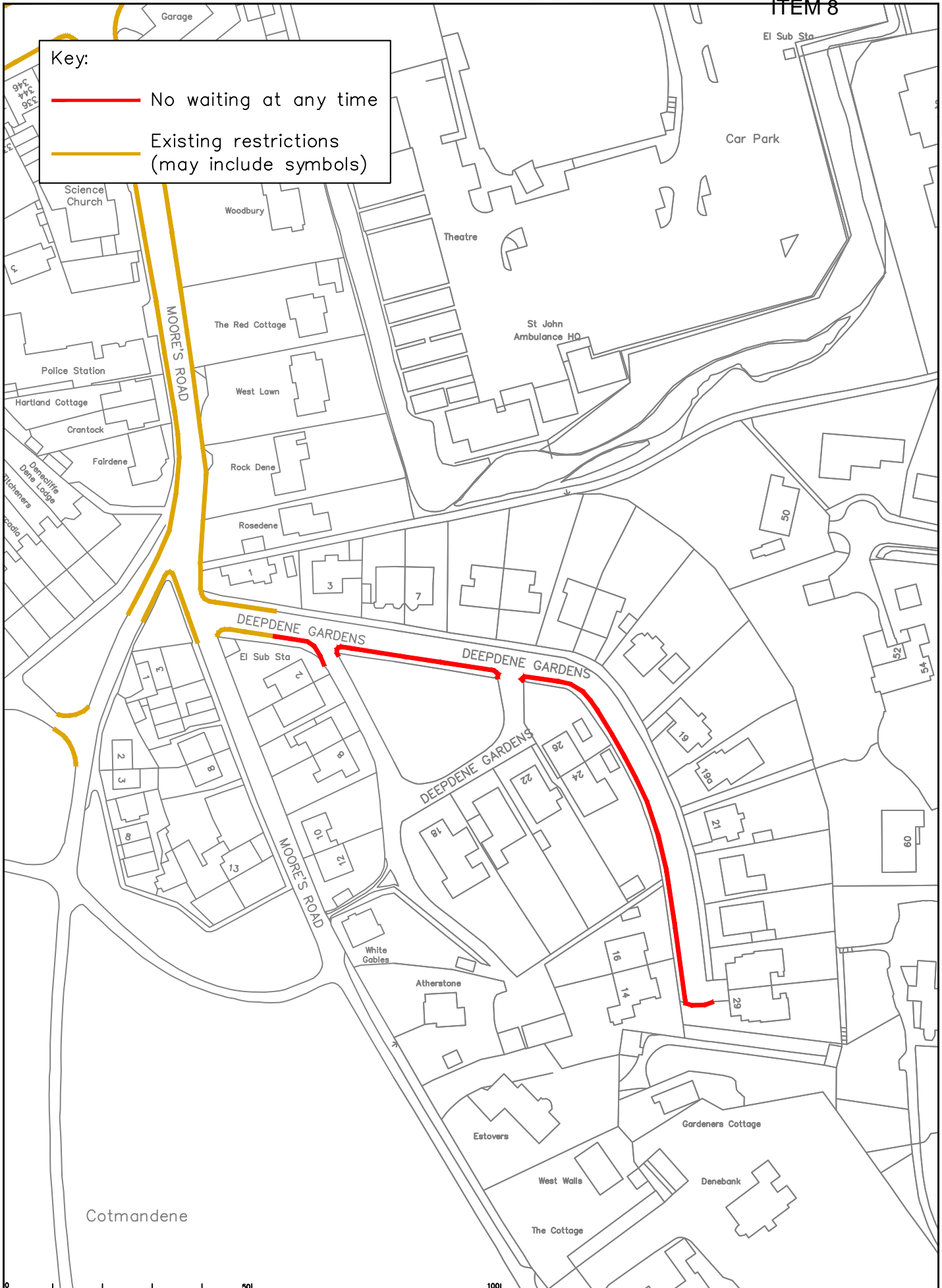


SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 38
 Contract Sheet No. 38
 Drawing No. 38
 Revision: COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Dorking Deepdene Gardens

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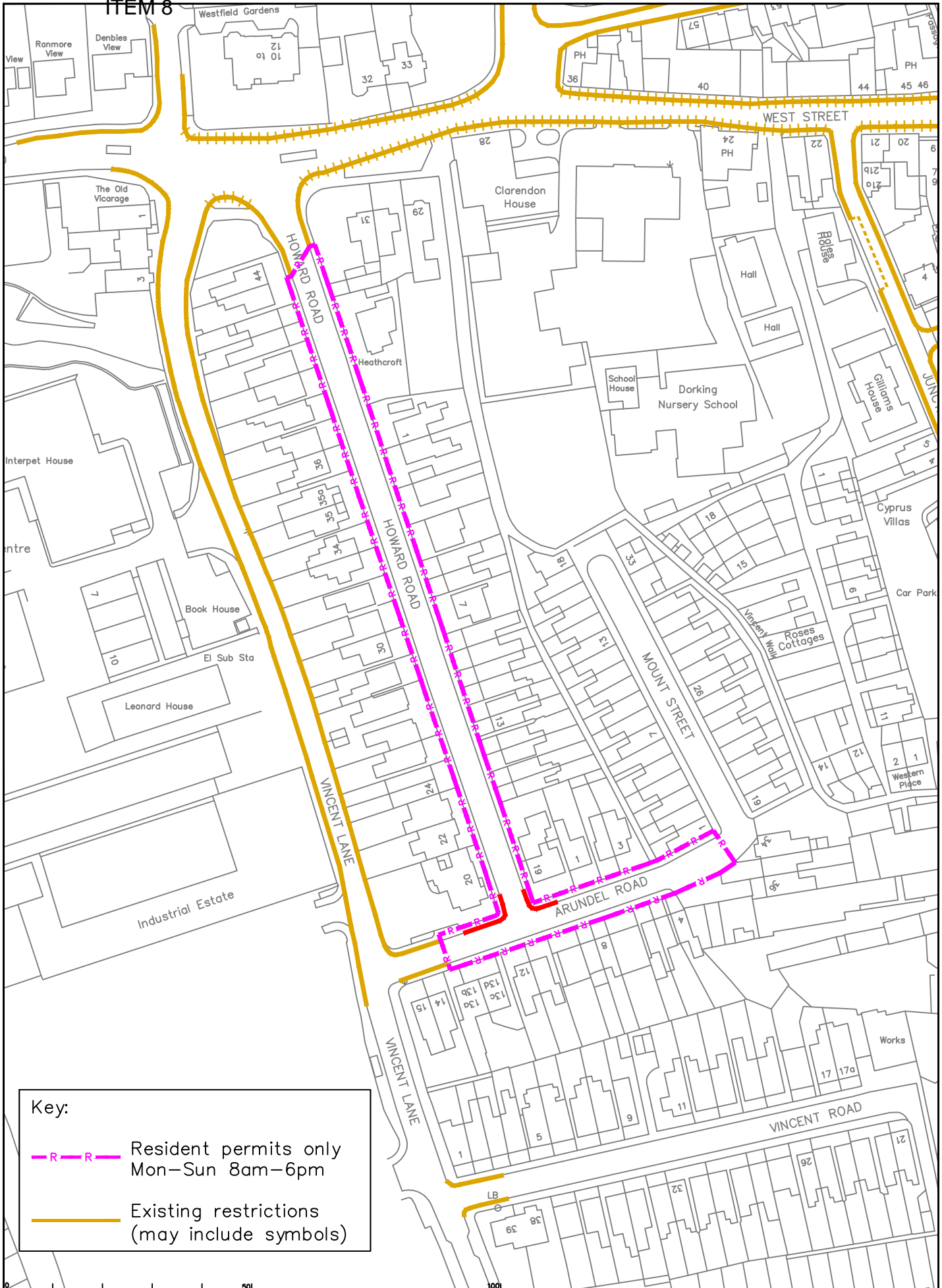
Project

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.	
Contract Sheet No.	39
Rev.	
Classification	COMM

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ITEM 8



Key:

- R - R - Resident permits only
Mon-Sun 8am-6pm
- Existing restrictions
(may include symbols)

Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Scale: 1:1000

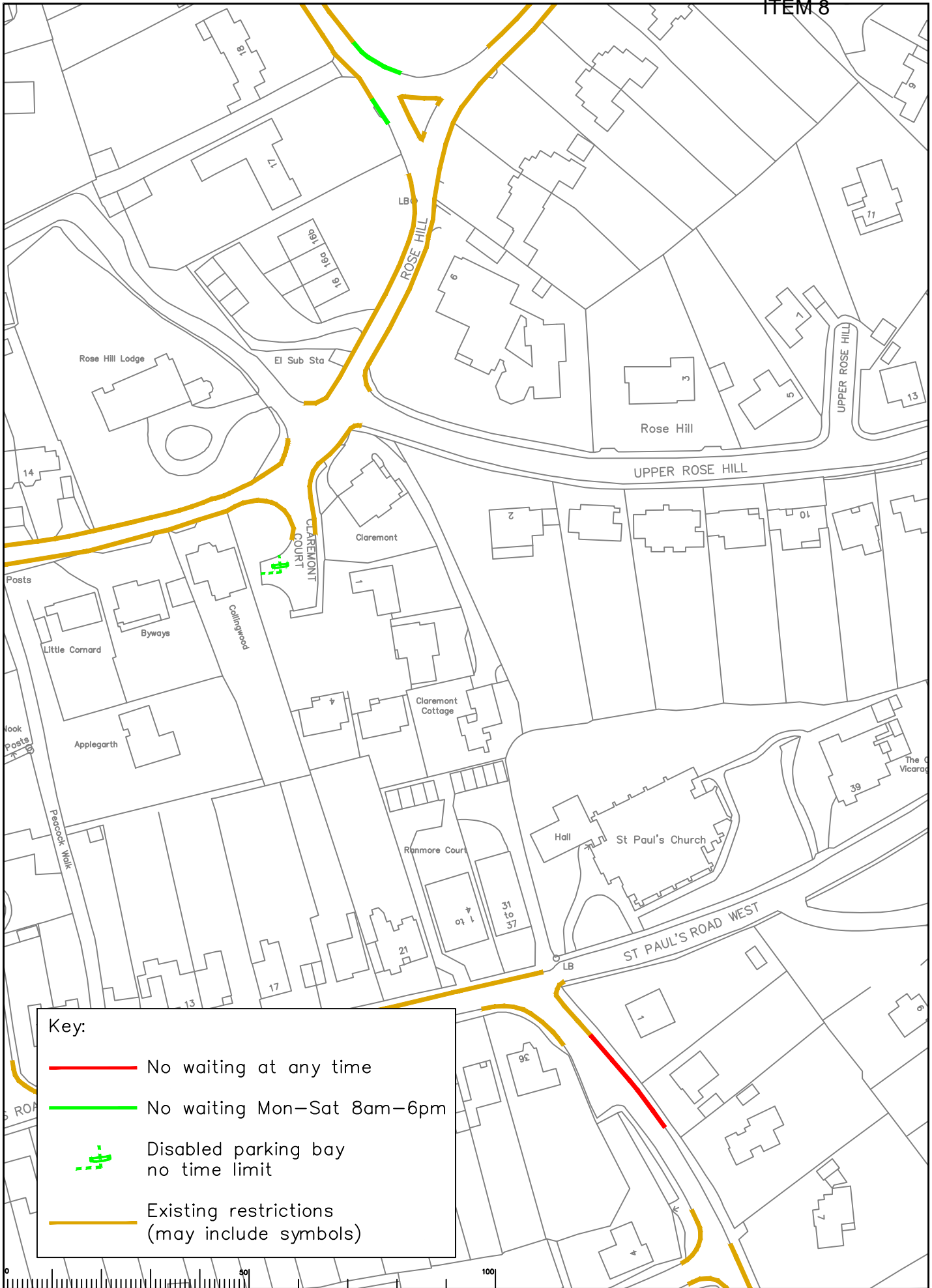
Project: Mole Valley Parking Review 2018

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Proposed Waiting Restrictions - Dorking Howard Road / Arundel Road

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 40
Drawing No. 40
Revision: COMM



Key:

- No waiting at any time
- No waiting Mon-Sat 8am-6pm
- - - Disabled parking bay no time limit
- Existing restrictions (may include symbols)

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 Date: 08/18
 Date: 08/18

Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Dorking South Terrace / Claremont Court / Rose Hill

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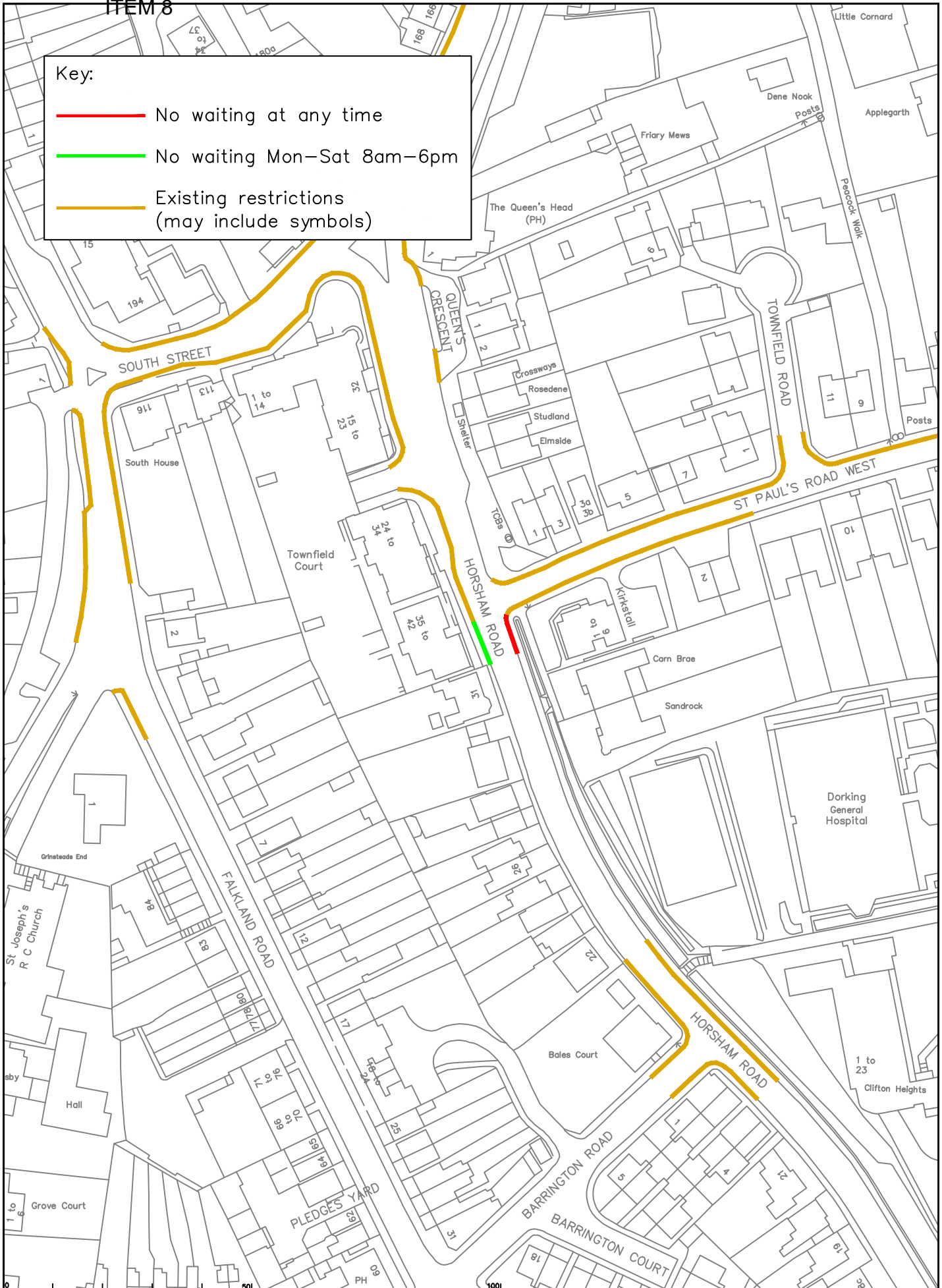
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
 Contract Sheet No. []
 Drawing No. 41
 Revision []
 Classification: COMM

ITEM 8

Key:

- No waiting at any time
- No waiting Mon–Sat 8am–6pm
- Existing restrictions (may include symbols)



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Sheet: 2 of 2

Proposed Waiting Restrictions - Dorking Horsham Road

SHEET OF

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Surrey Highways

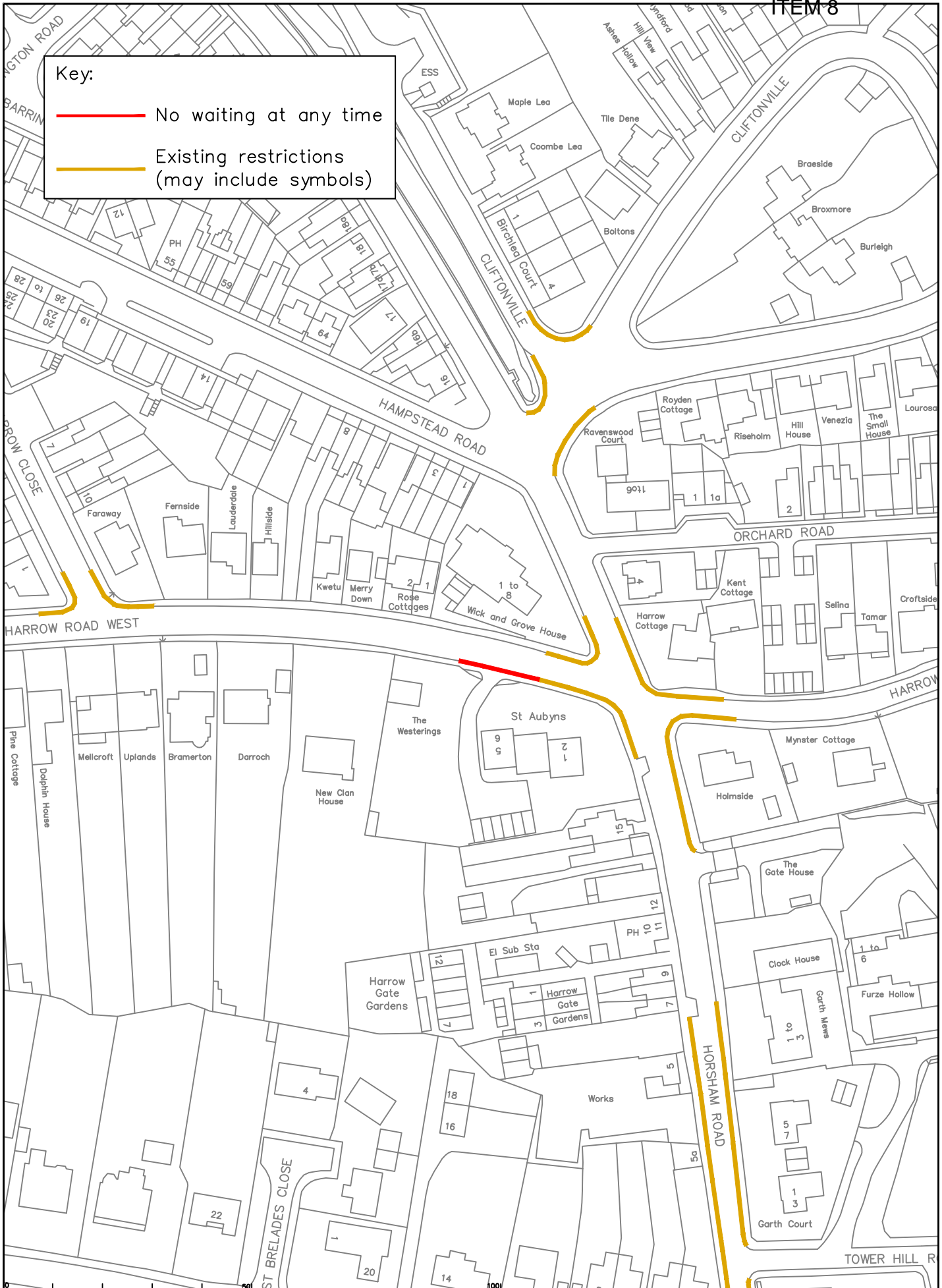
Project No.:

Contract Sheet No. 42

Rev. COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Proposed Waiting Restrictions - Dorking Harrow Road West

Project No. 43

Contract Sheet No. 43

Classification: COMM

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Sustainable Development
Surrey Highways

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

Sheet: 4 of 4

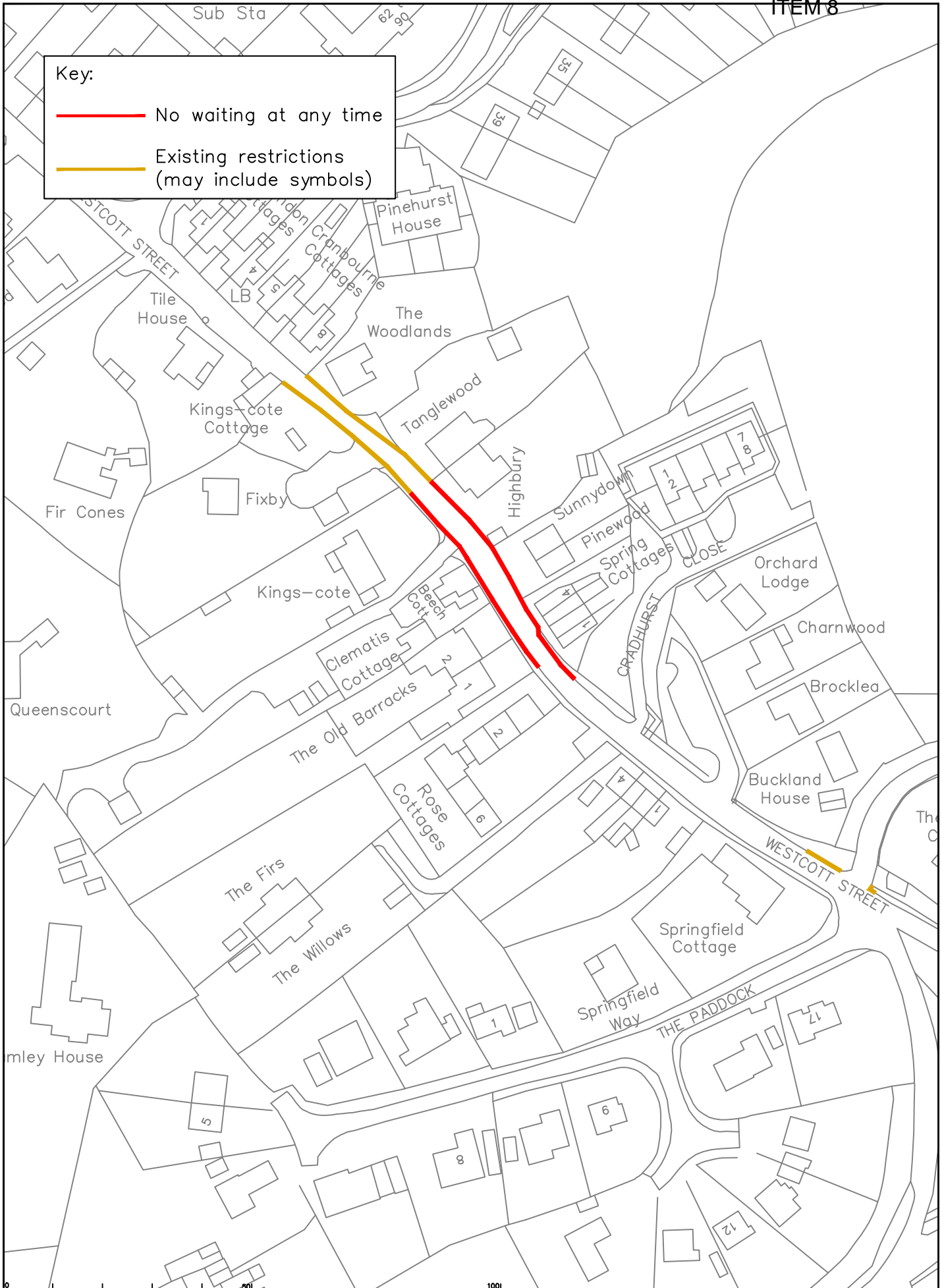
Proposed Waiting Restrictions - Dorking Longfield Road

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Sustainable Development
Surrey Highways

Project No. 44
 Contract Sheet No. 44
 Rev. COMM

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Date: 08/18
Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 45

Proposed Waiting Restrictions - Westcott Westcott Street

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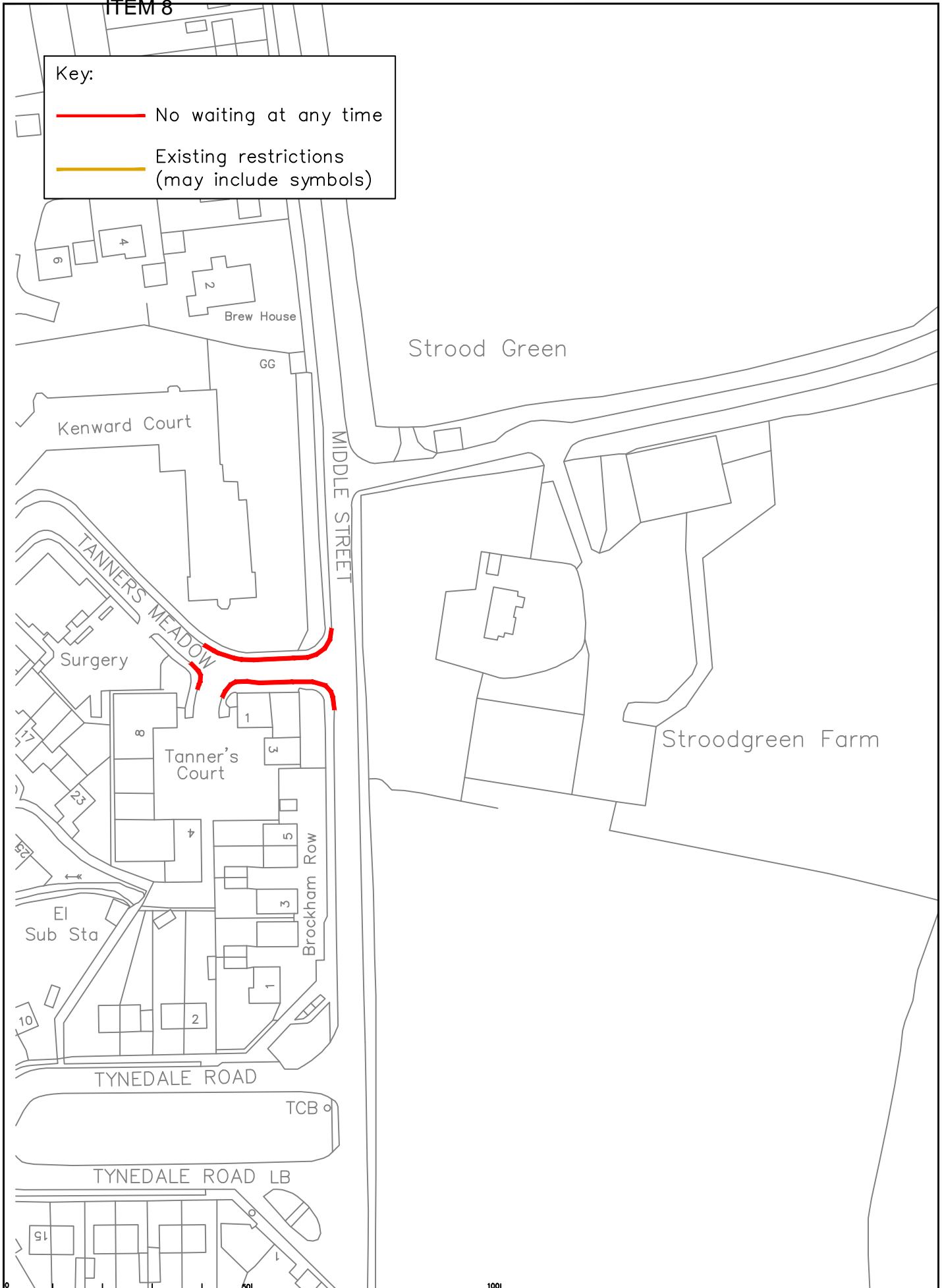
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Project No. []
Contract Sheet No. []
Drawing No. 45
Revision []
Classification: COMM

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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North Point

Scale: 0, 50, 100

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Project: Mole Valley Parking Review 2018

Sheet: 6 of 6

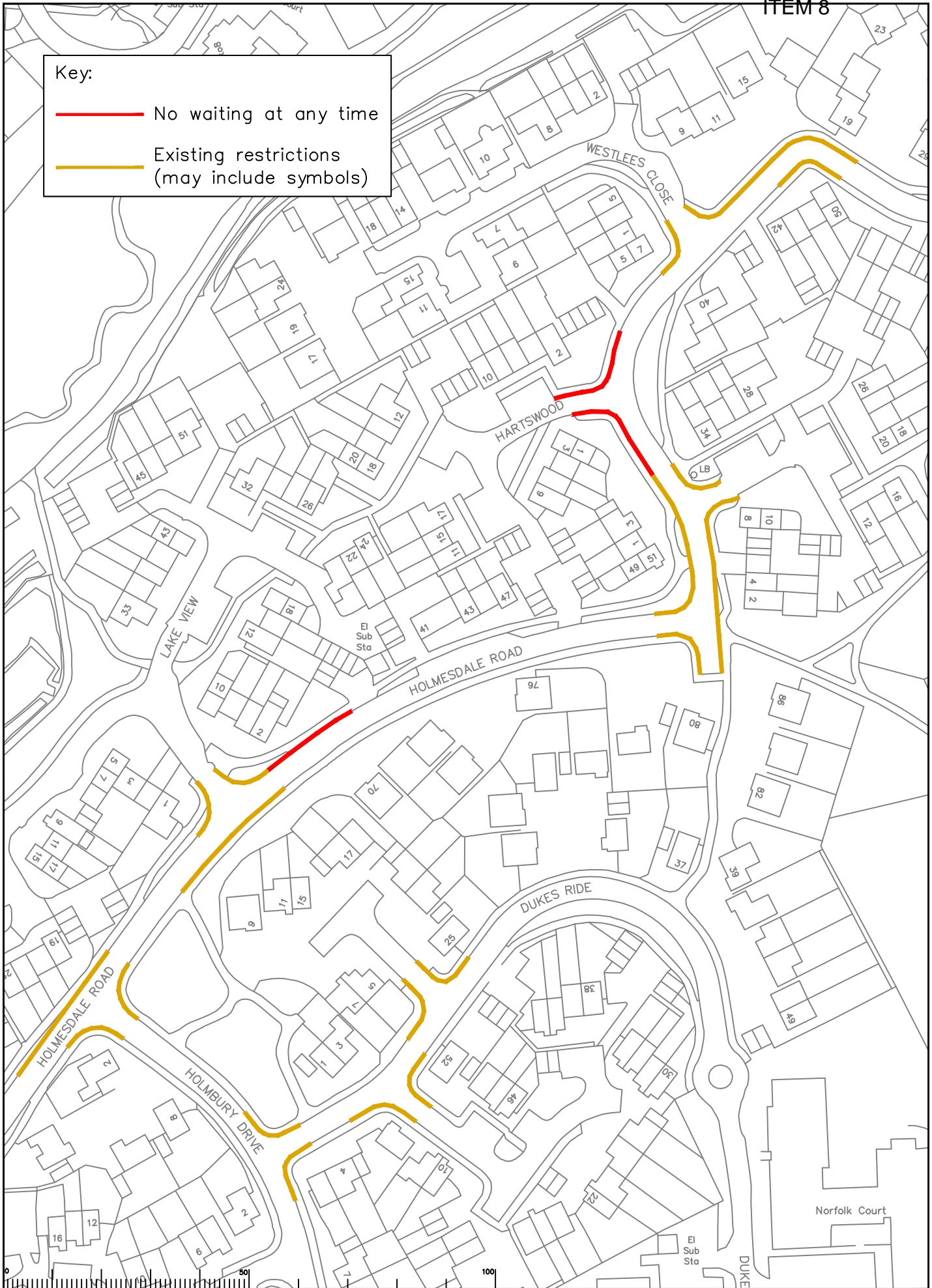
Proposed Waiting Restrictions - Brockham Tanners Meadow

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Project No. []
 Contract Sheet No. []
 Drawing No. 46
 Revision []
 Classification: COMM

Key:

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Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Dorking Hartwood / Holmesdale Road

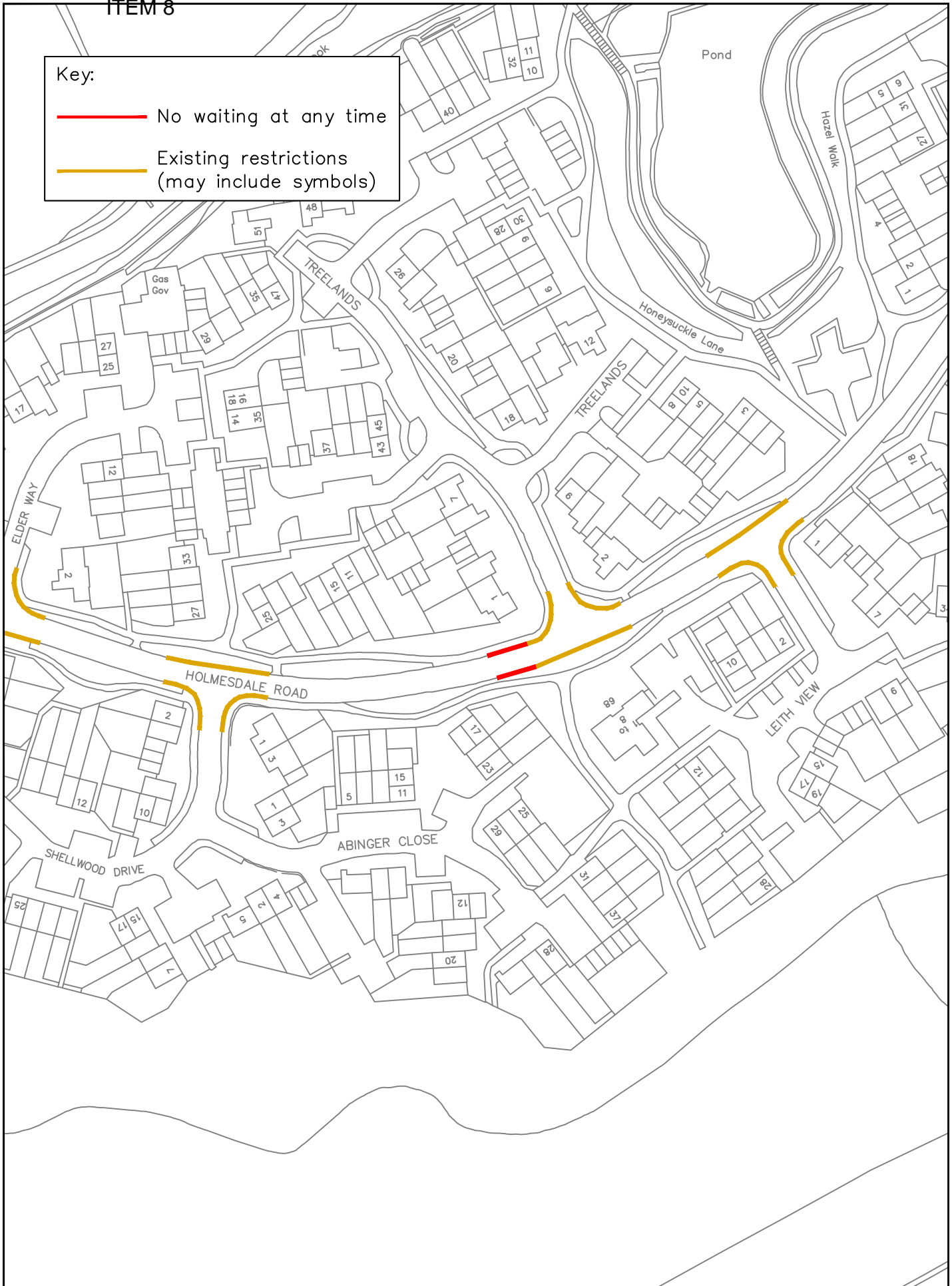
Project No. _____
 Contract Sheet No. _____
 Drawing No. 47
 Revision _____
 Classification COMM

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Key:

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Proposed Waiting Restrictions - Dorking Holmesdale Road



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Project No. _____
 Contract Sheet No. 48
 Drawing No. 48
 Revision: _____
 Classification: COMM

Key:

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- Existing restrictions (may include symbols)



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Date: 08/18
 Date: 08/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

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Proposed Waiting Restrictions - Dorking Eccles Hill / St Johns

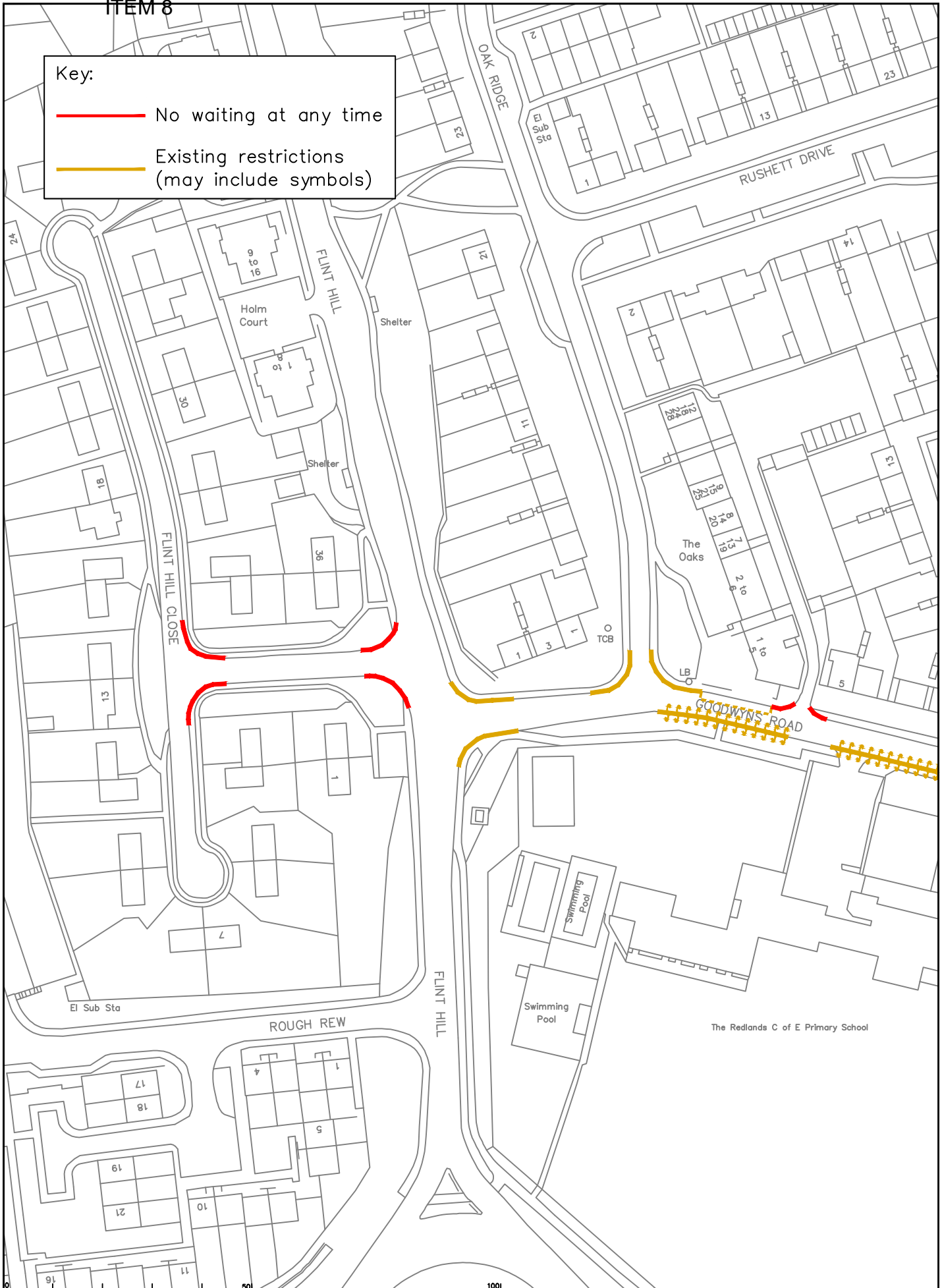
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Project No. []
 Contract Sheet No. 49
 Drawing No. []
 Revision []
 Classification: COMM

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Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

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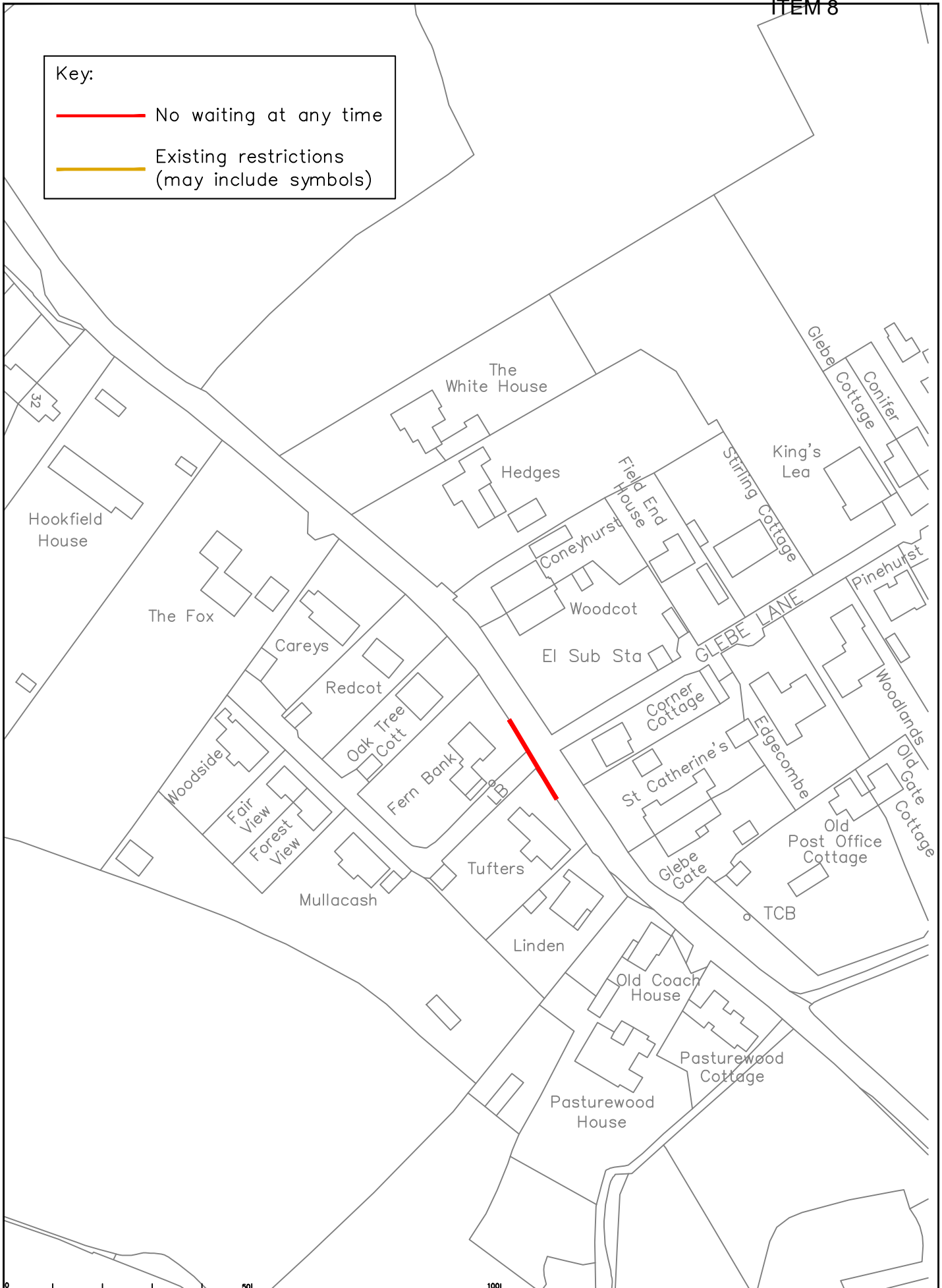
Proposed Waiting Restrictions - Dorking Flint Hill Close / Goodwyns Road

Project No. _____
Contract Sheet No. _____
Drawing No. 50
Revision: COMM

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Surrey Highways

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Date: 08/18
Date: 08/18

Project: Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Abinger Abinger Lane

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Project No.:

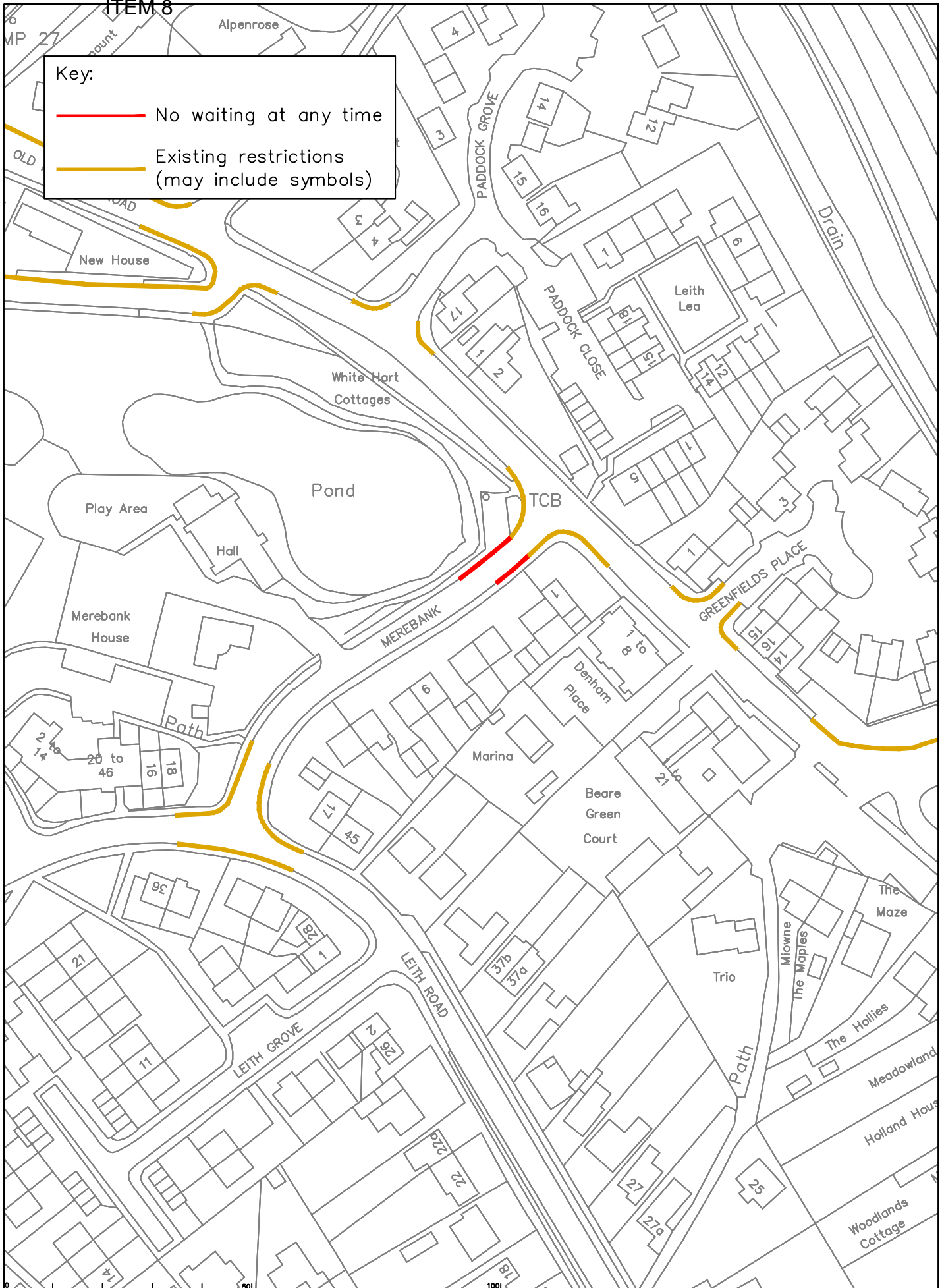
Contract Sheet No. 51

Rev. COMM

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Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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 Date: 07/18
 Date: 08/18

Project: Mole Valley Parking Review 2018

Sheet: 52

Revision: 1

Project No.:

Contract No.:

Drawing No.:

Revision:

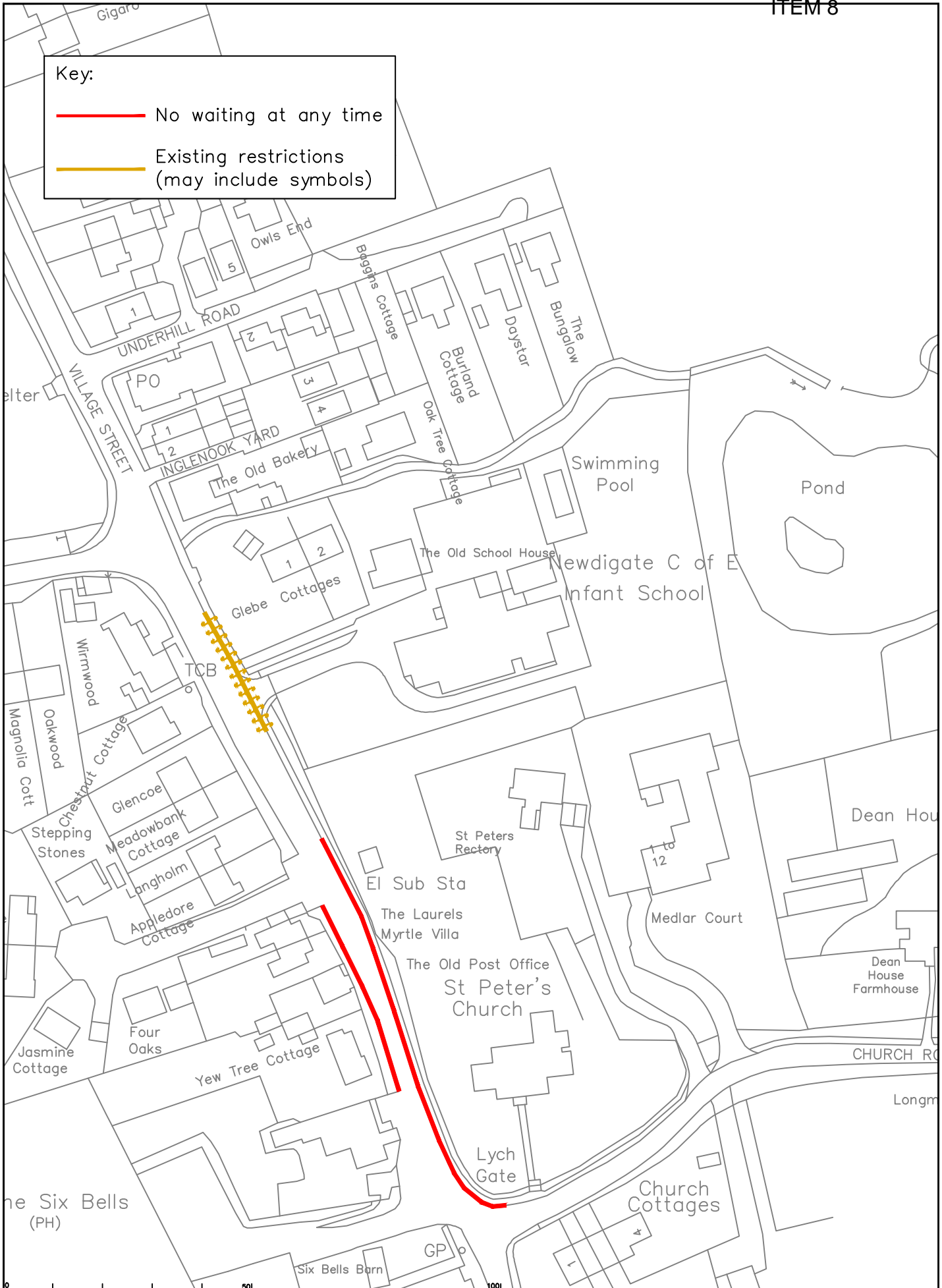
Classification:

COMM

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Surrey Highways

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Date: 08/18
File: RH
Date: 08/18
File: DC
Date: 08/18

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Sheet: 53

Proposed Waiting Restrictions - Newdigate Village Street

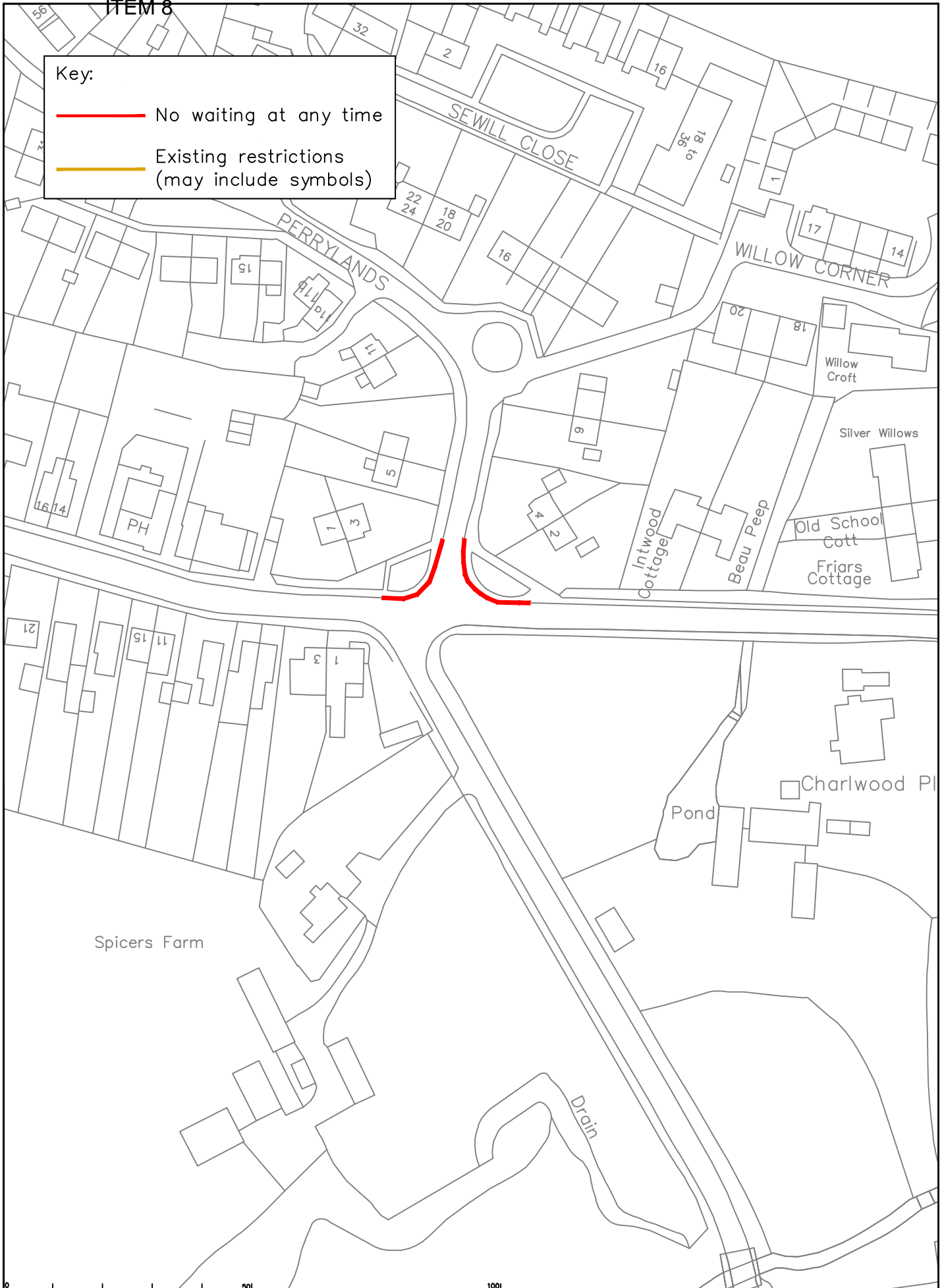
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Project No. _____
Contract Sheet No. _____
Drawing No. 53
Classification: COMM

ITEM 8

Key:

- No waiting at any time
- Existing restrictions (may include symbols)



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Project: Mole Valley Parking Review 2018

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Proposed Waiting Restrictions - Charlwood Horley Road / Perrylands

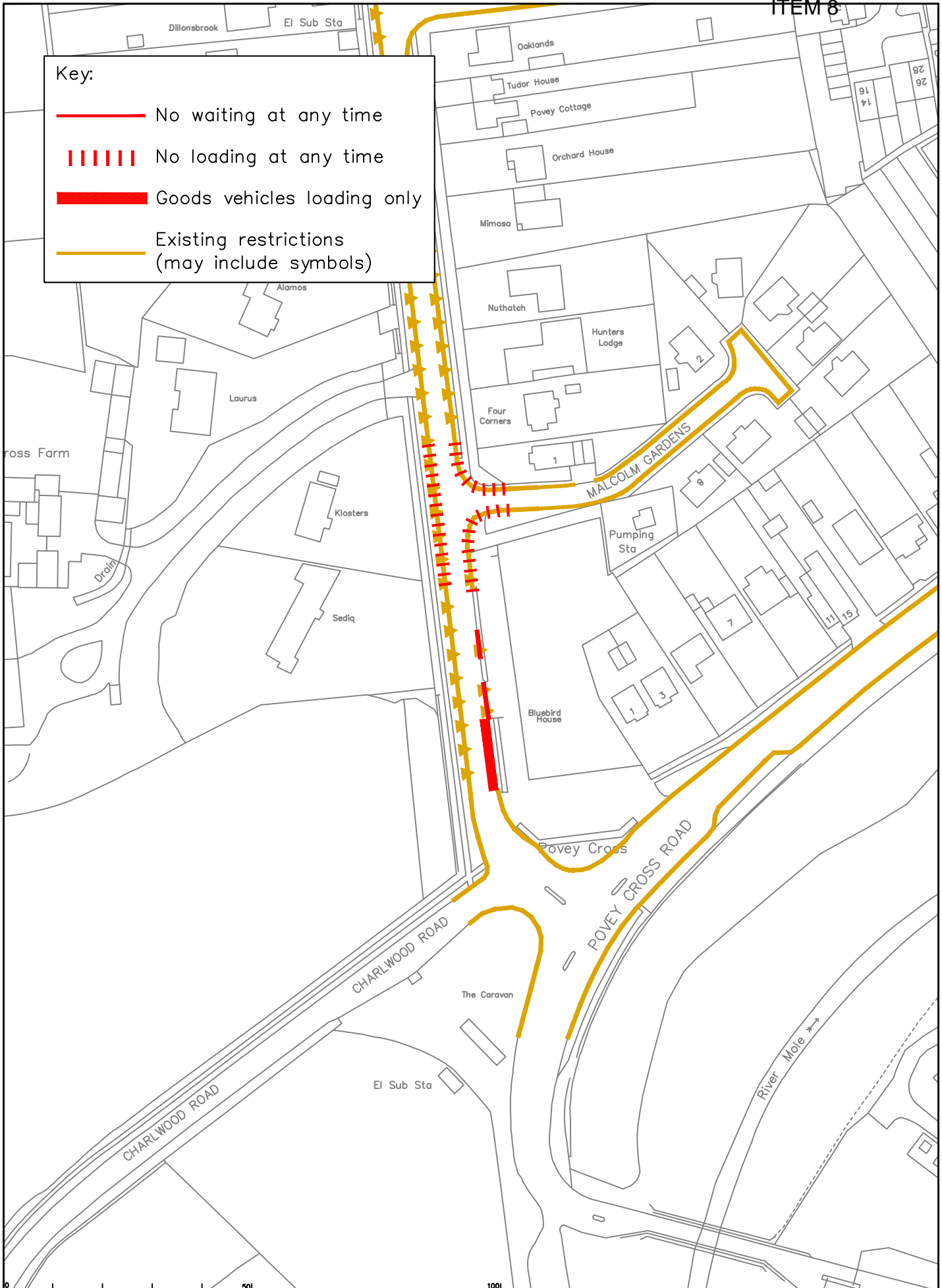
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Surrey Highways

Project No.	
Contract Sheet No.	54
Rev.	
Classification	COMM

SHEET OF

Key:

- No waiting at any time
- No loading at any time
- Goods vehicles loading only
- Existing restrictions (may include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

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Drawn by: SDC, Date: 08/18
 Checked by: RH, Date: 08/18
 Approved by: DC, Date: 08/18

Project: Mole Valley Parking Review 2018

Proposed Waiting Restrictions - Hookwood Reigate Road / Malcolm Gardens

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Project No.:

Contract Sheet No. 55

Revision: COMM

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

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**Statement of Reasons for Implementation of Parking restrictions
for Mole Valley (2018)**

Drawing number and road names	Reason for proposal
Drawing 1 – Craddocka Avenue /Chaffers Mead (Ashtead)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 2 – Craddocks Avenue / Cray Avenue / Chaffers Mead / Bramley Way / Hillside Road / Meadow Road (Ashtead)	Double yellow lines to increase forward visibility and improve junction safety and prevent verge parking on approach to Craddocks Avenue.
Drawing 3 – Craddocks Avenue / Woodfield Lane (Ashtead)	Craddocks Avenue - Double yellow lines between parking bays to prevent obstructive parking across driveways. Woodfield Lane – Single yellow and double yellow lines to prevent obstructive parking.
Drawing 4 – Woodfield Lane (Ashtead)	Single yellow and double yellow lines to prevent obstructive parking.
Drawing 5 – Woodfield Lane / The Marld (Ashtead)	Single yellow and double yellow lines to prevent obstructive parking.
Drawing 6 – Rectory Lane / Quennell Close (Ashtead)	Rectory Lane – to provide double yellow lines in place of the existing single yellow lines, which cannot be enforced as there are no feasible locations to put up any signs. To provide a single yellow line in Quennell Close to prevent obstructive commuter parking.
Drawing 7 – Barnett Wood Lane (Ashtead)	To introduce additional limited waiting parking bays to serve the shops and increase customer turn around.
Drawing 8 – Rosedale / Oak Hill Road (Ashtead)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 09 – West Farm Drive / West Farm Avenue (Ashtead)	Double yellow lines to increase forward visibility and improve junction safety.

Drawing 10 – Waterfields (Leatherhead)	To make the existing disabled parking bay mandatory, to prevent parking by non blue badge holders.
Drawing 11 – Cleeve Road / Randalls Park Avenue (Leatherhead)	Cleeve Road – to provide double yellow lines to enable safer crossing by school pupils. Randalls Park Avenue – to provide double yellow lines across access to prevent obstructive parking.
Drawing 12 – Boleyn Walk / Parr Close (Leatherhead)	Double yellow lines to increase forward visibility and improve junction safety. Single yellow lines to improve access along Parr Close and prevent obstructive footway / carriageway parking.
Drawing 13 – Monks Green (Fetcham)	Double yellow lines to prevent obstructive parking in the turning head.
Drawing 14 – Cobham Road / The Street / Shamrock Close (Fetcham)	The Street / Shamrock Close / Cobham Road - Double yellow lines to increase forward visibility and improve junction safety. To provide a disabled parking bay outside no.103 The Street. To provide double yellow lines at access to surgery and no.139 Cobham Road to prevent obstructive parking.
Drawing 15 – The Street / Gatesden Road (Fetcham)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 16 – Cannon Grove (Fetcham)	To remove a small section of double yellow lines to provide an additional parking space.
Drawing 17 – Kingston Road (Leatherhead)	To provide double yellow lines across dropped kerbs to prevent obstructive parking.
Drawing 18 – St Johns Avenue / Upper Fairfield Road / Linden Road (Leatherhead)	To provide a residents permit scheme on Upper Fairfield Road. To extend double yellow lines across access to no.42 Upper Fairfield Road to prevent obstructive parking. To provide double yellow lines across access to nos. 19 & 21 to prevent obstructive parking.
Drawing 19 – Church Street (Leatherhead)	To provide double yellow lines near the traffic signals to prevent obstructive parking. To change the current restrictions on the loading / parking bay outside of Waitrose so that it becomes ‘Goods Vehicles’ loading only – this will prevent confusion over the current

	restrictions.
Drawing 20 – Highlands Road / Dorking Road (Leatherhead)	To provide a resident parking scheme on Gimrack Hill for residents of Church Street. To provide double yellow lines across pedestrian crossing facilities on Highlands Road and to extend the passing area for safety reasons.
Drawing 21 – St Johns Close / Linden Gardens (Leatherhead)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 22 – Poplar Road / Epsom Road (Leatherhead)	To provide a resident permit scheme on Epsom Road and a double yellow line on Poplar Road opposite the current resident permit scheme to prevent obstructive parking on the footway / carriageway.
Drawing 23 – Ermyn Way (Ashted)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 24 – Headley Road (Leatherhead)	To provide an overnight ban on HGVs, due to unsociable activities overnight.
Drawing 25 – Eastwick Road / Lower Road (Bookham)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 26 – Dorking Road (Bookham)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 27 – Griffin Way / Newenham Road (Bookham)	Double yellow lines to increase forward visibility on Newenham Road and improve access safety on Griffin Way.
Drawing 28 – Old London Road (Mickleham)	To remove the existing time limited parking bay, as the shop that required the bay, no longer exists.
Drawing 29 – Boxhill Road / Ashurst Drive (Box Hill)	Double yellow lines to increase forward visibility and improve junction and access safety.
Drawing 30 – Boxhill Road (Box Hill)	Double yellow lines to increase forward visibility and improve road safety.
Drawing 31 – Boxhill Road (Box Hill)	Double yellow lines to increase forward visibility and improve road safety.
Drawing 32 – Reigate Road (Brockham)	Double yellow lines to increase forward visibility and improve access.

Drawing 33 – Leslie Road (Pixham)	To provide single yellow lines to enable better access for deliveries, refuse vehicles etc.
Drawing 34 – Mowbray Gardens (Dorking)	To extend double yellow lines to increase forward visibility and improve access.
Drawing 35 – Ashcombe Road (Dorking)	Double yellow lines to prevent obstructive parking.
Drawing 36 – Ashcombe Road / Chalkpit Lane (Dorking)	Double yellow lines to prevent obstructive parking, increase forward visibility and improve access.
Drawing 37 – Chalkpit Lane / Curtis Road (Dorking)	Curtis Road – to provide a residents permit scheme. Chalkpit Lane – to remove some of the double yellow line to allow residents to park.
Drawing 38 – Wathen Road / Cotmandene (Dorking)	Wathen Road – to remove a short section of double yellow line to enable two cars to park in a 1.5 car length gap. Cotmandene – to make the existing disabled bay mandatory to prevent non blue badge holders from parking in the bay.
Drawing 39 – Deepdene Gardens (Dorking)	Double yellow lines to prevent obstructive parking and improve access.
Drawing 40 – Howard Road / Arundel Road (Dorking)	To provide double yellow lines to increase forward visibility and improve access at the junction and to make the roads into a resident permit scheme. To include nos 29 to 31 West Street.
Drawing 41 – South Terrace / Claremont Court / Rose Hill (Dorking)	To provide double yellow lines to prevent obstructive parking and improve access along South Terrace. To make the existing advisory disabled bay on Caremont Court into a mandatory one to prevent non blue badge holders from parking in the bay. To provide single yellow lines to improve ambulance access into property on Rose Hill.
Drawing 42 – Horsham Road (Dorking)	To extend the current restrictions to increase forward visibility and improve access.
Drawing 43 – Harrow Road West (Dorking)	To extend double yellow lines to increase forward visibility and improve access.
Drawing 44 – Longfield Road	Double yellow lines around island to prevent obstructive parking.

(Dorking)	
Drawing 45 – Westcott Street (Westcott)	To extend double yellow lines to increase forward visibility and improve access.
Drawing 46 – Tanners Meadow (Brockham)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 47 – Hartswood / Holmesdale Road (Dorking)	To extend double yellow lines and introduce double yellow lines at the junction of Holmesdale Road and Hartswood, to increase forward visibility and improve access.
Drawing 48 – Holmesdale Road (Dorking)	To extend double yellow lines to increase forward visibility and improve access.
Drawing 49 – Eccles Hill / St Johns (Dorking)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 50 – Flint Hill Close / Goodwyns Road (Dorking)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 51 – Abinger Lane (Abinger)	Double yellow lines to increase forward visibility and improve access safety.
Drawing 52 – Merebank (Beare Green)	To extend double yellow lines to increase forward visibility and improve access.
Drawing 53 – Village Street (Newdigate)	Double yellow lines to increase forward visibility and prevent obstructive parking.
Drawing 54 – Horley Road / Perrylands (Charlwood)	Double yellow lines to increase forward visibility and improve junction safety.
Drawing 55 – Reigate Road / Malcolm Gardens (Hookwood)	To provide a loading restriction to help prevent obstruction by HGVs of the Malcolm Gardens Junction and to provide a loading bay for said HGVs, with double yellow lines between parking bays to prevent obstructive parking.
Allocation of permits – various.	<p>Allow residents of nos.1 to 8 Park Walk to be able to apply for permits in the ‘Grove Road’ Ashtead permit scheme.</p> <p>Allow no.13 Linden Road to apply for a permit on ‘Queen Anne’s Terrace’ permit scheme.</p>

	<p>Change the permit allocation on St Johns Road to the number of vehicles registered to the address, less the number of off-street parking spaces.</p> <p>Allow residents of 31 to 36 Mill Lane and Forge Cottage on Ansell Road to be included in the 'Rothes Road', Dorking permit scheme.</p>
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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)**

DATE: 5th SEPTEMBER 2018
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER
SUBJECT: HIGHWAY SCHEMES UPDATE
DIVISION: ALL

**SUMMARY OF ISSUE:**

To inform the Local Committee on the progress of the 2018/19 Integrated Transport Programme, highways maintenance programmes, the Dorking sustainable transport package and the Dorking Transport Study in Mole Valley.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to note the contents of this report.

REASONS FOR RECOMMENDATIONS:

Programmes of work have been agreed in consultation with the Committee, and the Committee is asked to note the progress of the Integrated Transport Scheme programme and revenue maintenance expenditure. As well as work that is being carried out on the large scale, centrally funded maintenance and improvement schemes.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In November 2017, Mole Valley Local Committee agreed a programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2018/19 to be funded from the Local Committee's devolved budgets.
- 1.2 In March 2018, Mole Valley Local Committee agreed a revenue maintenance expenditure for 2018/19, to be funded from the Local Committee's devolved budget, following the approval of the 2018/19 budget by full Council on 6 February 2018. Where it was agreed that the revenue allocation to Local Committees be increased, and a member Local Highways Fund be introduced.
- 1.3 In addition to the Local Committee's devolved budget, 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.

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- 1.4 Developer contributions are also used in Mole Valley to fund 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 2018-19 as follows:

- Capital: £36,363
- Capital carry forward from 17/18 £9,000
- Revenue: £168,182
- **Total: £213,545**

In addition to the delegated highway budgets above, highway officers are continuing to look for other sources of potential funding for schemes. The Local Area Team also secured developer funding for the construction of a pedestrian crossing on the A24 in Ashted in the vicinity of The Greville School, as well as traffic calming measures on roads outside Oakfield Junior and Fetcham Village Infant School.

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

2.2 Local Committee capital works programme

Progress on the approved Local Committee funded capital programme of highway works in Mole Valley is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions, road safety schemes and the Parking Review.

2.3 Local Committee revenue works programme

Progress on the approved Local Committee revenue works programme is set out in **Annex 2**. An update on the Member Local Highways Fund is also provided.

2.4 Parking

An update on the 2017 parking review is provided in **Annex 1**; a separate report is also presented to this local committee regarding the 2018 parking review site visits and assessments.

Other highway related matters

2.5 Customer services

The total number of enquiries received between January and June 2018 was 91,245, an average of 15,208 per month. This is a 40% increase on the number

www.surreycc.gov.uk/molevalley

of enquiries received during the same 6 month period in 2017, and reflects the huge effect of the severe weather and subsequent defects.

Period	Surrey Highways: Total enquiries (no.)	Mole Valley: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan – Jun 2017	65,281	7,317	3,235
Jan – Jun 2018	91,245	8,745	3,549

Table 1: Customer enquiries

For Mole Valley specifically, 8,745 enquiries have been received since January of which 3,549 (41%) were directed to the local area office for action, of these 95% have been resolved. This response rate is slightly higher than the countywide average of 93%.

Between January and June 2018, Highways received 162 Stage 1 complaints (down 18% from 2017) of which 12 were for the Mole Valley area. Two of these complaints have been escalated to Stage 2 of the complaints process, where the service was found not to be at fault.

2.6 Winter recovery program

A first list of roads included within the winter recovery programme has been published on Surrey County Council's website. This lists consists of over 100 roads across the county and can be found here;

https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/169430/Roads-for-extensive-repairs-v21.pdf

Subject to road space being available, work on these roads should be completed over the next few months and all of these roads have been put forward by local members or the local highway teams.

2.7 Winter gritting routes update

The Cold Weather Plan sets out the Winter Service for treating the highway in order to prevent ice from forming (precautionary salting), melt ice and snow that has already formed (post salting), and removal of snow in a snow event. As in previous years, members will be sent an electronic copy of the 2018-19 Cold Weather Plan along with links to revised 2018-19 gritting routes, prior to the commencement of the Winter Season.

County Councillors can request and pay for new grit bins, or extension of use of an existing grit bin, by contacting the Maintenance Engineer, who will advise.

2.8 Dorking Transport Study

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

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2.9 Young Street Bridge Works

Maintenance on the Young Street bridge over the River Mole began during the first week of August, when the carriageway surface and kerbing was removed to expose the bridge deck.

The work planned to be carried out whilst the road is closed is as follows;

- Bridge bearings underneath the bridge to be refurbished
- Waterproofing of the bridge deck
- Concrete repairs
- New kerbing and footway
- Installation of 2 bridge joints
- Carriageway resurfacing on the bridge
- Parapet refurbishment works

It is currently planned to have Young Street reopen to traffic by 29th August 2018 with a temporary 40mph speed limit, so that the parapet refurbishment works can be carried out. However, this is subject to change due to possible unforeseen circumstances encountered whilst carrying out the maintenance work.

2.10 Dorking STP

The Dorking STP is a transport package to improve connections between Dorking Deepdene and Dorking Main railway stations and the passenger facilities at Dorking Deepdene Station. The majority of the works that form the Dorking Sustainable Transport Package (STP) have been delivered and have provided more accurate travel information, more space for pedestrians and cyclists on the route between the two stations and better wayfinding information across Dorking. The remaining elements are due to be completed by the end of September of 2018.

Work to install two new on-platform shelters at Dorking Deepdene Station is complete.

The foundation for the final wayfinding totem sign outside Dorking Deepdene Station is currently scheduled for installation in mid-August and the fitting of the totem sign will follow. It was not possible to install this totem whilst the final on-platform works at Dorking Deepdene were being carried out, due to the works compound required for the works causing an obstruction.

The final main element of the project being taken forwards covers improvements to the access area outside the entrance to Platform 2 of Dorking Deepdene Station as well as sign decluttering/improvements. The works have been programmed to begin on 03 September and are currently expected to last for 5 working days. Improvements to the access area outside Dorking Deepdene Station include resurfacing, removing some of the surplus guard railing at the access point to the station, removing surplus signs, relocation of a lamp column and revising the tactile paving at the toucan crossing (both sides of the A24). Work to improve and declutter existing signs between Dorking Main and Dorking Deepdene Stations on the east side of the A24 as well as on the west side of the A24 by Bus Stop A will also be carried out.

Updates are also provided via the newsletters on the Mole Valley Major Transport Schemes web page: <https://www.surreycc.gov.uk/roads-andtransport/policies-plans-consultations/major-transport-projects/mole-valleymajor-transport-schemes>

2.11 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 was completed at the end of March 2018, with some remaining match funding from Surrey County Council being spent in April to Sept period.

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. 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 vast 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.

The majority of the Variable Message Signs (VMS) have been installed and have begun to display messages to motorists, the remainder are scheduled to be installed during August and September.

The “Dial up Signal Control” (DUSC) changes to traffic signal junctions are near to completion. All equipment has been installed and will be fully working by the end of September 2018. 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.

2.12 A24 Mickleham Bypass Average Speed Cameras

The average speed cameras have been installed and are now enforcing speeds in both directions. Follow up speed surveys will be carried out to check the effectiveness of the scheme after at least three months of operation.

2.13 Centrally funded maintenance

The Operation Horizon Team programmes of major maintenance works for 2018-19 for the Mole Valley area are now published on Surrey County Council’s website here:

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

www.surreycc.gov.uk/molevalley

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2.14 Other key information, strategy and policy development

No additional information at present.

3. OPTIONS:

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

4. CONSULTATIONS:

4.1 Not applicable at this stage. Officers will consult the Chairman, Vice Chairman and Divisional members as appropriate in the delivery of work programmes.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The financial implications of the Local Committee's delegated budget is detailed in sections 2.1 – 2.3 of this report.

The key objective with regard to the 2017/18 budgets will be managed to 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.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of capital highway works in Mole Valley is set out in Annex 1.

9.2 Information regarding the significant increase in the number of enquiries received by the local area team is set out under section 2.5 of this report.

9.3 Information regarding the winter recovery programme, the Young Street bridge works, Dorking Sustainable Transport Package, Wider Network Benefits, A24 Mickleham Bypass Average Speed Camera scheme and centrally funding maintenance is also included within this report.

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

10. WHAT HAPPENS NEXT:

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

Contact Officers:

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

Consulted:

Not applicable

Annexes:

Annex 1: Summary of approved Local Committee capital works programme progress

Annex 2: Summary of approved Local Committee revenue works programme progress and update on Local Member Highways Fund.

Sources/background papers:

- Report to Mole Valley Local Committee, 30th November 2017 – Highways Forward Programme 2018/19-2019/20

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CAPITAL ITS IMPROVEMENT SCHEMES		
Project: St Paul's Road West/Horsham Road		
Detail: Safety measures	Division: Dorking South and the Holmwoods	Allocation: £5,000 (2018/19)
Progress: Measures to prevent driving behind a pedestrian crossing and parking on the footway. Work is ongoing to progress this scheme.		
Project: Rectory Lane/Lower Road/Little Bookham Street		
Detail: Pedestrian Crossing improvements	Division: Bookham & Fetcham West	Allocation: £5,000 (2018/19)
Progress: Work has begun on the feasibility study to assess what pedestrian crossing improvements are feasible at this junction.		
Project: Eastwick Drive/Eastwick Park Avenue		
Detail: Improvement to provide safer crossing point.	Division: Bookham and Fetcham West	Allocation: £15,000. (2018/19)
Progress: A feasibility design for a scheme to provide an informal pedestrian crossing build out outside the school on Eastwick Drive is complete and has been safety audited. The safety audit raised a number of questions/comments regarding the design and as a result a number of changes are currently being carried out on the design. Once the design is complete it will be forwarded to the Divisional Member prior to public consultation and construction of the scheme. Any remaining funding will be used to carry out feasibility design work on any possible pedestrian improvements on Eastwick Park Avenue outside the entrance to the school.		

CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Dene Street, Dorking		
Detail: One-way working	Division: Dorking South & the Holmwoods	Allocation: £4,000 (2017/18)
Progress: This scheme is now complete.		
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 sealed and is now in place. Work to install the signs, bollards and gate to support the traffic order was carried out at the end of May 2018, some snagging works are to be carried out by the contractor to complete the work.		
Project: Blackbrook Road, North Holmwood		
Detail: Measures to reduce speeds	Division: Dorking South & the Holmwoods	Allocation: £7,000 (2019/20)
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 width, 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.		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Stage 3 Road Safety Audits

Detail: To be carried out as appropriate	Division: All	Allocation: £2,000
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Progress:
Stage 3 audits for previously installed schemes to be identified throughout the year.

Project: Small Safety and Improvement Schemes

Detail: To be carried out as appropriate	Division: All	Allocation: £5,363 (2018/19)
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Progress:
Schemes to be identified during the year

Project: Signs and Road Markings

Detail: To fund new signs and road markings.	Division: All	Allocation: £4,000
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Progress:
Signs requiring installation to be identified from the list of additional signs requested.

DEVELOPER FUNDED SCHEMES

Project: Transform Leatherhead	
Detail: Town centre improvements	Division: Leatherhead and Fetcham East
<p>Progress: Phase 1 - 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. Further phases, led by Mole Valley District Council, are being developed.</p>	
Project: Pebble Hill Road, Betchworth	
Detail: Safety scheme	Division: Dorking Rural
<p>Progress: “Dragon’s teeth” road markings have now been installed, this scheme is now complete.</p>	
Project: 20 mph Speed Limits Outside Schools	
<p>Detail: 20mph speed limits outside:</p> <ul style="list-style-type: none"> ▪ City of London Freemans School and St Giles C of E Infant School, Ashtead ▪ Fetcham Village Infant School and Oakfield Junior School, Fetcham ▪ Newdigate C of E Infant School, Newdigate 	Division: Ashtead, Bookham & Fetcham West, Dorking Rural.

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 identified for this scheme.

St. Giles C of E Infant School, Ashtead – developer funding within the Ashtead division has been allocated for a signalised pedestrian crossing on the A24 Epsom Road near the junction with Bramley Way. There is no funding currently identified for this scheme.

Fetcham Village Infant School and Oakfield Junior School, Fetcham – developer funding has been allocated to complete the design and carry out safety audits for the traffic calming scheme to support a permanent 20mph speed limit outside Fetcham Village Infant School and Oakfield Junior Schools. Once the design and safety audit is complete, the local area highway team will ask the Transport Planning Development team to transfer developer funding in order for the scheme to be constructed.

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

Project: Brockham, Capel & Charlwood

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

Progress:

Initial meetings with the Parish Councils have been held to discuss what measures they would like to see installed to try to improve road safety in these villages.

A small amount of developer funding has been secured within the Charlwood ward, however it is not sufficient to enable all of the works previously discussed with the Parish Council to be carried out.

Discussions with the local divisional member are ongoing to establish the best use of this small amount of funding.

The Local Area Team continues to work to secure funding for Brockham and Capel.

Project: Eastwick Drive/Eastwick Park Avenue

Detail: Improvements to provide safer crossing points | **Division:** Bookham and Fetcham West | **Allocation:** £10,000

Progress:

A feasibility design for improvements outside the entrance to the school in Eastwick Park Avenue will be carried out by the end of March 2019.

Project: A24 Epsom Road/Bramley Way, Ashtead

Detail: Pedestrian crossing feasibility study

Division: Ashtead
ROAD SAFETY TEAM SCHEMES

Allocation: £5,000
(2018/19)

Progress:

Project: Red Lane, South Holmwood

~~A feasibility study is now complete. Following consultation with the local divisional member regarding the outcome of the feasibility study the design team is progressing the design of the scheme as well as the necessary safety audits.~~

Detail: Signs and road markings

Division: Dorking South and The Holmwoods

Progress:

Provision bend and chevron signs, and the refresh of existing road markings between the junction with Blackbrook Road and the railway line. This scheme has been designed with a view to implementation this financial year.

PARKING

Progress:

The 2017 parking review is complete apart from some snagging works. The 2018 parking review site visits and assessments have taken place and the report on the outcome of these site visits and assessments is presented in a separate report to this local committee.

DORKING TRANSPORT STUDY

Progress:

There was a Stakeholder meeting on 31st July 2018 and this set out the results of the Dorking Transport Study and potential short term, medium term and long term options. Although there is currently no funding identified for feasibility of these options, this will inform any potential future bids for funding. Further information on the study when completed can be found here: <https://www.surreycc.gov.uk/people-and-community/your-local-area/news/highways-and-transport/dorking-transport-study-results>

Note: Information correct at time of writing (09/08/18)

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Mole Valley Local Committee Revenue Works

1. Revenue Allocation

The table below sets out the breakdown of the revenue allocation as agreed by Local Committee in March 2018. It should be noted that the funding can be moved between headings with the agreement of the Local Committee Chairman and Vice-Chairman. This budget is managed by the Mole Valley Maintenance Engineer on the local committee's behalf.

Mole Valley Local Committee Revenue Budget 2018/19		
Item	Allocation	Comments
Parking	£5,000	Contribution towards 2018 parking review (subject of a separate report on this agenda)
Signs and road markings	£1,500	Provision of new signs and urgent replacement of missing signs which cannot be funded through any other budget. On-going.
Speed Limit Assessments	£1,000	Programme of speed limit assessments being developed, to commence September 2018 once schools returned from summer break.
Minor Maintenance Works	£60,682	Programme of works including additional vegetation works, hedge flailing, minor highway repairs, minor drainage works to be ordered.
Revenue Maintenance Gang	£100,000	214 jobs carried out between April and July 2018. See separate table below.
TOTAL	£168,182	

The table below summarises the work carried out by the revenue maintenance gang between April and July 2018 inclusive, by work type and division. Requests for work are received from county and district members, parish councils, residents and other road users. The demand for work exceeds the capacity of the gang to carry it out so work is prioritised, with safety issues and county member requests being given the highest priority. The revenue maintenance gang is also used to undertake a programme of vegetation works at sites which require annual maintenance and also local works carried out in conjunction with the grass cutting lane closures on high speed roads.

Revenue Maintenance Gang Works Completed April - July 2018*							
Work Type	Ashtead	Bookham & Fetcham West	Dorking Hills	Dorking South & the Holmwoods	Dorking Rural	Leatherhead & Fetcham East	Total
Drainage	2	1	4	1	2	0	10
Hedges	0	1	1	4	0	0	6
Other	1	2	1	1	0	1	6
Posts/Fences	0	0	2	1	1	2	6
Siding up	0	0	1	1	1	0	3
Sightlines	1	1	5	5	12	0	24
Signs	1	1	15	1	6	3	27
Trees	4	1	6	6	16	12	45
Vegetation	14	9	21	12	11	14	81
Verges	3	2	0	0	0	1	6
Total	26	18	56	32	49	33	214

* Not all jobs are of equal size or value, so the number of schemes completed in an area does not necessarily reflect the amount of work carried out

2. Member Local Highways Fund

In addition to the revenue maintenance budget, each county member has an allocation of £7,500 to address highway issues in their divisions. A maximum contribution of £2,500 can be spent on any individual project.

It was agreed that the Member Local Highways Fund is managed by the Mole Valley Maintenance Engineer on members' behalf. Members have been working with the Mole Valley Maintenance Engineer to agree what they wish to fund and these works are now being progressed. Members should agree with the Maintenance Engineer by the end of September 2018 at the very latest how they wish to spend any unallocated funding to ensure there is sufficient time for the work to be priced, ordered and implemented before the end of the financial year. The type of works being funded include the provision of grit bins, edging out of footways, minor footway repairs and the provision of pedestrian dropped kerbs.

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Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee (Mole Valley) has made. It is updated before each committee meeting. *Information correct as of 23/08/18.*

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

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
16/11/16	9	To implement a Traffic Regulation Order in Buckland Lane	Open	Area Highways Manager	The contractor installed the bollards and gates to support the existing Traffic Regulation Order. The contractor installed the incorrect signs, the Local Area Team are continually chasing the contractor to install the correct signs. Once the correct signs are installed the Local Area Team will approve the invoice for these works to be paid.
22/6/17	5	To commission the Dorking Transport Study	Closed	Area Highways Manager	All options are being considered in more detail based on discussions at the last Dorking Stakeholders meeting on 30 th July. The viable/feasible schemes once agreed will be included on the LTS Forward Programme which is to be updated shortly and will be discussed with members at an

					informal meeting in due course. The Dorking Transport Study conclusions will be brought back to the local committee in due course'. Action complete
22/6/17	10	To advertise TRO of agreed changes to on street parking.	Open	Senior Engineer (Parking)	There are still a couple of areas that require finishing off. We have been out to temporarily fill some of the gaps, but we do have some persistent parkers who will not move - unfortunately we do not have any means to remove vehicles, so will continue to monitor the areas concerned. The contractors have been given additional works to try to complete those areas that have been temporarily filled.
13/09/17	8	To install an average speed camera system on A24 between Givon's Grove Roundabout and Burford Bridge Roundabout.	Closed	Road Safety Manager	The scheme has been implemented and live enforcement is now taking place. Action complete
13/09/17	9	To submit a bid to the DfT Safer Roads Fund for highway Safety improvements on A217 Reigate – Horley (Hookwood)	Closed	Road Safety Manager	The Department for Transport have confirmed that the bid has been successful. However they have advised that they have re-profiled their budget so that the money will now be made available during the financial year 20-21 rather than the current financial year. Action complete

Local Committee (Mole Valley) - Forward Programme 2018/19

Details of future meetings			
<p>Dates for the Mole Valley Local Committee 2018/19: Wednesday 12 December 2018, Wednesday 13 March 2018. The Committee meeting commences at 2pm with an Open Forum for informal public questions. This forward plan sets out the anticipated reports for future meetings and will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined below.</p>			
Topic	Purpose	Contact Officer	Proposed date
Highways Update	Standing item for all Mole Valley formal Local Committee meetings	SCC Area Highway Manager	ALL
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Dorking Transport Study	Report on the final conclusions of the DTS	Transport Strategy Project Manager	TBC
Local Transport Strategy	An update of the Forward Programme; the main LTS will be updated in due course in line with Mole Valley's Local Plan.	Transport Strategy Project Manager	TBC
Community Safety	To report back on the committee funding, the impact of community safety projects in Mole Valley and agree future spend.	Community Safety Officer	June 2019
Highways Forward Programme	To inform members of the devolved highways budget for 2019-20 and seek appropriate authority to progress schemes.	Area Highways Manager	Dec 2018
Speed limit reduction A25 (Abinger Hammer) 50mph to 40mph	Report recommending implementation of a speed limit reduction.	Road Safety Manager	Dec 2018

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