

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

- Highways Forward Programme 2019/20 – 2020/21
- School Travel Plan
- Leatherhead High Street Petition



Venue

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

Date: Wednesday, 12
December 2018

Time: 2.00 pm



SURREY

Get involved

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. 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.

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: jessica.edmundson@surreycc.gov.uk

Tel: 01932 794079 (text or phone)

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



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This is a meeting in public.

Please contact **Jess Edmundson, Partnership Committee Officer** using the above contact details:

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

Surrey County Council Appointed Members

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

Borough Council Appointed Members

Cllr Rosemary Dickson, Leatherhead South
Cllr David Hawksworth, Ashtead Common
Cllr Mary Huggins, Capel, Leigh and Newdigate
Cllr Paul Kennedy, Fetcham West
Cllr Claire Malcomson, Holmwoods
Cllr Vivienne Michael, Okewood

Chief Executive
Joanna Killian

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

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Thank you for your co-operation

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.

All written public questions received before the deadline are included in the supplementary agenda, along with the officer response.

b MEMBER QUESTIONS

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

All written member questions received before the deadline are included in the supplementary agenda, along with the officer response.

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.

One petition received before the deadline:

- a) Petition for the return of free parking to Leatherhead High Street at 3.30pm, with the Pedestrian Zone finishing an hour earlier than the current end time of 4.30pm.

The full petition is available to view on request. A summary, along with the officer response is included within the supplementary agenda.

6 A25 GUILDFORD ROAD, WOTTON - SPEED LIMIT ASSESSMENT (Pages 11 - 18)

The A25 route between Guildford and Dorking has suffered a number of collisions including a number resulting in death or serious injury. It is proposed that the existing 50 mph speed limit on the A25 between Abinger Hammer and Wotton is reduced to 40 mph in order to reduce the risk and severity of collisions on this stretch of the road.

7 HIGHWAYS SCHEMES UPDATE [EXECUTIVE FUNCTION] (Pages 19 - 38)

To inform the local committee on the progress of the 2018/19 Integrated Transport Programme, highways maintenance programmes, the Dorking sustainable transport package, the Dorking Transport Study and other highways and transport projects being carried out in Mole Valley.

8 HIGHWAYS FORWARD PROGRAMME [EXECUTIVE FUNCTION - FOR DECISION] (Pages 39 - 48)

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

9 SCHOOL TRAVEL PLANS - ANNUAL PROGRESS REPORT [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN] (Pages 49 - 56)

This report provides an update on the status of each School Travel Plan for schools in Mole Valley, as well as the take up of activities offered to schools by the county council's Safer Travel and Cycle Training Teams over the last academic year. It also highlights those schools that have expanded and are currently in breach of their planning obligations because they have not yet completed an accredited School Travel Plan.

10 COMMUNITY SAFETY FUNDING UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION] (Pages 57 - 60)

The local committee has a delegated budget of £3000 for community safety projects. This report provides an update on the projects approved for 2018/19. This follows an update provided to the committee in June 2018 on the use of the funds during 2017/18.

11 RECOMMENDATIONS TRACKER [FOR INFORMATION] (Pages 61 - 62)

To note the decision tracker.

12 FORWARD PLAN [FOR INFORMATION] (Pages 63 - 64)

The Local Committee (Mole Valley) will note the contents of the forward plan.

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 5 September 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

OPEN FORUM

Questions and responses from the open forum session are attached as Annex A.

24/18 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Mr Townsend, Mr Cooksey, Cllr Malcomson and Cllr Dickson (substitute Cllr Ladell).

25/18 MINUTES OF PREVIOUS MEETING [Item 2]

Members agreed the minutes of the meeting from 06 June 2018 to be a true record.

26/18 DECLARATIONS OF INTEREST [Item 3]

For the purposes of item 5 (petition no. 2) and item 6 members made the following declarations of interest:

1. Cllr Kennedy - member of the Bookham Residents' Association,
2. Mrs Curran – designated SCC member of Bookham Residents' Association

ITEM 2

a **PUBLIC QUESTIONS [Item 4a]**

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

1. Written questions had been submitted by Michelle Watson. Responses had been provided (see supplementary agenda pack). She was not present to ask a supplementary.
2. Rosemary Campbell had submitted a written question and had received a response (see supplementary agenda pack). In her absence the divisional member for Dorking Hills urged that the issue be prioritised for funding given the concerns of residents.
3. The Area Highways Manager reminded members that they always receive more requests than they have funding for and this year's budget was already fully allocated. It was too early to know about the level of next year's budget.
4. Elizabeth Daly had asked a question and received a response (see supplementary agenda pack).
5. In her absence the divisional member for Bookham and Fetcham West expressed her surprise that the fact that she and district councillors had been dealing with this issue for some time, had not been reflected in the response from officers.
6. The vehicles in question are not HGVs; they were taxed and insured, and parked so as not to constitute an obstruction, but in an 'un-neighbourly' way. Councillors had been working with the owner to try and resolve the issue.
7. Members agreed that this was a growing problem in other areas and that the Cabinet Lead Member for Place should be alerted to the growing issue.
8. Ian Anderson had submitted a question as a follow up to the one he had submitted to the local committee meeting in June 2018. He had received a response (see supplementary agenda pack).
9. District council members assured the committee that officers had been working hard behind the scenes for months on this issue, but that it had been difficult engaging with Network Rail.

b **MEMBER QUESTIONS [Item 4b]**

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

1. District Councillor Claire Malcomson had submitted questions and received responses (see supplementary agenda pack), but was not present.
2. Mr Hall had submitted two questions and received responses (see supplementary agenda pack).
3. He asked a supplementary to Q2: Given that only 10% of the gullies in Mole Valley had been cleaned in five months, how likely was it that the remainder would be completed by the end of the 2018 financial year?
4. The AHM confirmed that this work had been passed through to the contractors. Gully cleaning was essential to keeping roads open in wet weather and the work would be audited to ensure KPIs were met.

5. Cllr Kennedy had submitted two questions. He would ask a follow up question to Q2 at a future local committee meeting.

28/18 PETITIONS [Item 5]

Declarations of interest:

1. Cllr Kennedy - member of the Bookham Residents' Association,
2. Mrs Curran – designated SCC member of Bookham Residents' Association

Officers present:

Zena Curry, Area Highways Manager
Steve Clavey, Senior Engineer (parking)

Petition (178 Signatures) presented by Ms Angela Woodhams on behalf of Hookwood Residents' Society (see supplementary agenda for petition details and officer response).

1. Members acknowledged the complex nature of the issues. They sympathised with the petitioners; the problems had been caused in part by a change in the nature of the businesses in the area.
2. Members urged Surrey Highways and MVDC Planning to work together to find a resolution for the problems caused by businesses operating in residential roads.
3. The new parking measures proposed in drawing number 55 (included in the parking review at item 8) did not deliver what residents had requested; they had wanted double yellow lines to be implemented, in order to deter taxis and holiday parking.
4. The divisional member for Dorking Rural highlighted the problems with enforcement in rural areas and suggested it might be better covered by Reigate & Banstead officers.
5. The location of the parking bay (drawing 55) had already been moved following requests, but the Senior Engineer (Parking) suggested meeting the petitioners on site, to look at other available options.
6. The local committee (Mole Valley) agreed to note the officer's response.

Petition (190 signatures) presented by John Howarth on behalf of Bookham Residents' Association (petition details; supporting letter from the Chief Executive of the Grange Centre, Bookham; officer response included in the supplementary agenda pack).

1. Members welcomed the extra funding for investigative works, although they were disappointed that officers had not been able to identify a solution.
2. The results of the investigations would be presented to the Local Resilience Forum (Bookham Flood Forum) and be included in a future highways update.
3. The local committee (Mole Valley) agreed to note the officer's response.

ITEM 2

Petition (99 signatures) was presented by Susan Leveritt on behalf of the Leatherhead Residents' Association and the Leatherhead and District Chamber of Commerce.

1. The petitioners expressed disappointment at the officer response and asked the committee to reject the recommendation and allow an experimental Traffic Regulation Order.
2. Members commended the petitioners for the high quality presentation of their petition and their committed approach.
3. Members sympathised with the town's business owners and acknowledged that to allow parking after 4.30pm would improve access to Leatherhead's shops and businesses.
4. A trial would provide essential data on footfall; in Dorking a few 30 minute parking bays had been introduced to encourage visits to local shops.
5. Some members highlighted the fact that improvements were already being made to the town centre and suggested it would be advisable to align any trial with the transport study, as described in the officer response.
6. This approach was supported by officers, who expressed concerns over a trial being carried out in isolation and the adverse impact it might have on other users. They would ask the team responsible for Transform Leatherhead to investigate.
7. The restrictions had been in place for a number of years and it was possible that needs had changed since then, and this would be reflected in the transport study results.
8. While understanding that there were currently no parking spaces marked out on the High Street and this situation would have to be assessed, members highlighted that this was no different from the situation on Sundays or during the evening, when parking restrictions were not in force.
9. The introduction of an experimental TRO would incur additional costs as it would be separate to the scheduled parking review.
10. Officers stressed again the need to balance competing interests including accessibility for disabled users and agreements on delivery times with some businesses.
11. While they acknowledged the points raised by officers, Members agreed with the petitioners and business owners that something needed to be done to improve the situation in the town centre.
12. Their view was that a trial would give a good indication as to whether changing the parking restrictions would have a positive impact on business in the High Street.
13. The divisional member for Bookham and Fetcham West proposed a change of recommendation, seconded by the divisional member for Dorking Rural.

The Local Committee (Mole Valley) agreed:

To ask officers to reconsider the proposal, and in discussion with the Chairman and the petitioners, what the way forward might be, in light of the strong views expressed by the committee, to introduce a trial period.

REASON FOR RECOMMENDATION:

Members agreed with petitioners and other stakeholders that action needed to be taken to support businesses on the High Street. The proposed trial of amended parking measures would evidence whether such new measures would have a positive impact on local trade.

29/18 PUBLIC FOOTPATH 75 - LEATHERHEAD: APPLICATION TO RESTRICT PEDESTRIANS AT CERTAIN TIMES [OTHER COUNCIL FUNCTIONS] [Item 6]

Declarations of Interest:

1. Cllr Kennedy - member of the Bookham Residents' Association,
2. Mrs Curran – designated SCC member of Bookham Residents' Association

Officer Present: Debbie Prismall, Senior Countryside Access Officer

Speaker in support:

Julia Dickinson made the following points in support of the application.

1. Surrey County Council had a statutory duty with regard to ensuring the safety of the school pupils.
2. There was an alternative path, that the public could use.

Speakers objecting to the application made the following points.

Vivien White – on behalf of Effingham Residents Association:

1. Residents were very concerned as this was the only safe route for pedestrians. If it were closed, some people would become isolated.
2. The planning application for the school had been delayed, and as a consequence, the period of closure would have to be extended.

Cllr Arnold Pinder - on behalf of Effingham Parish Council

1. The school had underestimated the number of people using the footpath. It was the only safe route for those with buggies etc.
2. There was no evidence of any serious incidents to justify closing the footpath. Other measures such as erecting hedge borders would be acceptable.

James Nicholls – life-long resident

1. The proposal was unnecessary, and the police had not received reports of any serious incidents.
2. Other routes were more dangerous for pedestrians.

Reverend Mandy McVean

ITEM 2

1. Her parishioners regularly used the footpath to access the church and its closure would have an adverse impact on attendance at services and the toddler group.
2. The safety of pupils was equally important but there were alternative solutions available, even if they were less convenient.

Caroline Irwin - resident

1. The applicant had previously been unsuccessful in an application to extinguish rights and would prefer a permanent closure.
2. She knew of no legal precedence to support closure of the path and urged members to refuse the application.

Key points raised in the member discussion:

1. Some members had attended a site visit, which had helped them understand the issues.
2. Members had been surprised by how short the relevant section of path was and thought that it was misleading to think that its closure would cut off access to the school; other footpaths ran adjacent to the school boundaries.
3. Members agreed that safeguarding issues were an important duty for the school, however this closure did not give the security suggested in the application.
4. There were other access points to the school grounds and members would like to have heard from the school as to why other measures, such as additional fencing would not work.
5. The Chairman suggested that the school should engage more with the local community, to find a solution.
6. The officer's recommendation was supported unanimously by members of the committee.

The Local Committee (Mole Valley) agreed 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.

30/18 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] [Item 7]

The Cabinet Lead Member for People guided members through a presentation (attached), focussing on the health and well-being of residents, and covered the following topics:

1. Context- Surrey vision 2030
2. Understanding the wider determinants of health
3. The role of local authorities
4. Evolving health and care systems in Surrey
5. Surrey Heartlands- case study

Member discussion highlights:

1. The way in which the county council provided essential services would have to change; adult social care and Special Educational Needs and Disability (SEND) were the two largest areas of expenditure.
2. Organisations needed to do more to help and support people to look after themselves with prevention and early intervention being key.
3. The Surrey Health and Wellbeing Board was a statutory, multi-agency body, to oversee delivery of health services across the county, but it needed to do more to raise its profile and improve engagement with partners. The Leader of Mole Valley District Council was a current member of the committee.
4. Surrey Heartlands (covering around 850,000 people) was considered one of the most advanced sustainability and transformation partnerships with regard to the devolution of NHS services.
5. The Cabinet Member suggested that local councils could contribute more to the improvement of health and wellbeing outcomes for their residents, for example through the local plan.
6. The new people and places agenda supported a coordinated approach by partners, which included the co-location of staff and shared use of buildings. The county council was currently looking into how, it could make better use of the buildings it owned, for the benefit of residents.
7. The district council had already demonstrated its commitment to improving outcomes for its residents; it was one of the few local councils to have a portfolio holder for Health and Wellbeing. MVDC already had various initiatives in place eg. walk for health scheme, exercise on referral
8. Some members highlighted that a cohesive approach was all the more important given the reductions in some budgets. For example, on the one hand, encouraging people to walk more for health, on the other, pavements may be in a bad state of repair and country paths overgrown. In Elmbridge for example, Community Infrastructure Levy money had funded improvements.
9. Members acknowledged that with a larger proportion of residents living longer but not necessarily healthier lives, there was a need to take more individual and community responsibility. The limited budget envelope would only be able to fund those who really needed it and all

ITEM 2

stakeholders needed to take a new collaborative and creative approach.

31/18 MOLE VALLEY ON STREET PARKING REVIEW [EXECUTIVE FUNCTION] [Item 8]

Declarations of interest: None

Officers present: Steve Clavey – Senior Engineer (Parking)

Public questions, statements: None

Petitions: refer to item 5 – petition regarding parking issues near Povey Cross, Hookwood

Members' discussion highlights:

1. District Councillor Irvine referred to the proposed measures (drawing 33) in Leslie Road, Pixham where cars parked on both sides of the road were obstructing the refuse collection vehicles.
2. Residents had expressed huge concern about all day restrictions and needed to be consulted on the options. Members queried whether there were other possible solutions and suggested the use of a smaller vehicle.
3. The new contractors Amey had suggested restricted timings (ie 9am-12pm on Wednesdays) as this would allow sufficient time to make their collections. A 15ft vehicle was standard, but it would not be economical to purchase a half-sized one, given the number of the properties it would serve.
4. Members discussed the fact that this had been an ongoing issue since 2012. When the district council had been responsible for the refuse collection, vehicles had to make return visits in order to complete the round.
5. Members agreed that the restricted parking (9am – 12pm on Wednesdays) should be advertised and the Chairman prompted local councillors to encourage residents to respond to the consultation, not just to object, but also to support the proposals.
6. Members highlighted that drawing 30 did not show all the existing driveways along Boxhill Road.
7. Officers agreed not to advertise the proposals for Chalkpit Lane/Curtis Road in Dorking (drawing 37) where there had already been objections from the divisional member and local residents.
8. With reference to the earlier petition regarding parking and traffic issues in the vicinity of Povey Cross, Hookwood (Item 5) and related drawing 55, officers had reached an agreement with the petitioners on the proposed location of the loading bay, which would now go out to consultation.
9. In response to queries for background information from members, officers explained that the costs given for the planning review were an estimate. The final figure would depend on the amount of signage

needed. Under current law the consultation still had to be published in the printed press and each advertisement could cost £10,000.

10. Members agreed to the recommendations, taking into account the small amendments made above.

The Local Committee (Mole Valley) resolved 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.

32/18 HIGHWAYS UPDATE [EXECUTIVE FUNCTION] [Item 9]

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

Public questions, petitions, statements: None

The local committee (Mole Valley) agreed to note the contents of the report.

33/18 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 10]

The local committee (Mole Valley) noted the recommendations tracker and agreed to remove those items marked 'closed.'

34/18 FORWARD PLAN [FOR INFORMATION] [Item 11]

ITEM 2

The local committee (Mole Valley) noted the contents of the forward plan.

Meeting ended at: 4.47 pm

Chairman

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 12 DECEMBER 2018****LEAD****OFFICER: DUNCAN KNOX, ROAD SAFETY & ACTIVE TRAVEL TEAM
MANAGER****SUBJECT: A25 GUILDFORD ROAD WOTTON SPEED LIMIT ASSESSMENT****DIVISION: DORKING HILLS****SUMMARY OF ISSUE:**

The A25 route between Guildford and Dorking has suffered a number of collisions including a number resulting in death or serious injury. It is proposed that the existing 50 mph speed limit on the A25 between Abinger Hammer and Wotton is reduced to 40 mph in order to reduce the risk and severity of collisions on this stretch of the road.

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

- (i) Note the results of the speed limit assessment undertaken;
- (ii) Agree that, based upon the evidence, the speed limit be reduced from 50mph to 40mph in the section of Guildford Road between the existing 40mph speed limit terminal signs at a point 34m west from the centreline with Wotton Drive and a point 50m east of the centreline with Raikes Lane, in accordance with the current policy;
- (iii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- (iv) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal.

REASONS FOR RECOMMENDATIONS:

A reduced speed limit would reduce traffic speeds and reduced risk and severity of collisions on this road where there has been a history of collisions including death and serious injury.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The county council's Road Safety & Active Travel Team host a Mole Valley Road Safety Working Group meeting every six months. Police and Local Area Highways Colleagues attend the meeting. Analysis of collision hotspots and routes are presented to the group in order to develop highway improvements or enforcement programmes with the police that will target the sites that need the most attention to reduce patterns of collisions in the future. There is a central budget of £200,000 available for investment at the very worst collision hotspots where the greatest opportunity exists to reduce the risk of collisions.
- 1.2 Every time there is a collision that results in personal injury the police record the information into a national standard form called STATS19. This information is shared with the county council and plotted on GIS computer mapping to aid analysis. Inspection of collision mapping has highlighted that the A25 route between Guildford and Dorking has suffered a number of collisions including four resulting in death, 24 resulting in serious injury and 96 resulting in slight injury in the 5 years to the end of August 2018. Summary information on road collisions is available to view via www.crashmap.co.uk
- 1.3 Work has already started towards implementing highway improvements along the route within the Guildford Joint Committee area to reduce the risk of death and injury:
 - A new lower speed limit of 40 mph (rather than 60 mph) was implemented during 2016/2017 from the junction of the Clandon Crossroads through Newlands Corner to the east of the junction with Sherbourne.
 - New left turn lane markings are due to be installed at the A25 Shere Road junction with Sherbourne in the current financial year.
 - Outline proposals for a speed management scheme on the A25 Shere Road between Sherbourne and Gomshall are being considered. These could consist of a reduction in speed limit supported by carriageway markings in the form of central hatching and/or cycle lanes and a right turn lane for the junction with Gomshall Lane (similar to the layout at the nearby junction with Upper Street).
- 1.4 The eastern end of the route is within the Mole Valley Local Committee area. Within this section a proposal to reduce the 50 mph speed limit on the stretch of the A25 between Abinger Hammer and Wotton is presented within this report. A plan showing existing speed limits, proposed new speed limits and photos of existing speed limit signs is shown in Annex 1.

2. ANALYSIS:

- 2.1 The aim of Surrey County Council's policy "Setting Local Speed Limits" is to set speed limits that are successful in managing vehicle speeds and are appropriate to the main use of the road. Reducing speeds successfully is likely to reduce the likelihood and severity of collisions.
- 2.2 Analysis of collision data has highlighted that there has been a history of 12 collisions on the 1.7 km stretch of the A25 Guildford Road between Abinger Hammer and Wotton in the five year period to the end of August 2018. These

included one collision resulting in death, three collisions resulting in serious injury and 9 collisions resulting in slight injury.

- 2.3 Surrey County Council's policy "Setting Local Speed Limits" sets out a process whereby the existing speeds are measured for comparison with the proposed new lower speed limit. If the existing speeds are close to the new proposed lower speed limit then the new speed limit can be introduced without the need for supporting engineering measures.
- 2.4 For a rural single carriageway where the proposal is for a reduction from a 50mph speed limit to a 40mph speed limit, if the existing speeds are below 46 mph, then the new lower speed limit can be introduced without the need for any supporting engineering measures.
- 2.5 A seven day automatic survey of vehicle speeds was carried out at two locations on Guildford Road during February 2018. The location of the speed surveys are shown in Annex 1 and a summary of the results is presented within Table 1 below.

Table 1

| A25 Guildford Road Wotton | Existing speed limit | Measured mean speeds | | Requested speed limit | Complies with policy (<46mph) |
|------------------------------|----------------------------|----------------------|-----------|-----------------------------|-------------------------------------|
| | | Eastbound | Westbound | | |
| Site 1 (50mph Sign) | 50mph | 43.8 | 43.8 | 40mph | Yes |
| Site 2 (Turn Sign) | 50mph | 42.1 | 45.4 | 40mph | Yes |

- 2.6 The data within table 1 shows that the existing mean average speeds are close to the proposed new lower speed limit of 40 mph, and are below the threshold of 46 mph required by the county council's policy to allow a new lower speed limit without the need for supporting engineering measures.

3. OPTIONS:

- 3.1 OPTION 1: Reduce the 50 mph speed limit of A25 Guildford Road to 40 mph, between the existing 40mph speed limit terminal signs at a point 34m west from the centreline with Wotton Drive and a point 50m east of the centreline with Raikes Lane. This reduction in speed limit would encourage slower speeds which will reduce the risk and severity of collisions, and meets the requirements of the county council's policy. Therefore this is the recommended option.
- 3.2 OPTION 2: Retain the existing speed limit of 50 mph.

4. CONSULTATIONS:

- 4.1 Consultation has been carried out with Surrey Police, who support the proposed speed limit reductions as set out in Option 1 in order to reduce the risk and severity of collisions.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 It is expected that the costs of changing the speed limit will be approximately £10,000. This includes statutory legal advertisement costs together with the costs of design and implementation of signing. This will be funded from the central road safety capital budget.
- 5.2 The Department for Transport publish the value of the prevention of collisions for use in cost benefit analysis annually:

| Collision severity | Cost per collision £(2017) |
|----------------------------|----------------------------|
| Fatal | 2,130,922 |
| Serious | 243,635 |
| Slight | 25,451 |
| Average for all severities | 90,424 |
| Damage only | 2,272 |

- 5.3 If the scheme successfully contributes to a reduction in collisions it can be seen that it will be likely to represent very good value for money based on the fact that the cost of the scheme is small in comparison to the value of preventing collisions, especially collisions resulting in fatal and serious injuries.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The speed limit policy was subject to equalities and diversity assessment. Lower vehicle speeds can assist those with mobility impairments to cross the road.

7. LOCALISM:

- 7.1 This report addresses the concerns of those residents and users of Guildford Road who have contacted the Highway Service regarding speed of traffic.

8. OTHER IMPLICATIONS:

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

- 8.1 Crime and Disorder implications

Appropriate speed limits can reduce the likelihood of speeding offences and antisocial driving.

8.2 Public Health implications

Reducing vehicle speeds can reduce the risk and severity of road traffic casualties.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Inspection of collision mapping has highlighted that the A25 route between Guildford and Dorking has suffered a number of collisions resulting in death or serious injury. A number of improvements have been developed and begun to be implemented for the section of this road within the Guildford area. Within the Mole Valley area there has been a history of 12 collisions on the 1.7 km stretch of the A25 Guildford Road between Abinger Hammer and Wotton in the five year period to the end of August 2018. These included one collision resulting in death, three collisions resulting in serious injury and 9 collisions resulting in slight injury.
- 9.2 It is recommended that the Option 1 to reduce the 50 mph speed limit to 40 mph as set out in paragraph 3.1 is implemented. This would reduce the risk of and severity of collisions, would comply with the county council's "Setting Local Speed Limits" policy, and has the support of Surrey Police.

10. WHAT HAPPENS NEXT:

- 10.1 Design work will be commissioned, and the legal speed limit order will be advertised in the local press. Subject to any objections being considered by the Chair, Vice Chair and Divisional Member, the speed new speed limit will be implemented either during the current financial year or the subsequent financial year depending upon resources available to programme the works.
- 10.2 Following implementation further speed surveys will be commissioned to check upon the success of the scheme in encouraging vehicles to slow down in compliance with the new speed limit. A further report will be submitted to the local committee if there is poor compliance and additional measures are required, or if it is recommended that the new 40 mph speed limit be reverted back to 50 mph.

Contact Officer: Duncan Knox, Road Safety & Active Travel Team Manager,
duncan.knox@surreycc.gov.uk

Consulted: Surrey Police

Annexes:

Annex 1 - Plan showing Speed Limit Proposals, Proposed New Speed Limits, Photos of Existing Speed Limit Signs and Speed Survey Results.

Sources/background papers:

- Data from speed assessments carried out during February 2018 at A25 Guildford Road, Wotton, Surrey
- Surrey Police response to consultation
- Surrey County Council's Policy Setting Local Speed Limits (July 2014)

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Annex 1

Existing 50mph Speed Limit



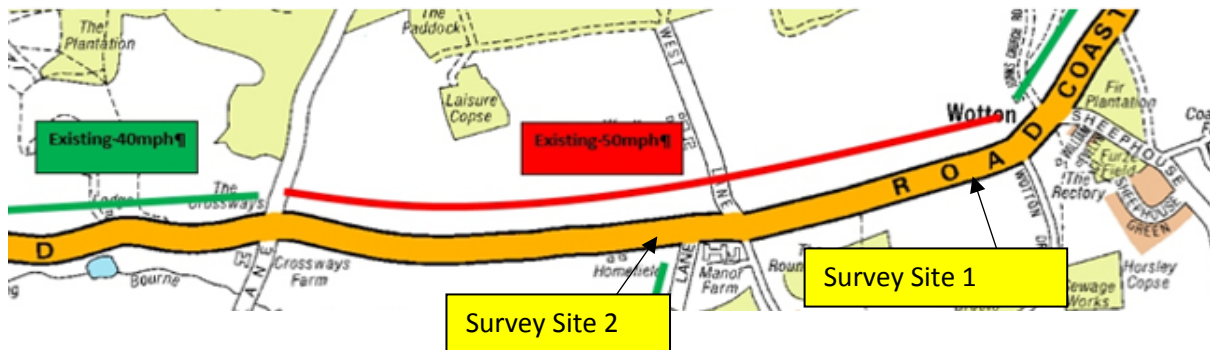
Heading Westbound from Dorking Guildford



Heading Eastbound from



Proposed 40mph Speed Limit and Speed Survey Locations



Speed Survey Results

| Site | Direction | 85 th percentile speed (mph)* | mean average speed (mph) |
|------|-----------|--|--------------------------|
| 1 | East | 49.2 | 43.8 |
| | West | 49.5 | 43.8 |
| 2 | East | 48.6 | 42.1 |
| | West | 51.1 | 45.4 |

* NB: Speed above which 15 per cent of vehicles travel

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

DATE: 12 DECEMBER 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 the Dorking Transport Study and other highways and transport projects being carried out 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 has 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/carriageway resurfacing, the maintenance of highway structures including bridges and culverts and major drainage schemes.

2.2 Local Committee capital works programme

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

Other highway related matters

2.5 Customer services

Table 1 below shows the number of enquiries received between January and September 2018 compared to the number received during the same period in 2017.

Table 1: Customer enquiries

| Period | Surrey Highways: Total enquiries (no.) | Mole Valley: Total enquiries (no.) | Local Area Office: Total enquiries (no.) |
|--------------------|--|--|--|
| Jan – Sept 2017 | 90,788 | 10,760 | 5,598 |
| Jan – Sept 2018 | 91,245 | 11,634 | 4,839 |

The table above shows that for Mole Valley specifically, 11,634 enquiries have been received since January of which 4,839 (42%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly higher than the countywide average of 95%.

Between January and September 2018, Highways & Transport received 247 Stage 1 complaints (down 16% from the same period in 2017) of which 20 were for the Mole Valley area. In addition three have been escalated to stage 2 of complaints process where the service was found not to be at fault.

2.6 Severe weather recovery program

A list of roads included within the severe weather recovery programme has been published on Surrey County Council's website. This lists consists of over 200 roads across the county and can be found here;

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

This list is updated every month and includes information regarding when work is programmed to be carried out on each roads listed, as well as which roads have been completed. Information is also provided on those roads which have been added to the programme. 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.

The Cold Weather Plan is now on Surrey County Council's website and can be found at the following location;

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<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/salting-and-gritting>

Salting Routes can also be seen on a map on Surrey County Council's website at the following location;

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/salting-and-gritting/salting-routes-in-surrey>

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**.

2.9 Dorking STP

The Dorking STP is a transport project to improve connections between Dorking Deepdene and Dorking Main railway stations and to improve the passenger facilities at Dorking Deepdene Station. Works completed have provided more accurate travel information for passengers, more space for pedestrians and cyclists on the route between the two stations and better wayfinding across Dorking.

In September the final main works that form the Dorking Sustainable Transport Package (STP) were carried out. This included the following improvements to the access area outside the entrance to Platform 2 of Dorking Deepdene Station.

- Pavement resurfacing
- Removing some of the surplus guard railing and signs.
- Relocation of a lamp column.
- Revising tactile paving at the toucan crossing (on both sides of the A24).

A final wayfinding totem outside Dorking Deepdene Station is also due to be installed. This will be the 12th wayfinding sign across Dorking, which consist of a mixture of totems, which display maps, and fingerposts. The installation of this final wayfinding totem has been delayed due to the contractor experiencing considerable delays in the production of this totem. However the contractor has notified Surrey County Council's Sustainable Transport team, that this final wayfinding totem will be installed by the end of December 2018.

Further information regarding the Dorking STP is available on the Mole Valley Major Transport Schemes web page;

<https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/mole-valley-major-transport-schemes>

2.10 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 between April and December of this year.

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

The traffic monitoring CCTV cameras have now been installed across the District and are being configured for use at Surrey’s Network Management Information Centre (NMIC) in Leatherhead, with a small number yet to be operational. 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 remaining three VMS will be installed across the border in West Sussex before the end of the year.

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 December 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.

2.11 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>

2.12 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:

- 7.1 Progress on the programme of capital highway works in Mole Valley is set out in Annex 1.
- 7.2 Progress on the revenue works programme and an update on the Local Member Highways Fund is set out in Annex 2.
- 7.3 Information regarding the severe weather recovery programme, Dorking Sustainable Transport Package, Wider Network Benefits and centrally funding maintenance is also included within this report.
- 7.4 Local Committee is asked to note the contents of this report.

8. WHAT HAPPENS NEXT:

8.1 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
- Report to Mole Valley Local Committee, 14th March 2018 – Highways Forward Programme Revenue Budget 2018/19.

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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: Following the completion of the design, safety audit and consultation process an informal pedestrian crossing point/kerb build out has been constructed on Eastwick Drive outside the entrance to the Eastwick Schools. The road safety stage 3 for this project is to be carried out in early December. Developer funding available is to be used to carry out feasibility design work in 2019/20, on any possible pedestrian improvements outside the other entrance to the school on Eastwick Park Avenue. | | |

| CAPITAL ITS IMPROVEMENT SCHEMES | | |
|---|--|-------------------------------------|
| Project: Buckland Lane, Buckland | | |
| Detail: No Motor Vehicles Restriction | Division: Dorking Rural | Allocation: £5,000 (2017/18) |
| <p>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. The local area office is continuing to chase the contractor to complete the works.</p> | | |
| Project: Blackbrook Road, North Holmwood | | |
| Detail: Measures to reduce speeds | Division: Dorking South & the Holmwoods | Allocation: £7,000 (2019/20) |
| <p>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 needed 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. The work to the existing embankments and barriers is now complete and therefore the works to encourage drivers to reduce their speed is included within the Integrated Transport Scheme Programme for 2019/20.</p> | | |
| Project: Stage 3 Road Safety Audits | | |
| Detail: To be carried out as appropriate | Division: All | Allocation: £2,000 |
| <p>Progress: Stage 3 audits for previously installed schemes such as St. Johns Road/Poplar Road, road hump.</p> | | |

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Small Safety and Improvement Schemes

Detail: To be carried out as appropriate

Division: All

Allocation: £5,363
(2018/19)

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

Progress:

Signs requiring installation to be identified from the list of additional signs requested. Including the following;

Hollow Lane/Friday Street – weight limit advanced warning signs.

Balchins Lane, Westcott – speed limit terminal signs.

Lower Road/East Street, Bookham – “Unsuitable for HGVs” signs

Park Rise, Leatherhead – “Unsuitable for HGVs” signs

All of the above signs are to be installed by the end of the financial year.

| 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: 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. |
| <p>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 – an allocation for the construction of the traffic calming scheme that was designed in the 2016/17 financial year has been included within the Integrated Transport Scheme programme for 2019/20. 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</p> | |

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 Park Avenue

Detail: Pedestrian improvements | **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 | Division: Ashtead | Allocation: £5,000 (2019/20) |
| Progress: 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. | | |

ROAD SAFETY TEAM SCHEMES

| | | |
|--|--|--|
| Project: Red Lane, South Holmwood | | |
| 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 report on the 2018 review went to committee on 5 September. The advert is now being prepared. |
|---|

DORKING TRANSPORT STUDY

Progress:

A Stakeholder Group meeting was held on 26th November 2018 regarding the Dorking Transport Study. The final conclusions of the Dorking Transport Study were presented and final feedback received. A report regarding the outcome of the Dorking Transport Study is to be presented to the next Mole Valley Local Committee meeting to be held in March 2019. Feasible schemes concluded from the Study will be included in the Forward Programme update which will also be presented to members in March 2019. 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 (29/11/18)

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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 |
| Signs and road markings | £1,500 | New and replacement signs installed at various locations in Mole Valley |
| Speed Limit Assessments | £1,000 | Automatic traffic counts carried out on A25 Reigate Road, Brockham. Surveys programmed for March 2019 on A24 Deepdene Avenue |
| Minor Maintenance Works | £60,682 | Programme of planned maintenance works. Work carried out/planned includes: Carriageway repairs: Deepdene Avenue, Dorking; Spring Cottages, Beare Green; Vicarage Lane, Leatherhead; Bushy Road, Fetcham. Dorking Transport Study, Stage 3 'Water' feature in High Street, Leatherhead – removal of tiles and re-rendering of surfaces, to be carried out Feb/March 2019 Work planned to be ordered and programmed, subject to available funding: Drainage works: district-wide Additional vegetation gang: district-wide |
| Revenue Maintenance Gang | £100,000 | 152 jobs carried out between August and October 2018. See separate table below. |
| TOTAL | £168,182 | |

The table below summarises the work carried out by the revenue maintenance gang between August and October 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 August - October 2018* | | | | | | | |
|--|----------------|---|--------------------------|--|--------------------------|---|--------------|
| Work Type | Ashtead | Bookham & Fetcham West | Dorking Hills | Dorking South & the Holmwoods | Dorking Rural | Leatherhead & Fetcham East | Total |
| Drainage | 0 | 0 | 0 | 3 | 1 | 1 | 5 |
| Hedges | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 1 | 0 | 1 | 4 | 2 | 0 | 8 |
| Posts/Fences | 1 | 0 | 3 | 3 | 2 | 1 | 10 |
| Siding up | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Sightlines | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Signs | 1 | 2 | 4 | 0 | 14 | 0 | 21 |
| Trees | 1 | 2 | 3 | 3 | 7 | 4 | 20 |
| Vegetation | 9 | 10 | 11 | 7 | 15 | 22 | 74 |
| Verges | 3 | 3 | 1 | 0 | 2 | 2 | 11 |
| Total | 16 | 17 | 25 | 20 | 44 | 30 | 152 |

* 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 was allocated £7,500 to address highway issues in their divisions. A maximum contribution of £2,500 (subsequently raised to £3,000) could be spent on any individual project unless authorised by the Cabinet member.

It was agreed that the Member Local Highways Fund was to be managed by the Mole Valley Maintenance Engineer on members' behalf. A deadline of 31 October 2018 was set for members to commit their funding to works. Working with the Maintenance Engineer, members have agreed the works that they wished to fund. These works are now being progressed.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 DECEMBER 2018

LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS FORWARD PROGRAMME 2019/20 – 2020/21

DIVISION: ALL

**SUMMARY OF ISSUE:**

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

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

- (i) Note that the Local Committee's devolved highways budget for capital works in 2019/20, and approved by full Council on 13 November 2018, is £181,818. It has been assumed that the Local Committee's devolved highways budget for capital works as set out within the 2018-21 Medium Term Financial Plan (MTFP) for 2020-21 and will therefore be £36,363. The budget for 2019/20 approved by full Council on 13 November 2018 has removed the Local Committee's revenue budget. However each divisional Member will receive £7,500 to address highways issues in their division.
- (ii) Agree that the devolved capital budget for highway works be used to progress both capital improvement schemes and capital maintenance schemes.
- (iii) Note that should there be any changes to the programme of highway works as set out in this report, a report will be taken to a future meeting of Mole Valley Local Committee to inform members of the changes.

Capital Improvement Schemes (ITS)

- (iv) Agree that the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- (v) Authorise that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required;
- (vi) Agree that the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the local divisional Member are able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the

Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.

Capital Maintenance Schemes (LSR)

- (vii) Agree that the capital maintenance schemes allocation for Mole Valley (£96,000) be divided equitably between County Councillors to carry out Local Structural Repair, and that the schemes to be progressed be agreed by the Area Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members;

Revenue Maintenance

- (viii) Note that the budget for 2019/20 approved by full Council on 13 November 2018 has removed the Local Committee's revenue budget.
- (ix) Note that members will continue to receive a Member Local Highways Fund allocation of £7,500 per county member to address highway issues in their division.
- (x) Agree that the Member Local Highways Fund be managed by the Area Maintenance Engineer on behalf of members.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Mole Valley for 2019/20 – 2020/21, funded from the Local Committee's devolved budget.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Mole Valley Local Committee has previously received a devolved budget for highway works in the district, comprising both capital and revenue allocations. The draft Highways Forward Programme for 2019/20 and 2020/21 for capital highways schemes was presented to the informal meeting of the Mole Valley Local Committee on 14 November 2018. This report presents the Highways Forward Programme for 2019/20 and 2020/21 for capital highway schemes to the Mole Valley Local Committee for formal approval.
- 1.2 **Capital:** The Local Committee's devolved highways budget for capital works in 2019/20, and approved by full Council on 13 November 2018, is £181,818. It is proposed that this capital budget will be split between ITS improvement schemes (£85,818) and ITS capital maintenance schemes (£96,000).
- 1.3 It is proposed that the capital ITS maintenance budget of £96,000 will be divided equally between County Members and that the schemes to be progressed will be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and divisional Members.
- 1.4 The Medium Term Financial Plan (MTFP) 2018 - 21 sets out the countywide budget for capital Local Transport Schemes (ITS), and projects £400,000 for 2020/2021. Assuming the budget is allocated equally between the 11 Districts and Boroughs, it is estimated that Mole Valley will receive £36,363 in 2020/21. It is proposed that this capital budget will be used to fund ITS improvement schemes.

- 1.5 **Revenue:** The budget for 2019/20, approved by full Council on 13 November 2018, has removed the Local Committee's revenue budget. Members will continue to receive an allocation of £7,500 per county member to address highway issues in their division.
- 1.6 Table 1 summarises the various funding streams together with the budgets for 2019/20. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Table 1 – Summary of Local Committee Funding Levels 2019/20 (agreed by full Council 13 November 2018)

| Funding Stream | Level of Funding 2019/20 | Relevant sections of report | Relevant recommendations |
|------------------------------------|---------------------------------|------------------------------------|---------------------------------|
| Capital Improvement Schemes (ITS) | £85,818 | Paras. 2.1 – 2.3 Annex 1 | (ii) (iv), (v), (vi) |
| Capital Maintenance Schemes (LSR) | £96,000 | Paras. 2.4-2.5 | (ii) and (vii) |
| Revenue Maintenance | £0 | Para.2.6 Table 2 | viii |
| Revenue Member Local Highways Fund | £45,000 | Para. 2.7 | (ix) – (x) |
| Total | £226,818 | | |

- 1.7 In previous years the Local Committee agreed a series of delegated authorities and virements which enable the highways programme to be delivered in a flexible and timely manner. It is proposed that these arrangements are put in place again for 2019/20.
- 1.8 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.
- 1.9 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The local area team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.10 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.

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- 1.11 Contributions collected from developers through s106 agreements or Community Infrastructure Contributions (CIL) can be used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.
- 1.12 This report sets out the proposed programme of highway works for Mole Valley funded from the Local Committee's devolved capital and revenue budgets.

2. ANALYSIS:

Capital Improvement Schemes (ITS)

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan. Full Council agreed the budget for 2019/20 on 13 November 2018. The Local Committee's devolved budget for highways capital works is £181,818. It is proposed that £85,818 of the £181,818 devolved budget for highways capital works be used to progress capital improvement schemes (ITS). It is projected that the Local Committee budget for capital improvement schemes will be £36,363 in 2020/21, in line with the budgets set out in the 2018-21 MTFP.
- 2.2 To improve the planning and delivery of ITS capital improvement schemes, a two year rolling programme has been developed. **Annex 1** sets out the suggested ITS forward programme for 2019/20- 2020/21. It should be noted that funding has been allocated under the heading 'Small safety and improvement schemes'. This will enable works to be carried out to address issues that arise during the year, subject to approval by the Chairman, Vice-Chairman and relevant divisional Member.
- 2.3 It is recommended that the allocation for ITS capital improvement schemes is used as set out in **Annex 1**. It is proposed that the Area Highway Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in **Annex 1**.

Capital Maintenance Schemes (LSR)

- 2.4 The capital maintenance budget is used to carry out local structural repair (LSR) in roads that would not score highly under the County's prioritisation process but the condition of which are of local concern. It is proposed that the capital maintenance schemes budget will reduce to £0 in 2020/21.
- 2.5 It is proposed that £96,000 of the £181,818 devolved budget for highways capital works be used to progress capital maintenance schemes. It is suggested that the capital maintenance budget is divided equitably between County Members. It is proposed that schemes to be progressed will be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and divisional Members.

Revenue Maintenance

- 2.6 The budget for 2019/20 approved by full Council on 13 November 2018 has removed the Local Committee's revenue budget. This means that there is no funding available to carry out any of the revenue activities carried out this financial year, as summarized in the table below for information.

Table 2 – Revenue Maintenance Allocation for 2019/20

| Item | Allocation 2018/19 | Allocation 2019/20 | Comment |
|--------------------------|--------------------|--------------------|--|
| Parking | £5,000 | | Contribution towards 2018/19 parking review in Mole Valley. |
| Signs and road markings | £1,500 | | Allocation to enable provision of new signs and urgent replacement of missing signs |
| Speed Limit Assessments | £1,000 | | Funding to enable speed limit assessments to be carried out in accordance with Surrey's Speed Limit Policy |
| Minor Maintenance Works | £60,682 | | Provision of a maintenance gang for the year to carry out minor works throughout the borough |
| Revenue Maintenance Gang | £100,000 | | Provision of community gang to carry out minor maintenance works throughout the borough. |
| TOTAL | £168,182 | £0 | |

Revenue Members Local Highway Fund

- 2.7 Members will continue to receive an allocation of £7,500 per county member to address highway issues in their divisions. It is proposed that the Member Local Highways Fund be managed by the Mole Valley Maintenance Engineer on members' behalf.

3. OPTIONS:

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

4. CONSULTATIONS:

- 4.1 The proposed programme of highway works for Mole Valley has been developed in consultation with the Chairman, Vice-Chairman and members of the Local Committee.
- 4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Local Committee's devolved highways budget for capital works in 2019/20, and approved by full Council on 13 November 2018, is £181,818. The Medium Term Financial Plan 2018 - 21 sets the projected countywide budget for capital Integrated Transport Schemes (ITS) of £36,363 in 2020/21. This report has used these levels of capital funding to develop a programme of capital improvement and maintenance schemes in Mole Valley.
- 5.2 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed so as to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

- 8.1 Crime and Disorder implications
A well-managed highway network can contribute to reduction in crime and disorder.
- 8.2 Sustainability implications
The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The report sets out the proposed programme of highway works for Mole Valley for 2019/20 – 2020/21, to be funded from the Local Committee's devolved capital and revenue budgets. It is recommended that the Local Committee agree the programme as set out in section 2 of this report and Annex 1 of this report.

10. WHAT HAPPENS NEXT:

- 10.1 Officers will progress schemes and deliver works for 2019/20, and will update Members at future meetings.

Contact Officer:

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

Consulted:

The Chairman, Vice Chairman of the Local Committee and divisional members have been consulted on the proposed programme of highway works.

Annexes:

Annex 1: Integrated Transport Schemes Programme 2019/20 – 2020/21

Sources/background papers:

Medium Term Financial Plan 2018-2021

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ANNEX 1

**MOLE VALLEY
INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2019/20 - 2020/21**

| Scheme/Title | 2019/20 | | | 2020/21 | | | Comments |
|---|---------|---|-------------------|---------|---|-------------------|--|
| | D | C | Budget Allocation | D | C | Budget Allocation | |
| Rectory Lane/Lower Road/Little Bookham Street - pedestrian crossing improvements. | | • | £30,000 | | | | Design completed in 2018/19. For proposed improvements to informal crossing facilities at roundabout. |
| Dene Road, St. Giles School - traffic calming. | | • | £35,000 | | | | Design completed in 2015/16. For construction of speed reduction measures to support 20mph outside school. |
| Blackbrook Road- signs, lines and edge of carriageway marker posts | | • | £7,000 | | | | Embankments supporting culverts have been reconstructed, work to improve signs and lines. |
| Small safety and improvement schemes | • | • | £6,818 | • | • | £5,363 | Schemes to be identified during the year and agreed by Chairman, Vice-Chairman and local divisional Members. |
| A25 Reigate Road, Buckland - pedestrian island | • | | £5,000 | | • | £30,000 | Pedestrian island to improve access to the existing bus stops for the mobility impaired. |
| Signs and road markings | • | • | £2,000 | • | • | £1,000 | Schemes to be identified during the year. |
| | | | *£85,818 | | | £36,363 | |

NOTE:

*Budget of £181,818 for 2019/20 is proposed to be divided. £96,000 for Capital Maintenance works and £85,818 for ITS schemes
The 2020/21 budget is based on the 2018/19 Local Committee capital allocation.

The programme for 2020/21 is indicative and subject to confirmation. Costs may change following design.

KEY:

- D = Design
- C = Construction

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 DECEMBER 2018



SURREY

LEAD OFFICER: REBECCA HARRISON – SAFER TRAVEL TEAM LEADER

SUBJECT: SCHOOL TRAVEL PLANS – ANNUAL PROGRESS REPORT

DIVISION: MOLE VALLEY (ALL)

SUMMARY OF ISSUE:

A School Travel Plan sets out objectives and actions that the school will undertake to improve road safety and promote sustainable travel modes to reduce reliance on the car. Since 2017 the county council's Safer Travel Team have promoted a new national online system called Modeshift STARS www.modeshiftstars.org which provides an online template and supporting materials for schools to create a School Travel Plan.

This report provides an update on the status of each School Travel Plan for schools in Mole Valley, as well as the take up of activities offered to schools by the county council's Safer Travel and Cycle Training Teams over the last academic year. It also highlights those schools that have expanded and are currently in breach of their planning obligations because they have not yet completed an accredited School Travel Plan.

RECOMMENDATIONS:

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

- (i) The county council's Safer Travel Team will continue to encourage and support all Surrey's expansion schools to complete and maintain their School Travel Plan using the online Modeshift STARS system.
- (ii) From 2018/19, the Safer Travel Team will also encourage all Surrey's schools to create a School Travel Plan using the online Modeshift STARS accreditation system. This will involve promotion and the offer of training and support to all schools
- (iii) Members are invited to assist by encouraging schools to sign up to Modeshift STARS, and to take up the activities offered by the Safer Travel and Cycle Training Teams to improve road safety and encourage sustainable travel.

REASONS FOR RECOMMENDATIONS:

Successful implementation of School Travel Plans will lead to improvements in road safety and more sustainable travel on school journeys. This will reduce congestion, improve air quality, and active travel will improve the health of children.

1. INTRODUCTION AND BACKGROUND:

What is a School Travel Plan?

- 1.1 A School Travel Plan sets out objectives and actions that the school will undertake to improve road safety and promote sustainable travel modes to reduce reliance on the car. This is achieved through education, training and encouragement, and can also be supported through highway engineering improvements, and enforcement. This has long-term health benefits, reduces air pollution and traffic congestion, and helps children arrive at school awake, refreshed and ready to learn.
- 1.2 The Travel Planning Strategy forms part of the Surrey Local Transport Plan and notes: “The county council acknowledges that increasing the proportion of school children that are walking and cycling to school potentially increases the number of vulnerable road users. However, investment in pedestrian and cycle training, as well as initiatives such as the walking bus, can help to reduce the risk of child casualties on the school journey. Furthermore, school travel planning measures can contribute to a reduction in the number of vehicles on the road, particularly in the immediate vicinity of schools, which can also reduce the instances of conflict between pedestrians and cars at busy times of the day.”

What is Modeshift STARS?

- 1.3 Since 2017 the county council’s Safer Travel Team have promoted a new national online system called Modeshift STARS www.modeshiftstars.org. This system is supported by the Department for Transport. The Modeshift STARS website provides an online template and supporting materials for schools to create a School Travel Plan. It also provides automated alerts to the School Travel Plan Champion within each school to remind them when monitoring and updates are required. Appendix 1 shows the list of activities and interventions that schools can choose to undertake to achieve their accreditation.
- 1.4 Once a School Travel Plan is completed and verified by county council officers, the school are presented with a nationally recognised Bronze, Silver or Gold award. For example the photos below show Cabinet Members Colin Kemp and Mary Lewis presenting the Modeshift STARS Bronze awards to Hythe School in Runnymede and New Monument Primary Academy, Woking, in July 2018. The system motivates and assists schools to complete their School Travel Plan and ensures that plans are monitored, updated and completed to a high, verifiable standard. Within Surrey, so far there are 30 schools that have achieved Bronze level awards.



School Travel Planning at Expansion Schools

- 1.5 The schools expansion programme was implemented as a result of the increased birth rate in Surrey and thus the need for more school places. Since the academic year 2012/13 the county council has provided approximately 16,000 new school places with an expansion programme being implemented at most state maintained schools across the county right through to the year 2021. For the majority, School Travel Plans form part of the planning conditions schools must discharge before expansion is granted. There is also a requirement for these expansions to be monitored for a further five years (which is the same as other types of property development).
- 1.6 Over the last year the Safer Travel Team have been encouraging expansion schools to create their School Travel Plans using the online Modeshift STARS system and have provided training and guidance to achieve this. Over the new academic year the team will begin proactively inviting all schools to develop a school travel plan using Modeshift STARS and will be offering training and support to assist in this.

2. ANALYSIS:

- 2.1 The table in Appendix 2 shows the status of each School Travel Plan in Mole Valley schools at the end of the 2017/18 academic year, as well as the take up of activities provided by the county council's Safer Travel and Cycle Training Teams over the 2017/18 academic year. It also highlights those schools that have expanded and whether they have yet completed an accredited School Travel Plan. The activities provided by the county council's Safer Travel and Cycle Training Teams include:
- Road Safety Play Box (Nursery and Reception ages 3 to 5): – Toys and games related to traffic or road safety.
 - Golden Boot Challenge – Month long inter-class competition involving whole school to improve levels of sustainable travel.
 - Living Streets Walk Once a Week (WOW) campaign. This is a year-long challenge for the whole school to increase walking levels and is delivered by the charity Living Streets with funding provided from the Department for Transport Access Fund targeted at 60 schools in Surrey over three years.
 - Pedals – Bike and scooter playground training for years 1 & 2 (ages 5 to 7)
 - Bikeability Learn to ride – training for any age to start riding a bike
 - Bikeability Levels 1, 2 – National standard cycle instruction (on and off road) for years 4 to 6 (ages 8 to 11).
 - School Speed Watch – Student led roadside education for speeding drivers.
 - ECO Schools and Ashden Award – Award scheme for schools that complete Eco and Sustainable challenges in a variety of topics including transport.

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- Park Smart – Student led parking “enforcement” using a polite notice left on cars to encourage considerate parking by parents, carried out in conjunction with local police.

2.2 For the current academic year 2018/19 the Safer Travel Team will be offering the following additional activities to schools:

- Schools Air Quality Project –a programme of educational measures for schools who are in or near to an air quality management area. This programme began in September 2018 and is funded by DEFRA. The project includes Theatre in Education drama workshops, a media campaign, curriculum and lesson resources and subsidised cycle training.
- A pedestrian training course will be piloted in the autumn term and then offered to schools for a fee (that will be passed on to parents) so that the service will be self-funding.
- Theatre in Education – road safety drama workshop about travelling to school independently and dealing with distractions and the impact of road traffic incidents.

2.3 It can be seen from the data in Appendix 2 that Mole Valley has 24 state primary schools and four state secondary schools. Of these, three primary schools, and one secondary school have expanded and all of these had yet to fully complete an accredited School Travel Plan:

- Charlwood Village Primary School
- Greville Primary School
- St Peter's Catholic Primary School
- Priory CofE Voluntary Aided School

2.4 It is possible the above schools are undertaking a number of road safety and sustainable travel activities, but these have not been detailed, and/or monitored within a School Travel Plan. Consequently these schools are currently in breach of their planning obligations and they have been advised of this by the county council’s Planning Enforcement Officers. They have been advised that any future planning applications associated with the school are likely to be refused if they do not complete a School Travel Plan.

3. OPTIONS:

- 3.1 The Safer Travel Team will continue to encourage and support all Surrey’s expansion schools to complete and maintain their School Travel Plan using the online Modeshift STARS system.
- 3.2 From 2018/19, the Safer Travel Team will also encourage all other schools in Surrey to create a School Travel Plan using the online Modeshift STARS system. This will involve promotion and the offer of training and support to all schools.

- 3.3 Members are invited to assist by encouraging schools to sign up to Modeshift STARS, and to take up the activities offered by the Safer Travel Team to improve road safety and encourage sustainable travel.

4. CONSULTATIONS:

- 4.1 The county council's Safer Travel Team work closely with the county council's Schools Expansion Team and Transport Development Planning officers to support schools to complete their School Travel Plans. The team are in regular contact with Surrey's schools to offer a range of training and interventions to support road safety and sustainable travel.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Promotion of sustainable travel to school helps reduce congestion on Surrey's road network at peak times and helps improve the local economy by improving journey time reliability and commuting times for businesses.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The interventions which promote road safety and sustainable travel may not be suitable for everyone in the school community due to cultural, mobility and learning differences. In these circumstances the team endeavour to tailor the interventions or offer alternatives to meet individual needs.

7. LOCALISM:

- 7.1 The school community, local residents and businesses are negatively affected by traffic associated with the school journey. School Travel Plans are important tool to mitigate the effects of school traffic and demonstrate to residents and business owners that the school and county council is taking action to decrease congestion, road danger and pollution, which is especially important at schools that have expanded.

8. OTHER IMPLICATIONS:

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

8.1 Sustainability implications

Supporting school communities to deliver and promote sustainable transport can reduce levels of congestion, pollution. Increased level of sustainable travel can reduce the financial implications of congestion upon the local economy by reducing commute times.

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8.2 Safeguarding responsibilities for vulnerable children and adults implications

Surrey County Council gives schools and parents discretion to exclude pupils from events and activities promoting sustainable travel through the Travel Plan if reasonable steps cannot be taken to safeguard vulnerable children or adults.

8.3 Public Health implications

Increased sustainable and active travel to school can positively tackle obesity and other related illnesses. Studies suggest that travelling to school actively can improve mental wellbeing and improve concentration levels at school.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 A School Travel Plan sets out objectives and actions that the school will undertake to improve road safety and promote sustainable travel modes to reduce reliance on the car. Since 2017 the county council's Safer Travel Team have promoted a new online system called Modeshift STARS www.modeshiftstars.org which provides a template and supporting materials to help schools create and update their School Travel Plans.

9.2 Over the last year the Safer Travel Team have focussed their resources on encouraging expansion schools to create their School Travel Plans using the online Modeshift STARS system. Over the new academic year the team will begin proactively inviting all other schools to develop a School Travel Plan using Modeshift STARS and will be offering training and support to schools to assist in this.

9.3 Members are invited to assist in the above by encouraging schools to sign up to Modeshift STARS, and to take up the activities offered by the Safer Travel Team to improve road safety and encourage sustainable travel.

10. WHAT HAPPENS NEXT:

10.1 The Safer Travel Team will proactively contact all schools in September to invite them to complete a school travel plan and to take up sustainable travel and road safety initiatives offered by the Safer Travel and Cycle Training Teams.

Contact Officer:

Rebecca Harrison – Safer Travel Team Leader 01483 517515

Appendices:

Appendix 1: Modeshift STARS list of interventions

Appendix 2: Summary of School Travel Plans and Interventions in Mole Valley Schools During Academic Year 2017/18

Background papers:

Travel Planning Strategy, Surrey County Council – 2010

School Travel Strategy, Surrey County Council - 2012

Travel Plan Good Practice Guide, Surrey County Council - 2018



Modeshift STARS Initiatives Guide 2017/18



Walking & Scooting

- W1 Living Streets WOW Campaign
- W2 Living Streets Free Your Feet campaign delivered
- W3 Local Walking Reward Scheme
- W6 Living Streets Walk to School Week
- W7 Walk to school month
- W8 5 / 10 Minute walking zone in place
- W9 Educational / Curriculum Walks
- W10 Walking bus in place
- W15 Using Walking Bus App
- W11 Walking trips
- W12 Scooter storage installed
- W13 Scooter club
- W14 Active travel breakfast
- W19 Parent shelter installed
- W25 Secure buggy storage installed
- W16 - 18 Other walking/scooting initiative

Cycling

- C1 Dr Bike/cycle maintenance sessions
- C2 Cycle parking installed
- C3 Bikers Breakfast
- C4 Opportunity to practice cycling skills at break time
- C5 School takes part in The Big Pedal
- C6 Cycle competitions/ schools cycle challenge
- C7 Cycle reward scheme
- C8 Bike week
- C9 Cycle club in place
- C10 Pool bike system in place
- C11 Cycle purchase scheme for staff
- C12 Bicycle Security Marking
- C13 Cycle rides/excursions
- C14 Cycle Train / Bike Bus in place
- C15 Bling Your Bike Day
- C20 National Cycle Challenge
- C16 -18 Other cycling initiatives

Road Safety & Training

- R1 Cycle training for pupils (E.g. Bikeability)
- R2 Learn to Ride
- R3 Balance Bike Training
- R4 Scooter training
- R5 Pedestrian skills training
- R6 Independent travel training
- R7 Young Driver Training
- R8 Cycle training for staff and / or parents
- R9 Road Safety assembly/ presentation
- R10 Be Bright Be Seen Activities
- R11 School invites experts/organisations to talk about personal safety
- R12 Safety around large vehicles training
- R13 Use of transition resources
- R14 Pupils monitoring traffic
- R15 School has lobbied for installation of traffic calming outside of school
- R16 School has lobbied for installation of safer crossings on the route to school
- R17 School has lobbied for installation of 20mph zone outside of school
- R18 Road Safety Day/Week
- R23 In car safety training for young adults
- R24 Nursery teaches road safety & active travel messages
- R19 - 21 Other road safety & training initiatives

Air Quality

- AQ1 School promotes car sharing
- AQ2 Car free days
- AQ3 Car free zone in place
- AQ4 Park and walk/stride scheme
- AQ5 Removal of car parking spaces
- AQ6 Highway code is promoted to students, staff and parents
- AQ7 Parent parking campaign
- AQ8 Parking Pledge Scheme
- AQ9 Eco Driver Training
- AQ13 Anti Idling Initiative
- AQ14 Air Pollution Promotion
- AQ15 National Clean Air Day
- AQ10 -12 Other smarter driving initiatives

Public Transport

- PT1 Public transport used for school trips
- PT2 School promotes public transport
- PT3 School promotes responsible behaviour on public transport / has bus behaviour policy
- PT4 Private coaches for school trips pick up and set down in safe / accessible places.
- PT5 School promotes young person's travel card scheme
- PT9 Catch the bus week
- PT10 School has anti-bullying policy for school transport/public buses
- PT11 Hop Off - get off two stops early
- PT6 - 8 Other public transportation initiatives

Promotion

- PR1 Newsletter
- PR2 Info sent to residents / School communicates with residents
- PR3 Local media / Schools gets local media attention
- PR4 Presenting to/ sharing ideas with other schools
- PR5 Distributing cycling and public transport maps
- PR6 School has an active travel policy
- PR7 Travel information on notice board
- PR8 Competitions run & promoted within school
- PR9 Assembly
- PR10 Social Media Campaign
- PR11 Sponsored events
- PR12 Parents' evenings/ Induction evenings
- PR13 Information on website
- PR14 Councillor/ MP/ Mayor invited to an event
- PR15 Within the Prospectus
- PR16 Letter from Head Teacher to Parents
- PR17 New parent pack
- PR18 Transition activities
- PR19 School Railing Banners
- PR20 JTA/YTA/JRSO in place
- PR21 Travel to school information maps created
- PR27 Active travel shop/enterprise
- PR22 -24 Other promotion method

Curriculum

- CU1 School takes part in competitions promoted by others
- CU2 School teaches the health benefits of safe / active travel
- CU3 School teaches environmental benefits of active travel
- CU4 Theatre in Education on sustainable travel or road safety
- CU5 Bike maintenance lessons
- CU6 Cycling lessons (PE)
- CU7 Road safety lessons
- CU8 Pupils use school travel survey data from STARS in lessons
- CU9 School uses Living Streets WOW Travel Tracker to collect data
- CU13 School collects postcode data
- CU10 -12 Other curriculum initiatives

Partnerships

- P1 School works with Police/ Safer Neighbourhood Team/ PCSO to promote safe & sustainable travel
- P2 School works with other schools to promote safe and sustainable travel
- P3 School presents their work to other groups
- P4 School works towards the Sustainable Schools Framework
- P5 School works with Local councillors/ Mayor/ MPs
- P6 School has achieved Eco School status
- P7 School works with local residents/ resident associations to promote safe and sustainable travel
- P8 School works with local charities/ NGOs to promote safe and sustainable travel
- P9 School works with local sport/ health partnerships to promote safe and sustainable travel
- P10 -12 Other partnership initiatives

Supported by



Supported by



Appendix 2: Summary of School Travel Plans and Interventions in Mole Valley Schools at the end of Academic Year 2017/18

| Establishment name | Type of establishment | Phase of education | Expansion School | School Travel Plan Status | School Travel Plan Comments | Golden Boot Challenge | Living Streets | Pedals Bike & Scooter Playground Training Yrs 1/2 | Bikeability Level 1 | Bikeability Level 2 | School Crossing Patrol | Eco Schools Award |
|---|----------------------------------|--------------------|------------------|---------------------------|-----------------------------|-----------------------|----------------|---|---------------------|---------------------|------------------------|-------------------|
| Dorking Nursery School | LA Nursery School | Nursery | | | | | | | | | | |
| Barnett Wood Infant School | Community School | Primary | | | | | | | | | | |
| Charlwood Village Primary School | Community School | Primary | Yes | Amber | STARS - Incomplete | Yes | | | | | | Green |
| Dawnay School | Community School | Primary | | | | | | 38 | 26 | 24 | | Bronze |
| Eastwick Infant School | Academy Converter | Primary | | | | | | | | | | Silver |
| Eastwick Junior School | Academy Converter | Primary | | | | | | | | 76 | | Bronze |
| Fetcham Village Infant School | Community School | Primary | | | | | | | | | | Silver |
| Greville Primary School | Community School | Primary | Yes | Amber | STARS - Incomplete | Yes | | | 191 | 78 | | Silver |
| Leatherhead Trinity School and Children's Centre | Voluntary Controlled School | Primary | | | | | | 40 | 33 | 16 | | Silver |
| Newdigate CoFE Endowed Aided Infant School | Voluntary Aided School | Primary | | | | | | | | | Yes | |
| North Downs Primary School | Community School | Primary | | | | | | 39 | 50 | 60 | | |
| Oakfield Junior School | Community School | Primary | | | | | | | 103 | 55 | | Bronze |
| Polesden Lacey Infant School | Community School | Primary | | | | | | | | | | Green |
| Powell Corderoy Primary School | Voluntary Controlled School | Primary | | | | | | 28 | 27 | 21 | | |
| Scott Broadwood CoFE Infant School | Voluntary Aided School | Primary | | | | | | | | | | |
| St Giles' CoFE (Aided) Infant School | Voluntary Aided School | Primary | | | | | | | | | | |
| St John's Church of England Primary School | Academy Sponsor Led | Primary | | | | | | | | | Yes | Bronze |
| St Joseph's Catholic Primary School, Dorking | Voluntary Aided School | Primary | | | | | | 26 | 40 | 19 | | |
| St Martin's CoFE Controlled Primary School, Dorking | Voluntary Controlled School | Primary | | | | Yes | | 45 | 94 | 49 | Yes | Silver |
| St Michael's CoFE Aided Infant School | Voluntary Aided School | Primary | | | | | | | | | | Silver |
| St Paul's CoFE (Aided) Primary School | Voluntary Aided School | Primary | | | | Yes | | | 102 | 54 | | |
| St Peter's Catholic Primary School | Voluntary Aided School | Primary | Yes | Amber | STARS - Incomplete | | | | 29 | 28 | | |
| St Peter's Church of England Primary School | Voluntary Aided School | Primary | | | | | Remote Support | 23 | 44 | 23 | | Bronze |
| St Paul's CoFE Primary School | Academy Sponsor Led | Primary | | | | | | | | | | Silver |
| St Ashted Primary School | Community School | Primary | | | | | | 30 | 117 | 49 | | Bronze |
| St Nicholas School | Academy Converter | Secondary | | | | | | | | | | Silver |
| Priory CoFE Voluntary Aided School | Voluntary Aided School | Secondary | Yes | Amber | STARS - Bronze Lapsed | | | | | | | |
| St Andrew's Catholic School | Voluntary Aided School | Secondary | | | | | | | | | | |
| Therfield School | Academy Converter | Secondary | | | | | | | | | | |
| West Hill School | Community Special School | Special School | | | | | | | | | | |
| Belmont School | Other Independent School | | | | | | | | | | | Bronze |
| Box Hill School | Other Independent School | | | | | | | | | | | |
| City of London Freemen's School | Other Independent School | | | | | | | | | 61 | | |
| Cranmore School | Other Independent School | | | | | | | | | | | |
| Danes Hill Preparatory School | Other Independent School | | | | | | | | | | | |
| Downsend Pre-Prep Leatherhead | Other Independent School | | | | | | | | | | | |
| Downsend School | Other Independent School | | | | | | | | | | | |
| Downsend School Pre-Prep Ashted | Other Independent School | | | | | Yes | | | | | | |
| Glensk School | Other Independent School | | | | | | | | | | | Bronze |
| Hurtwood House School | Other Independent School | | | | | | | | | | | |
| Manor House School | Other Independent School | | | | | | | | 17 | 24 | | |
| Moon Hall College/Burys Court | Other Independent School | | | | | | | | | | | |
| Moon Hall School for Dyslexic Children | Other Independent Special School | | | | | | | | | | | |
| St John's School, Leatherhead | Other Independent School | | | | | | | | | | | |
| St Teresa's Preparatory School | Other Independent School | | | | | | | | | | | |
| St Teresa's School | Other Independent School | | | | | | | | | | | |
| Wemms Education Centre | Other Independent School | | | | | | | | | | | |
| Woodlands School | Community Special School | | | | | | | | | | | |

ITEM 9

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 12 DECEMBER 2018



LEAD OFFICER: VICKI EADE, PARTNERSHIP LEAD (EAST)

SUBJECT: COMMUNITY SAFETY FUNDING UPDATE 2018-19

DIVISION: MOLE VALLEY (ALL)

SUMMARY OF ISSUE:

The local committee has a delegated budget of £3000 for community safety projects. This report provides an update on the projects approved for 2018/19. This follows an update provided to the committee in June 2018 on the use of the funds during 2017/18.

RECOMMENDATIONS:

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

REASONS FOR RECOMMENDATIONS:

To ensure the local committee are aware of the allocation of community safety funding for Mole Valley projects during 2018/19.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee has a delegated budget of £3,000 to spend on activities in support of community safety. The East Surrey Community Safety Partnership and other local organisations were invited during the summer of 2018 to put forward prospective projects for use of the fund.
- 1.2 The decision on what projects to fund is delegated to the Community Partnerships Team in consultation with the chairman of the local committee.

2. ANALYSIS:**Outreach Youth Support: £3000 - Mole Valley District Council**

- 2.1. The £3,000 funding will provide outreach youth work alongside diversionary activities in the Kingston Road Recreation Ground, Leatherhead, to deter anti-social behaviour. This follows graffiti appearing on the new skate park a couple of weeks after installation, with some reports of nuisance behaviour. The project aims to stop the behaviour escalating.
- 2.2. The team will work closely with the Family Service, Leatherhead Youth Project, YMCA, Prosper Communities, Mount Green and Clarion. They will deliver a

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project that will result in the most positive outcomes where they will be involved in 20 detached 3 hour youth sessions, an Express Yourself, multimedia arts project run over a couple of days for 10 young people, and a 30 week 'pitch up and play' football session targeting young people. The format of the session will be a "pitch up and play" focused on game play, delivered by a football activator as opposed to rigid "skills and drills". With no requirement for long term commitment, or to attend every week, we can engage young people who would not be willing to commit or unable to afford traditional community clubs. The outcomes of the session are to provide a diversion from negative activities such as anti-social behaviour as the young people will be able to take part in football in a safe space.

- 2.3. There will be a skateboarding and BMX event to encourage beginners to participate. This will be a free event on a Saturday, running from 10-3 and it will be open to all young people (boards and bike available to borrow)
- 2.4. The project will start with the skateboarding and BMX event, followed by detached youth work up until the end of March 2019. The pitch-up and play sessions will run for a period of 12 months although the commencement date is yet to be determined.
- 2.5. Additional support to the young people will be provided through youth workers. The fun, informal nature of the project and the fact that a youth worker will be present as well as a coach, will help to attract new people to the sport, who would otherwise be 'hanging around'. This allows youth workers to engage with young people in a positive environment, improving their views on authority, reducing local ASB and giving them some ownership of the project with volunteer opportunities.
- 2.6. The YMCA has a highly successful team of qualified Youth Workers, who are experienced at delivering detached Youth Work in the community, using their iBus as a movable location for activities. It is a highly effective way of engaging with young people at risk, enabling youth workers to build relationships, assess needs and offer information, advice and guidance on various issues, such as crime and gang culture, transition from school into further education or work, homelessness and teenage pregnancy. It offers a preventative service for young people, whilst identifying and working more closely with those who are struggling to engage with education or facing other challenges, such as homelessness. In addition, it acts as a funnel to other targeted services, for specific issues or needs, eg drug abuse and sexual exploitation.
- 2.7. The outcome of the sessions are to provide a diversion from negative activities, and for staff to provide advice and guidance on issues affecting young people. Therefore offering a preventative service for young people, whilst identifying and working more closely with those who are struggling to engage with education or facing other challenges, such as homelessness. In addition, it acts as a springboard to other targeted services, for specific issues.
- 2.8. Total project cost is £9100, of which £3000 is being met by the county council's community safety fund, and the remainder from Active Surrey and Mole Valley District Council.

3. OPTIONS:

3.1 Not applicable – report for information only.

4. CONSULTATIONS:

4.1 The chairman of the local committee was consulted and supports the project. The chairman noted that the Cock Lane Recreation Ground at Fetcham also seemed to be suffering a variety of incidents, and asked whether it would be possible to include Recreation Grounds in North Mole Valley and deploying this support where there are issues. The Community Safety Manager at Mole Valley District Council has indicated this could be possible, as the YMCA have a bus that they can take to different locations.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Not applicable – report for information.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 No significant implications arising from this report.

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | See 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

The project aims to support young people and communities through preventative work and proactive signposting to targeted services.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The local committee is asked to note the contents of this report.

10. WHAT HAPPENS NEXT:

10.1 The local committee will receive a further update on the outcomes and impacts achieved by the project at a future meeting.

Contact Officer:

Vicki Eade, Partnership Lead East

Consulted:

Stella Keen, Community Safety Manager, Mole Valley District Council

Sources/background papers:

- Mole Valley local committee meeting 6 June 2018 – community safety funding and representation on task groups and external bodies
- Mole Valley local committee meeting 5 September 2016 – Local committee funding of community safety projects

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 04/12/18.*

- 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. Contractor still being chased on this. |
| 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. |
| 05/09/18 | 5 | Officers to work with Chairman and petitioners to look again at the possibility of implementing an experimental Traffic Regulation Order on the High Street, Leatherhead | Open | AHM/Transport Strategy Projects Manager | Update report to be provided to the local committee at the meeting on 12 December 2018. |
| 05/09/18 | 8 | To advertise changes to on Street parking measures. | Open | Senior Engineer (Parking) | Advertising will commence on 20 December 2018 and run for a total of 5 weeks, closing on 24 January 2019. |

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

| Details of future meetings | | | |
|---|---|------------------------------------|---------------|
| <p>Dates for the Mole Valley Local Committee 2018/19: Wednesday 13 March 2018.</p> <p>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 |
| Update on first year pf A24 average speed camera scheme, Mickleham | To review the effectiveness of the average speed cameras | Road Safety Manager | March 2019 |
| 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 |
| 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 |

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