

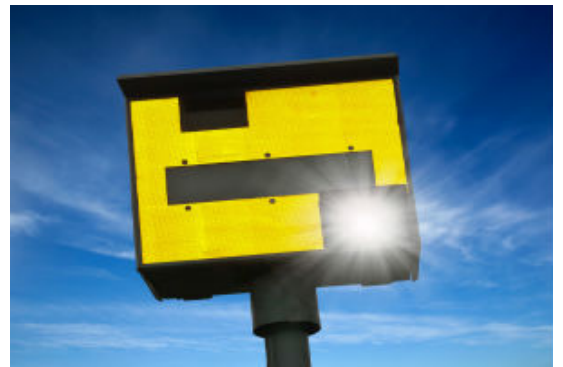
Agenda

Mole Valley
Local Committee

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

Discussion

- A24 Mickleham bypass - average camera scheme evaluation
- Highways Schemes end of year update
- Local Transport Strategy forward programme



Venue

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

Date: Wednesday, 13 March
2019

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, Ashted (Vice-Chairman)
Mrs Clare Curran, Bookham and Fetcham West
Mrs Helyn Clack, Dorking Rural
Mr Stephen Cooksey, Dorking and the Holmwoods
Mrs Hazel Watson, Dorking Hills

Borough Council Appointed Members

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

Chief Executive
Joanna Killian

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

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

OPEN FORUM

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

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 18)

To approve the Minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

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

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

NOTES:

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

a PUBLIC QUESTIONS

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

b MEMBER QUESTIONS

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

5 PETITIONS

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

One petition was received before the deadline.

- a) Petition to address the issue of cars parking along Church Road opposite the entrance to Bookham Station.

The full wording of the petition along with the officer response will be published within the supplementary agenda.

6 A24 MICKLEHAM BYPASS AVERAGE SPEED CAMERA SCHEME

(Pages 19 - 26)

EVALUATION [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN]

This report provides an evaluation of the effectiveness in reducing speeds and casualties of the average speed camera scheme implemented in Summer 2018 on the A24 Mickleham Bypass.

7 HIGHWAYS SCHEMES 2018/19 - END OF YEAR UPDATE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 27 - 52)

To inform the Local Committee on the outcome of the 2018/19 Integrated Transport Scheme (ITS) and highway maintenance programmes in Mole Valley and the amendments to the 2019/20 Local Committee capital budget.

This report also seeks agreement on funding priorities for the local committee's capital maintenance allocation.

8 LOCAL TRANSPORT STRATEGY FORWARD PROGRAMME UPDATE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 53 - 68)

Surrey County Council maintains Forward Programmes of proposed transport schemes that would deliver each borough and district's Local Transport Strategy, subject to funding and feasibility. The Mole Valley Forward Programme is presented to Committee for approval, and approval to publish online, as part of a proposed new regime of publishing an up-to-date Forward Programme for each district and borough annually.

9 DECISION TRACKER [FOR INFORMATION] (Pages 69 - 70)

The tracker monitors the progress of the decisions and recommendations that the local Committee has agreed.

The Local Committee is asked to note the progress made and agree to remove from the tracker any items marked 'complete'.

10 FORWARD PLAN [FOR INFORMATION] (Pages 71 - 72)

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 12 December 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 Claire Malcomson
- * Cllr Vivienne Michael

* In attendance

OPEN FORUM

A note of the questions asked at the public forum is annexed to the minutes.

35/18 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

There were no apologies for absence.

36/18 MINUTES OF PREVIOUS MEETING [Item 2]

The chairman noted he had been advised of a correction required to the draft minutes – any reference to Bookham Residents' Association should read 'Bookhams' as a plural. With this amend, the minutes from 5 September 2018 were agreed.

37/18 DECLARATIONS OF INTEREST [Item 3]

None declared.

a PUBLIC QUESTIONS [Item 4a]
Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager, Duncan Knox, Road Safety and Active Travel Team Manager.

ITEM 2

The chairman noted that responses to the written questions received were published in the supplementary papers.

Question – Mrs Caroline Salmon – Safer route to school for the Weald School, A24 Beare Green

- Mrs Salmon was not in attendance.
- The divisional member for Dorking Rural noted that she had previously asked if the carriageway could be reduced to a single carriageway with a feeder lane, as has been done on the north side. This would provide a feeder lane in and out of Newdigate Road. Could this be looked at?
- The Area Highway Manager agreed this suggestion could be put forward. The number of accidents at that site is currently low compared to other sites across the county. It would likely therefore be a low priority for design work, but it may be possible to work with the county councillor and with the parish council to see if funding can be identified. The Road Safety and Active Travel Team Manager agreed this was certainly worth looking at.

Question – Mr John Favell – Leatherhead Bypass A245

- Mr Favell was not in attendance.
- Members asked for more clarification over the reference to mean speeds –if more than half of people are exceeding the speed limit, how can the response state that there is good compliance? The Road Safety and Active Travel Team Manager acknowledged there is some speeding on that road. However this road has been looked at in some depth and measured with Surrey Police, but it does not meet the criteria for the Police to prioritise, in comparison with other sites. The Chairman noted that the speed figures are variable depending on the time of day as there is heavy congestion at certain times, and therefore not a consistent pattern.

Question from Mrs Louise Buckland – Partnership working and children’s centres

- Mrs Buckland was not in attendance.

Question from Mrs Helen Sutherland – use of volunteers in children’s centres

- Mrs Sutherland was in attendance. She stated that children’s centres do use volunteers, but that this is often for the benefit of the volunteer, to build their confidence and employment skills. Volunteers cannot replace staff members. She stated that many organisations are struggling to keep and retain volunteers. While volunteers have a role, she does not agree that recruiting a volunteer workforce will deliver the services residents expect. Will the committee ask Cabinet to remove the plan to use volunteers?
- Members noted that Mole Valley has historically had proportionately higher levels of funding than other parts of the county. The county council faces dire financial issues. Members urged the public to give their views through the consultation, and to use the ‘free text’ boxes in the questionnaire to reflect their views fully.

- The divisional member for Ashted noted that there is a petition on the county council's website regarding the proposal to close Leatherhead's children's centre. Leatherhead has areas of deprivation that need to be taken into account.
- Members noted that there was no reference to a 58% cut in the budgets for Mole Valley in the consultation material, and noted it is difficult for the public to respond if they are not aware of the consequences. The funding that Mole Valley has had has been well used – Goodwyns children's centre has an outstanding Ofsted report. Members noted that the decision following the consultation rests with Cabinet and not with the local committee.
- Members agreed to discuss the family resilience proposals further, with a view to putting a formal local committee response to Cabinet in January.
- The Leader of the District Council noted that Mole Valley District Council would be providing a more detailed response to the consultations, following the motion to oppose the closures passed at their council meeting. There would be the opportunity for the local committee to determine if it endorses this response.

Question – Mrs Katherine Stranger – Cuts to children's centre budgets

- Mrs Stranger was not in attendance.

Question – Mrs Donna Harwood-Duffy – Impact on Dorking children's centre if Leatherhead closes

- Mrs Harwood-Duffy was present and asked a supplementary question. As Headteacher of Dorking Nursery Children's Centre, she would welcome the opportunity to have a discussion with the councils about family resilience. While aware that historically Mole Valley has been better funded, the impact of the cuts is important to consider. There has been a reduction in deprivation statistics, and this is linked to the children's centres' work. The main site at Dorking is bursting at the seams. The Leatherhead site is hugely valuable and already a hub – it is used by Banardos and midwives for example. If that site closes, all those partners will be looking for new venues. How can the site accommodate other agencies, such as providing a base for social workers, when it is already full?
- The chairman agreed to provide a response following the meeting.

Question - Mr Ron Billard – Give-way signs on the cycle track between Dorking and Leatherhead

- Mr Billard was not present.

Question - Mr Meudell – Dorking Sustainable Transport Project

- Mr Meudell was present. Mr Meudell indicated his concern that a meeting with the Dorking Town Forum to discuss lessons learned from the Dorking Sustainable Transport Package phase one, as agreed at the local committee's meeting in June 2018. Mr Meudell stated that the meeting had not taken place, and that the chairman of the Dorking Town Forum had messaged officers asking for a date but received no

ITEM 2

reply. The forum had valid reasons for pursuing the complaint to the LEP in the way they did, and wish to discuss the lessons learned, as well as the Access for All Network Rail programme, and the condition of Deepdene station, with members of the committee. Mr Meudell stated that the response provided was factually incorrect, and should be withdrawn. A separate meeting should be held to go through the issues.

- The Area Highway Manager agreed to take the points raised back to the Transport Policy Team, and stated that the response provided indicated a meeting was scheduled for January 2019. In response, Mr Meudell stated that the Dorking Town Forum was asked to submit a bid for Dorking Deepdene and that the January meeting is being coordinated by the town forum, with the county council being the last body to respond to the invitation. The forum were not invited to the meeting in November as a whole, just a selected number of individuals.
- Members said that the appropriate councillors and officers need to meet with the Dorking Town Forum to resolve this long-running issue. The chairman agreed to take this back to the relevant team.

Question – John M – Randalls Road, A245, pavement width.

- The resident was not present.
- Councillor Dickson stated that following discussion with officers at the district council, she is informed that the funds are being gathered from both Queen Elizabeth and Beechcroft for the work to be done on this pavement, and also on the shuttle bus for Beechcroft, to fulfil the S106 agreement.

Question – Ockley Parish Council – road safety study in Ockley

- No representative from Ockley Parish Council was present.
- The divisional member for Dorking Rural noted that the parish has done a lot of work to understand the issues in the village, as a number of parishes have done, and they want to know how best to raise this and take it forward with the county council. They have already commissioned and paid for traffic surveys. Will officers meet with the parish to discuss in more detail and agree a way forward? The parish has a strong desire to take forward, and this is a good example of localism.
- The Area Highway Manager stated that when setting a new speed limit, it has to comply with the county council's 'Setting Local Speed Limits' policy. Part of the policy involves undertaking a speed survey in collaboration with the Police. For gateways, there needs to be sufficient road width, and any underground apparatus need to be considered. To be added to the Integrated Transport Schemes list, a scheme needs to be assessed as feasible in broad terms, to be taken forward to the next step. Further assessment is needed. The Area Highway Manager agreed to discuss further with the divisional member.

Question – Councillor Elizabeth Daly – pedestrian safety in South Bookham and Bookham Youth and Community Centre

- Councillor Daly was not present at the meeting. Councillor Kennedy asked supplementary questions on behalf of councillor Daly: is there any scope for obtaining funding from the expansion of the Howard of Effingham school and associated new housing development?
- The Area Highway Manager agreed to look into this, and into potential CIL, but felt it was perhaps unlikely.
- Councillor Kennedy also stated on Councillor Daly's behalf, that the response on Bookham Youth and Community Centre is disappointing for Bookham and Fetcham families considering that the impending closure of the centre has been known for some time and 617 people have signed a petition on the Surrey County Council website requesting a permanent centre. When will the Council be in a position to give a definitive answer on the future of the centre?
- The divisional member for Bookham and Fetcham West responded that she had been very actively involved in the plans evaluating the future of this site, which also involves discussions with Planning Officers at the district council. There is no definitive date at this point, but she hopes that it will be sooner rather than later. The Chairman noted that various voluntary organisations who use the centre have been involved in discussions with the county council's Property Team about what facilities are needed. Once there is a plan in place, then it will need to go through the planning process.

Tabled question – Caroline Salmon – Average speed cameras A24

- The Chairman noted that a public question and response had been tabled at the meeting, owing to a misunderstanding with officers. The response had been provided to the resident.

b MEMBER QUESTIONS [Item 4b]

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager, Duncan Knox, Road Safety and Active Travel Team Manager.

Written questions and responses are published in the supplementary papers for the meeting.

Councillor Kennedy - verbal question – Ash Dieback

- Councillor Kennedy asked a question informally at the meeting - what action is the county council taking to protect users of Mole Valley's highways from accidents as a result of falling trees/branches affected by Ash Dieback?
- The Area Highway Manager provided a response on behalf of the Highways Arboriculture Team. It stated that this is an issue the team are very much aware of, and arboriculture specialists inspect all trees on main roads every three years, and on minor roads every five years. Wherever a tree is found that presents a significant risk of harm to road users, arrangements are made for the tree to be removed. If it is on private land, then they inform the landowner who then needs to take responsibility for the tree. In some higher risk locations, trees have been proactively removed, such as high speed dual carriageways. From January 2019, trees will be inspected as part of

the annual cycle of highway safety inspections. This is a new initiative, and one that is hoped to help identify trees that have deteriorated rapidly in between inspections from specialists. Residents are encouraged to report large trees that are clearly dead, diseased or dying, where they are close to a road. For a number of reasons, such as the extent of underground utility pipes and cables, it is not always possible to replace a tree that has to be cut down.

Question – Mr Tim Hall – drainage

- Mr Hall noted that he will undertake a site visit with local highways officers, because there remains a blockage.

Question – Councillor Claire Malcomson – Children's Centres

- Councillor Malcomson expressed disappointment with the response. She asked the council to take back these proposed cuts and make the brave decision to support parents and carers. She hopes that this committee can make the case to Cabinet. Officers do not appear to be listening to the experts, who are the staff running the centres. The questionnaire is confusing, and it feels that the decision has already been made.
- Members noted that the proposals are supposed to be helping improve family resilience, given that Surrey's children's services are being overseen by the commissioner having been judged inadequate. However there are elements of outstanding practice, such as children's centres. Members urged residents to have their say through the consultation.

Question – Councillor Rosemary Dickson – flooding on Leatherhead Road Ashtead

- Councillor Dickson asked when the investigation will be done as this flood can be very deep and causes congestion.
- The divisional member for Ashtead noted that as the county councillor he had been dealing with this issue for some time. He had recently been in touch with the headteacher and an inspection of the soakaway undertaken. This revealed a possible blockage going through to the soakaway. Funding needed to be found to resolve.
- Members asked that this be treated as a priority, as the 2019/20 drainage programme was too far away.

Question – Mrs Hazel Watson – Pippbrook Mill Path

- Mrs Watson was disappointed that residents had been promised this footpath would be added to the Definitive Rights of Way Map but there now seemed to be backtracking. There should be an agreement between both the district and county councils with a clause that the district council should pay the costs if the weir collapsed or needed repair. This is a really important local footpath. There is nothing to stop the district council selling the footpath and the public possibly losing access to the path. Will officers agree to take this suggestion back to both councils?
- The Area Highway Manager noted that the response has been provided by the Countryside Access Team. The situation had developed since the original request, and there cannot be additional pressure put onto the county council's budgets. The Area Highway

Manager agreed to take this back to the Countryside Access Team and look at it again.

- The Leader of the district council noted that advice given to her at the time of the proposed sale showed the path would remain open to the public, despite any proposed change in ownership.

Question – Mrs Hazel Watson – A24 London Road resurfacing

- Mrs Watson expressed disappointment that the section of road is not being resurfaced. It is in a very poor state of repair, and desperately needs resurfacing. Can officers repair the very bad trench on southbound carriageway just north of the railway bridge?
- The Area Highway Manager responded that several roads were put forward for the severe weather programme by each councillor, but only the top priority road was able to go forward for each member. The list of prioritised roads is available on the county council's website. London Road is not on this list at this point. The road can be put forward again would still have to be prioritised against other roads across the county. The local highway officer will inspect the trench problem.

Question – Mr Tim Hall – Children's Centres

- Mr Hall noted the response.
- Members urged the public to read the Family Resilience Strategy that is online with the consultation documents.

Question – Mr Stephen Cooksey – Dorking Transport Study

- Mr Cooksey asked if the local committee would have the opportunity to comment on, and approve/reject the study? The study makes a number of recommendations, and it is important to be clear who will take the decision on what gets taken forwards.
- The Area Highway Manager responded that she understood the report will be presented for information. She agreed to feed back to the relevant project team. The study proposes potential schemes to be put forward onto the local transport strategy.

Question – Councillor Paul Kennedy – flooding in Fetcham and Surrey library strategy

- Councillor Kennedy noted there had been three flooding episodes in the past few weeks. Thames Water had attended recently and found that the sewer pipes were totally blocked. Residents feel there is a lack of street cleaning. Prevention is better than a cure.
- With regards to libraries, the proposals out for consultation say that 18 of the libraries account for 65% of the services provided. Is it possible at this stage to rule out closure of libraries? The chairman responded that it is not possible to rule out anything at this stage.

39/18 PETITIONS [Item 5]

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

The petition response and report was published with the supplementary papers.

ITEM 2

One petition had been received, from Mrs Susan Leveritt, with regards to Leatherhead High Street. The petition was sponsored by the Leatherhead Residents Association and the Leatherhead & District Chamber of Commerce. It is a request 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.

This petition follows on from the discussion the local committee had in September 2018 when Mrs Leveritt also presented a similar petition on this matter. At that meeting, members asked officers to reconsider their response, and so officers have provided an update report to the local committee as Item 13.

To facilitate the discussion, the chairman decided to consider the petition and the report at Item 13, together. The minutes for the petition are therefore contained within Item 13.

40/18 UPDATE ON PETITION RECEIVED 05 SEPTEMBER 2018 FOR "REQUEST THAT LEATHERHEAD HIGH STREET BE OPEN FROM 3.30PM FOR PARKING AND ACCESS, 4.30PM ON MARKET DAYS, FOR AN EXPERIMENTAL PERIOD OF SIX MONTHS, TO ENCOURAGE AN INCREASE IN FOOTFALL' (EXECUTIVE FUNCTION FOR DECISION) [Item 13]

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

The report was published with the supplementary papers. It was accompanied by a petition and response. To facilitate the discussion, the petition and Item 13 were heard together, after Item 4b and with Item 5.

A petition had been received from Mrs Susan Leveritt, with regards to Leatherhead High Street. The petition was sponsored by the Leatherhead Residents Association and the Leatherhead & District Chamber of Commerce. It is a request 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. This petition follows on from the discussion the local committee had in September 2018 when Mrs Leveritt also presented a petition on this matter. At that meeting, members asked for officers to reconsider their response, and so officers have provided this update report to the local committee.

Mrs Leveritt spoke on the petition and her statement included the following points:

- High streets in neighbouring communities have some free parking between 8am and 6pm. Leatherhead has none.
- The first petition since losing parking, was brought in 2013, by 56 town centre traders, 13 of whom have since gone. There are now five sites vacant. In 2015 traders asked for a parking trial but consultation

results were 50-50 so the proposal was dropped. Over 1000 people have now signed this users petition presented at this meeting.

- Safety review and feasibility study – this should have started in September after the first petition was heard. This seems onerous as what the petition is asking for is already permitted every Sunday and evening. The crash map website indicates only one accident on the high street in the last five years; at midnight between cars and not involving pedestrians.
- The petition is only asking for access for 2 hours and 15 mins in the late afternoon at a time when there are fewer pedestrians in the High Street. The timing should help to capture families after the school run and could save some of the banks. Traders need more footfall.
- Both Surrey Highways and Mole Valley District Council in published strategies commit to supporting business prosperity. Will the committee please remember this today. All other considerations seem more important than business needs.
- The closure of Eden Flowers, and news that Martyns, including the Post Office, will close in 2019 - how many more have to close until the traders get the return of free parking?

Mr John Howarth, on behalf of Leatherhead and District Chamber of Commerce also spoke on the petition, and his statement included the following points:

- There is reference in the report at 2.6 (p36) to a feasibility study. However the 6 month trial proposed in the first petition was effectively proposing a feasibility study in situ. Has an opportunity been missed in this respect?
- There are five vacant units with more closures on the way. Does the committee agree there is a need for urgency? Does the committee agree that these studies need to be completed ASAP? The committee should insist on completion dates for these studies.
- There is a risk that retailers have looked at Leatherhead, enticed by the promises of Transform Leatherhead, seen the vacant units, and left. Is this not potentially damaging to the Transform Leatherhead vision?
- Given this risk, does the committee agree this must be dealt with as a matter of urgency?

Councillor Simon Edge, Cabinet Member for Prosperity at Mole Valley District Council spoke in response and his statement included the following points:

- The petition is not as straightforward an issue as it appears. Many high streets are facing challenges. A lot of the challenges are beyond the control of a local authority. The district council is doing a huge amount of work to help where it can. This includes the Economic Prosperity Strategy, and the Transform Leatherhead regeneration programme. Work has already been completed on Church Street, and some works have been completed on the Swan Centre. A refurbishment of the Swan Centre itself is also planned. The district council has also invested in high street property itself.
- The district council are also working with the county council on strategic transport studies, a significant review of traffic flows, and an

economic viability study of Leatherhead. Some of the initiatives will be quick, some will take time.

- There have been events in the town centre to boost footfall, and free parking in the lead up to Christmas.
- Work on signage and the waterless feature has also been commissioned, as noted in the recommendations. The district council has also instituted a business reference group to connect better with the business community.
- Having additional high street parking may be a viable option, and may be one that Transform Leatherhead can support once the studies have been done. However there could be better solutions – such as opening the road one way, or full pedestrianisation. Some people have equally contacted the council to say they do not want more cars on the high street.
- National research indicates that retailers can overestimate the impact of nearby parking on their footfall.
- It is important to wait until the studies have provided evidence, before taking action on what is likely to be a complex, and multi-faceted issue.
- As at September 2018, Leatherhead had a vacant retail space of 4.2% compared to the south east average of 3.8%. In Horsham, the figure is 3.4% and in Dorking it is 5.2%. This suggests that Leatherhead is not doing as badly as the petitioners suggest.
- County officers concur with these views, and that there are considerations that would need to be worked through, with expected cost of £30,000 to do as the petitioners request, for which there is no budget.
- With regards to Martyns and the Post Office, officers are working to look at this.

Member discussion – key points:

- Members noted this is a difficult issue to balance. It is demoralising to see the empty shops. It takes time to do anything because of the legal requirements that councils have to follow.
- Could free parking be provided in the Swan Centre instead? It was noted that the cost of this would be about £18,000 for a three month trial, and could also lead to calls for the same from the other towns in the district.
- Has the free parking on Saturdays made a difference to businesses? Could the district's own car parks become free from 3pm? Members noted that the free parking has made a big difference.
- Members asked if a shorter trial could be held to reduce the cost? Members noted the need to listen to officer advice because there are statutory requirements around implementing Traffic Regulation Orders (TROs) even on a short-term basis.
- Introducing free parking in Mole Valley car parks would carry a significant cost implication. The district council made changes to its car park charges last year and at this point looked carefully at different models, including free parking at certain times of the day. A full parking review and strategy is underway. Traffic modelling is due to report in February 2019, so by the time a trial was able to start, the

results of the traffic modelling should be known. . The high street viability study is due to report in June/July.

- Why was the opportunity missed not to do the feasibility study earlier? High streets are dying and traders having to close. The council should be helping, and putting them first. Parking right outside is much more convenient for shoppers.
- The chairman acknowledged the need for urgency, and the feeling of neglect from the town. There is a feeling of decline. The studies need to be sped up if possible. The improvements to the Swan Centre car park need to be promoted. The problem of increasing parking in the Swan Centre is that customers would just use Sainsburys and leave.
- Given that the county council is looking for a new Headquarters, could Leatherhead be considered, as this would give a boost to local traders. It was noted a number of options in Mole Valley were being looked at.

The Area Highway Manager made the following points in response:

- There will be a full parking review across Mole Valley next financial year. But there are things that officers are proposing to do before that, in consultation with the district council and the Transform Leatherhead team, as set out in the recommendations.
- In terms of timing, a TRO has to follow a statutory process, including an assessment of safety. A statutory consultation period is also required, during which time people can raise objections. It is a long and expensive process. At present, there is no funding to start this process. However, the proposal remains on the table, but needs to be fed into the Transform Leatherhead programme. Officers cannot justify trying to find that level of funding only to find out a few months down the line, that it was not the right solution.
- Parking in the Swan Centre is the responsibility of the district council, and therefore not within the remit of the local committee.
- Since September, officers have been looking at the TRO processes, and commissioning the safety review, which will be undertaken in January. This will feed into the wider economic review and transport review.

Resolution:

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

- (i) Note the joint statement from Surrey County Council (SCC) Local Committee Chairman Mr Tim Hall and Mole Valley District Council (MVDC) Cabinet Member for Prosperity Councillor Simon Edge, as an update on the Petition (Annex 1). In particular to note the actions going forward.
- (ii) Note that a safety review, which considers all High Street users, to assess the risk of conflict between vehicles and pedestrians, particularly for children, is to be carried out by SCC and is scheduled to be completed by March 2019.
- (iii) Note that SCC has commissioned a repair of the walling to the ramps at the foot of the High Street, to improve the visual impact of this feature. This will be the removal of the damaged tiles and replacing this tiling with new rendering. This will be funded 50:50 by SCC and MVDC, with MVDC applying

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public realm planning contributions, and is scheduled to be carried out in February 2019, subject to normal construction delays, weather conditions and reducing inconvenience to traders and High Street users. The timing of the works was the result of consultation with the market operator, Leatherhead and District Chamber of Commerce.

(iv) Note that a further petition about Leatherhead High Street has been submitted to the 12 December 2018 Local Committee (Mole Valley) for consideration.

(v) Agree that, following a review of the signs in Leatherhead, that SCC and MVDC will work together to put forward proposals for a new car park signing scheme, and existing direction signs in the town centre. Also, that MVDC and SCC will review existing Leatherhead gateway signs, identify approaches where no existing signs are, and to agree appropriate type, location and wording for any possible new signs. The Task Group and Committee will be updated following discussions between MVDC and SCC regarding the detailed proposals, funding streams and timings.

Reasons for Decision

To propose measures to work with representatives of the Leatherhead Residents' Association and the Leatherhead and District Chamber of Commerce, in advance and alongside the Transform Leatherhead project.

41/18 A25 GUILDFORD ROAD, WOTTON - SPEED LIMIT ASSESSMENT [Item 6]

Declarations of interest: None

Officers present: Duncan Knox, Road Safety & Active Travel Team Manager

The Road Safety and Active Travel Team Manager introduced the report. He noted there was a history of collisions in this area that officers wish to address. The proposals have the support of Surrey Police, and are in line with the county council's Setting Local Speed Limits policy.

Member discussion – key points:

- The divisional member for Dorking Hills welcomed the proposal to help make the road safer. Some of the junctions have poor sight lines, and it will be more consistent with the speed limits either side. She would also like to see the speed limit on Abinger Lane through Abinger Common reduced. It is currently national speed limit but goes through a small village and urgently needs a reduced speed limit.

Resolution:

The Local Committee (Mole Valley) AGREED 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 decision

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.

42/18 HIGHWAYS SCHEMES UPDATE [EXECUTIVE FUNCTION] [Item 7]

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

Member discussion – key points:

- Members asked for clarification on the timing for Fetcham Village Infant School and Oakfield Junior School, Fetcham, where developer funding has been allocated to complete the design and carry out safety audits for the traffic calming scheme to support a permanent 20mph speed limit outside Fetcham Village Infant School and Oakfield Junior Schools. The Area Highway Manager confirmed it was scheduled for design next year, and would then be programmed for construction.

Resolution:

The Local Committee (Mole Valley) AGREED 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.

43/18 HIGHWAYS FORWARD PROGRAMME [EXECUTIVE FUNCTION - FOR DECISION] [Item 8]

Declarations of interest: None

Officers present: Zena Curry, Area Highways Manager

Resolution:

The Local Committee (Mole Valley) AGREED 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 decision

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

44/18 SCHOOL TRAVEL PLANS - ANNUAL PROGRESS REPORT [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN] [Item 9]

Declarations of interest: None

Officers present: Duncan Knox, Road Safety & Active Travel Team Manager

Councillor Michael left the meeting during this item.

Member discussion – key points:

- It is striking that few of the Independent schools have anything to show. Is that because there is less funding for them for this? Is Howard of Effingham not on the list because it falls within Guildford? St Theresa's is on the list. The chairman noted its boundary falls partly in Mole Valley and partly in Guildford. The Road Safety and Active Travel Team Manager responded that he does not know why the independent schools are not doing so much. This is possibly because the county council focuses more on its own schools. However the county council would be happy to assist them.
- The divisional member for Ashted was surprised that Greville Primary School is listed, as their Headteacher has told him they do have an up to date travel plan. They have spoken of difficulties with the IT system used to fill it in. The Road Safety and Active Travel Team Manager responded that it is a national website. The table included with the report shows its status at the last academic year. He will confirm that Greville has updated theirs. The benefit of the online system is that officers can monitor it and get updates on what action is being undertaken.
- Is road safety education charged for? We need to encourage all schools to give road safety education. The Road Safety and Active Travel Team Manager responded that the council does charge for cycle training. The service is self-funding through grants and fees, and trains 18,000 young people each year through 4 officers and 50 bank cycling staff. The fees are charged to the schools. Many of the schools pass at least some of the costs on to the parents. Officers hope to introduce pedestrian training to schools in the coming year, for children from around eight years old.
- Members asked to be kept up to date with that initiative so they can work with schools locally to encourage them to take this up.

Resolution:

The Local Committee (Mole Valley) AGREED to note:

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(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.

45/18 COMMUNITY SAFETY FUNDING UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION] [Item 10]

Declarations of interest: None

Officers present: Vicki Eade, Partnership Lead (East)

Member discussion – key points:

- The chairman noted that they were going to look to try and do the project across the north of the district.

Resolution:

The Local Committee (Mole Valley) AGREED 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.

46/18 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 11]

The local committee noted the recommendations tracker, and asked for the final data on Member Community Allocation spend.

47/18 FORWARD PLAN [FOR INFORMATION] [Item 12]

Members noted the forward plan.

Meeting ended at: 4.42pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 13 MARCH 2019



SURREY

LEAD OFFICER: DUNCAN KNOX, ROAD SAFETY & ACTIVE TRAVEL TEAM MANAGER

SUBJECT: A24 MICKLEHAM BYPASS AVERAGE SPEED CAMERA SCHEME EVALUATION

DIVISION: DORKING HILLS

SUMMARY OF ISSUE:

This report provides an evaluation of the effectiveness in reducing speeds and casualties of the average speed camera scheme implemented in Summer 2018 on the A24 Mickleham Bypass. The scheme replaced a spot speed camera that was becoming obsolete, and which was supported by enforcement by mobile camera van on other parts of the route from time to time.

The evaluation shows increased compliance with the speed limit. It is too early to draw any strong conclusions over the effect on collisions, but the emerging results are encouraging.

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

- (i) The average speed camera system has improved compliance with the speed limit on the A24 Mickleham Bypass over a longer length of road.
- (ii) It is too early to draw any strong conclusions over the effect on collisions, but the emerging results are encouraging.
- (iii) There has not been any increase in speeds or traffic on the parallel Old London Road in Mickleham.

REASONS FOR RECOMMENDATIONS:

It is important to evaluate the success of interventions designed to reduce road casualties to check that they are working as hoped. Findings will inform upon future interventions.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Speeding increases the risk of collision and also increases the likely severity of injury should a collision occur. Speeding is also a prime concern of Surrey residents as it is anti-social and can make places less pleasant to live in. Speed cameras are one of the tools used by Surrey County Council and Surrey Police to encourage improved compliance with the speed limit. In

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Surrey, in accordance with national guidance, safety camera enforcement is prioritised at sites where there has been a serious history of collisions and where speeding has been confirmed as being part of the problem.

- 1.2 In 2004 the Surrey Safety Camera Partnership was created. Subsequently analysis of personal injury collisions recorded by the police showed that the A24 Mickleham Bypass was a serious collision hotspot. Speed surveys also confirmed excessive speeding on this 50 mph dual carriageway. Consequently a safety scheme was implemented that consisted of:
 - Spot speed “Gatso” camera enforcing in the northbound direction on the immediate approach to the junction with Old London Road
 - Electronic vehicle activated signs that illuminate to remind drivers of the 50 mph speed limit and warn of the camera enforcement
 - Central reservation safety fencing
- 1.3 Prior to enforcement beginning in April 2005, there were 36 collisions in three years on the 1.5 km stretch of road in the vicinity of the camera. These collisions resulted in 56 casualties, including seven suffering serious injury and two fatalities. In the three subsequent years after enforcement began there were 6 collisions resulting in slight injury to 6 people on the same 1.5 km stretch of road (an 83 per cent reduction in the number of collisions and 89 per cent reduction in the number of casualties).
- 1.4 In 2012 the southern extent of the 50 mph speed limit was moved southwards from a point near the junction with Swanworth Lane to a point just to the north of the roundabout junction with Pixham Lane. This extended the length of 50 mph speed limit road (which had previously been national speed limit 70 mph) by about 2.5 km.
- 1.5 The previous “Gatso” camera used “wet film” technology, whereby a camera and camera film is loaded and unloaded in the housing then taken by hand to be processed. This technology was becoming obsolete and the licensed supplier of “Gatso” products to the UK has indicated that they can no longer guarantee that they will be able to provide spare parts to maintain the cameras. Therefore to maintain the enforcement deterrent the existing camera needed to be replaced with new digital camera technology. This has the advantage of allowing offence images to be transmitted to the back office remotely without the need to visit the site. This reduces the time and risk of injury for personnel to load and unload the camera at the road side.
- 1.6 The need to upgrade the existing speed camera provided an opportunity to consider the latest types of speed enforcement systems available. Average speed cameras are now in use in many locations across the country. The camera systems work by automatically reading the number plate of vehicles and noting the time that vehicles enter and exit the zone covered by the camera system. The system then calculates the average speed from the time taken to travel between the entry and exit cameras. If the average speed of a vehicle exceeds a set threshold over the posted speed limit then the details of the offence and images are sent electronically to the Police back office to be processed. Information and images of vehicles that do not exceed the speed limit are not retained. The enforcement zones are highlighted to drivers using “Average speed check” signing.

- 1.7 Consequently an average speed camera system was installed covering the length of road approximately 3.9 km long from Givons Grove Roundabout junction with A246 Young Street at the northern end to the Burford Bridge Roundabout junction with Old London Road at the southern end. The equipment was installed along with “Average speed check” signing in July 2018. The cost of the scheme was about £150,000 and was paid for from part of a project funded by the C2C Local Enterprise Partnership at no cost to the county council or police.

2. ANALYSIS:

Collisions

- 2.1 Every time there is a collision resulting in personal injury that is reported to the police, then the police complete a national standard form to record the details of the incident. This includes a range of information that describes the location, the time and weather, the vehicles, road users and severity of injuries. This information is shared with the highway authority and plotted on computer mapping. This facilitates analysis to identify locations and stretches of road with higher than usual numbers of collisions, and to then diagnose any patterns of collisions that could be addressed by highway improvements or enforcement. A summary version of this information is available via www.crashmap.co.uk
- 2.2 The following Table 1 presents the numbers of collisions on the stretch of the A24 Mickleham Bypass between Givons Grove Roundabout and Burford Bridge Roundabout in the three year period to the end of June 2018 (prior to the average speed camera system being installed). It also presents the number of collisions in the four month period since the scheme was installed to the end of November 2018 (the most recent period for which we have data from the police), for comparison.

Table 1

	36 months before installation	4 months after installation
Fatal	0	0
Serious	2	0
Slight	10	0
All Collisions	12	0

- 2.3 It can be seen that there have been no collisions since the scheme was installed. There is an insufficiently long “after” period for a robust comparison, but so far the emerging results are encouraging.

Speeds

- 2.4 “Before and after” speed surveys were conducted using automatic traffic counter at two locations on the A24 within the zone being enforced by the cameras. A before/after survey was also undertaken the B2209 Old London Road (which runs parallel to the A24) to assess any impacts on this route. The results are presented within Appendix A. The following Table 2 shows the

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dates of the before/after surveys for each of the three sites.

Table 2

Site	Before period	After period
Site 1 (near site of old Gatso camera)	June 2017	Week beginning 17 November 2018
Site 2 (just south of Swanworth Lane)	Week beginning 24 March 2017	Week beginning 17 November 2018
Site 3 (Old London Road, Mickleham)	Week beginning 12 September 2016	Week beginning 17 November 2018

- 2.5 It can be seen from the summary data in Appendix A that average speeds have remained consistently below the speed limit at Site 1 (the site of the old spot speed camera) and have reduced at Site 2 (close to Swanworth Lane). This shows that the average speed cameras have improved compliance with the speed limit over a longer stretch of road than the previous spot speed camera.
- 2.6 The 85th percentile speed is the speed above which the fastest 15 percent of vehicles travelled. The 85th percentile speeds have reduced more substantially at both Sites 1 and 2. This indicates that the presence of the average speed cameras and their associated signing have had an especially beneficial effect on reducing the speed of the fastest drivers, over a longer stretch of road.
- 2.7 The survey data for the B2209 Old London Road (Site 3) demonstrates that speeds have remained consistent since the installation of the average speed cameras and that there has been a slight reduction in traffic volume on this route. This shows that the scheme has not had any negative effect on the volume or speed of traffic using B2209 Old London Road.

3. OPTIONS:

- 3.1 This report is for information and there are no options to consider.

4. CONSULTATIONS:

- 4.1 Surrey Police were consulted and supported the proposal to implement the average speed camera system on this stretch of road. A meeting was held with representatives of Mickleham Parish Council and West Humble Residents' Association prior to the scheme being implemented to advise them of the proposals and rationale.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the scheme was about £150,000 and was paid for from part of a project funded by the C2C Local Enterprise Partnership at no cost to the county council or police. The ongoing costs of maintenance and processing of offences will be recovered by part of the fee paid by motoring offenders to attend driver

rehabilitation courses (such as speed awareness courses).

5.2 The government's latest estimate (2017) of the value of preventing road collisions for use in cost benefit analysis thus:

- Fatal collisions (where one or more casualties were killed) - £2,130,922
- Serious collisions (where one or more casualties were seriously injured) - £243,635
- Slight collisions (where one or more casualties were slightly injured) - £25,451
- Average for all severities - £90,424

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

The scheme has improved compliance with the speed limit on this stretch of road and could help deter anti-social motorcycling.

8.2 Sustainability implications

The scheme has promoted smoother vehicle flow and increased compliance with the speed limit and so will lead to a reduction in carbon emissions from vehicle engines.

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8.3 Public Health implications

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The wet film “Gatso” camera, supported by enforcement by mobile camera van on other parts of the route from time to time, had been successful in reducing speeding and road casualties on the A24 Mickelham Bypass. However it was becoming obsolete and needed to be replaced.
- 9.2 An average speed camera system was installed in July 2018 to replace the “Gatso” camera and mobile camera van enforcement. Speed surveys have shown that this has encouraged even greater compliance with the speed limit, in both directions.
- 9.3 There have been no injury collisions in the four month period since the scheme was installed. This is an insufficiently long “after” period for a robust comparison, but so far the emerging results are encouraging.

10. WHAT HAPPENS NEXT:

- 10.1 Enforcement using the average speed camera system will continue, and we will continue to monitor the effect on speeds and collisions.

Contact Officer:

Duncan Knox, Road Safety & Active Travel Team Manager

Consulted:

Surrey Police
Mickleham Parish Council
Westhumble Residents’ Association

Annexes:

Appendix A – Summary of Speed Survey Data

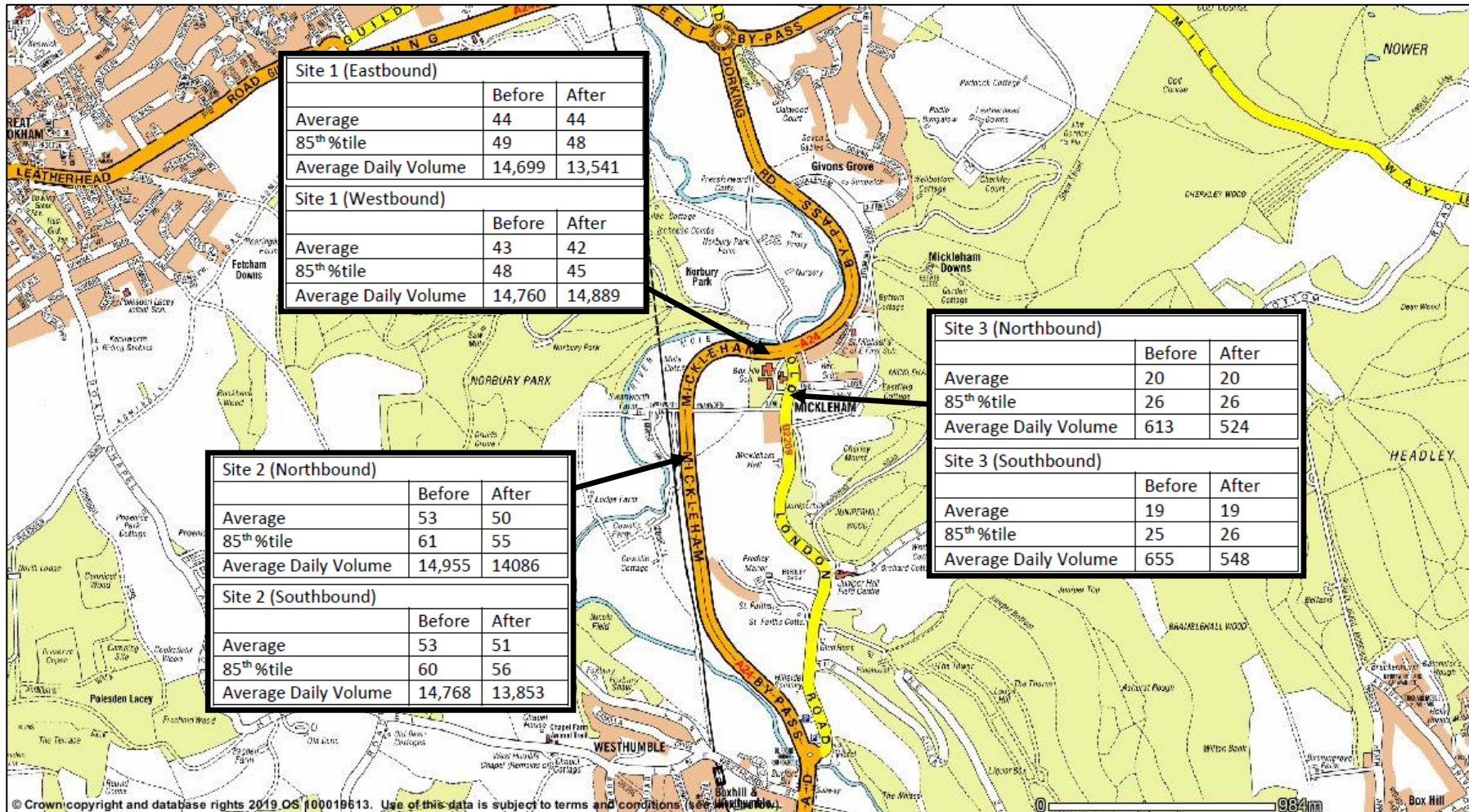
Sources/background papers:

A24 Dorking Road & London Road “Mickleham Bends” Average Speed Camera Scheme Report to Mole Valley Local Committee 13 September 2017

A24 Mickleham Bends – Average Speed Cameras

Average Mean Speeds and 85th Percentile* Speeds Before and After

*The 85th percentile speed is the speed above which the fastest 15 percent of vehicles travelled.



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

DATE: 13 MARCH 2019
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER
SUBJECT: HIGHWAYS SCHEMES 2018/19 – END OF YEAR UPDATE AND 2019/20 FORWARD PROGRAMME AMENDMENTS TO CAPITAL BUDGET
AREA(S) AFFECTED: ALL DIVISIONS

SUMMARY OF ISSUE:

To inform the Local Committee on the outcome of the 2018/19 Integrated Transport Scheme (ITS) and highway maintenance programmes in Mole Valley and the amendments to the 2019/20 Local Committee capital budget.

This report also seeks agreement on funding priorities for the local committee's capital maintenance allocation.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- i. Note the contents of this report.
- ii. Note the decreased capital budget for 2019/20; and
- iii. Agree that the capital maintenance budget for 2019/20 is used to fund either local footway works or to match fund schemes on the existing centrally delivered wetspots programme.
- iv. Agree that the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 3;

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the outcome of the 2018/19 highway works programme in Mole Valley, and amendments to the 2019/20 Local Committee capital budget.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the Mole Valley Local Committee meeting held on 30 November 2017, the Mole Valley Local Committee approved a programme of highway works for Mole Valley funded from the Local Committee's delegated capital and revenue budgets.
- 1.2 The budget for 2018/19 was approved by full Council on 6 February 2018. Whilst the capital budget remained unchanged, an increase in the revenue

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allocation to Local Committees was agreed and a member Local Highways Fund introduced.

- 1.3 At the Local Committee meeting held on 14 March 2018, the Mole Valley Local Committee approved the revised allocation of the Local Committee's devolved revenue maintenance budget.
- 1.4 This report provides information to the Local Committee on the outcome of the 2018/19 Integrated Transport and highways maintenance programmes in Mole Valley. It also provides information to the Local Committee regarding the Local Committee's delegated capital budget for 2019/20.
- 1.5 In addition to the Local Committee's Integrated Transport Schemes and revenue maintenance expenditure for 2018/19, countywide budgets have been used over the past year to fund major maintenance including major road resurfacing, major footway resurfacing, the maintenance of structures and traffic signals. Countywide revenue budgets have also been used to carry out both reactive and routine planned maintenance works.
- 1.6 **Annex 1** provides updates on the Integrated Transport Schemes, developer funded schemes, road safety schemes, the parking review and the Dorking Transport Study.
- 1.7 At the Local Committee meeting held on 12 December 2018, the Mole Valley Local Committee approved a programme of highway works for Mole Valley funded from the Local Committee's delegated capital budget for 2019/20. The Local Committee were advised that, subject to final approval by Full Council in February 2019, the Local Committee would receive a capital budget of £181,818 in 2019/20.
- 1.8 Since the meeting held on 12 December 2018, the capital budget has subsequently been amended, with each Local Committee receiving £100,000 and a further amount based on the number of Divisional Members within the Districts/Boroughs. As a result Mole Valley will receive a reduced capital budget of £166,667 from the previous amount of £181,818. This budget was approved by Full Council on 5 February 2019.
- 1.9 £85,667 of the capital budget has been allocated to fund the ITS programme approved by the Local Committee in December 2018. The balance of £81,000 will be used to fund capital maintenance schemes, divided equitably between divisional members. It was agreed that the schemes to be progressed would be agreed by the Mole Valley Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and divisional members. Further guidance regarding capital maintenance schemes that divisional members may wish to fund are included within this report.

2. ANALYSIS:

Local Committee Finance

- 2.1 The Mole Valley Local Committee's delegated highway budgets for the 2018-19 Financial Year were as follows:
 - Capital: £36,363
 - Revenue: £168,182

- **Total: £204,545**

In addition to the delegated highway budgets above, highway officers within the local area office continued to look for other sources of funding for schemes in the 2018/19 financial year, which have been identified within the Integrated Transport Scheme Programme. As a result funding has been secured from PIC developer funding for the installation of a pelican crossing on the A24 Epsom Road, Ashted and traffic calming measures outside Fetcham Village Infant School and Oakfield Junior School to support a 20mph speed limit.

- 2.2 A number of ITS improvement schemes and road safety schemes have been progressed in 2018/19 as highlighted below and set out in detail in **Annex 1**.
- Eastwick Drive, Bookham: installation of a kerb build out to provide an informal pedestrian crossing point outside the entrance to the Eastwick Schools.
 - Completion of the works to install a prohibition of all motor and horse drawn vehicles with an overall width of 1.5m (except for access), in Buckland Lane, Buckland.
 - Installation of 30mph roundels in Headley Road, Leatherhead.
- 2.3 The budgets delegated to Local Committee were in addition to budgets allocated at County level to cover various major highways maintenance schemes. Including footway/carrageway resurfacing, the maintenance of traffic signals and structures. Budgets allocated at County level also included footway/cycleway improvements carried out under the Dorking Sustainable Transport Programme.

Local Committee capital works programme 2018/19

- 2.4 Progress on the approved Local Committee funded capital programme of highway works in Mole Valley, during the 2018/19 financial year is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions, the Road Safety Team and the Parking Review, as well as an update on the Dorking Transport Study.

Local Committee revenue works programme 2018/19

- 2.5 Under the “Highways Forward Programme 2018/19 – 2019/20” report, presented to the Local Committee on 30 November 2017, the Local Committee agreed that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the revenue maintenance headings shown in **Annex 2**.
- 2.6 At the full Council meeting on 6 February 2018, it was agreed that the revenue maintenance local committee allocation be increased and the Local Highways Fund introduced. Following this approval, **Annex 2** shows the revenue maintenance allocations for 2018/19, together with examples of the works carried out. This budget has been spent in full.

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Parking

2.7 An update on the Parking review is provided in Annex 1.

Customer services

2.8 Table 1 below shows the number of enquiries received between January and December 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-Dec 2017	112,538	12,028	5,582
Jan-Dec 2018	144,409	14,024	6,193

- 2.9 The total number of enquiries received in the calendar year 2018 was 144,409, with an average of 12,034 enquiries per month, this represents an increase of approximately 29% from the total received in 2017.
- 2.10 For Mole Valley specifically, 14,024 enquiries were received between January and December 2018 of which 6,193 were directed to the local area office for action, of these 96% have been resolved. This is slightly above the Highways countywide average of 94%.
- 2.11 During 2018, 319 stage 1 complaints were received (a 12% reduction on 2017) of which Mole Valley received 26 and three were escalated to stage 2. The service was not found to be at fault in any of these, following independent investigation. One complaint was directed to the Local Government Ombudsman which is awaiting the final report.

Severe weather recovery programme

2.12 A list of roads included within the severe weather recovery programme is published on Surrey County Council's website. This list consists of over 200 roads across the county and can be found at the following location on the website;

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

2.13 This list is continually being updated with new roads being added and information regarding those resurfacing works that have been completed being provided. All of these roads have been put forward by local members or the local highway teams.

Centrally funded maintenance

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

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

Road safety

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

Dorking Transport Study

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

Dorking Sustainable Transport Package (STP)

- 2.17 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, more space for pedestrians and cyclists on the route between the two stations, improved passenger facilities at Dorking Deepdene Station and better wayfinding information across Dorking.

Following the previous update, a wayfinding totem has been installed outside Dorking Deepdene Station. This completes the network of 12 wayfinding signs installed across Dorking as part of the Dorking STP. A Real Time Passenger Information (RTPI) screen is also due to be installed at Bus Stop A, opposite Dorking Main Station, by the end of April 2019.

The Dorking STP funding allocation, the majority of which comprised of Coast to Capital Local Enterprise Partnership funding, has been spent in full and therefore the project is completed, subject to the RTPI screen being installed at Bus Stop A.

Further information regarding the Dorking STP is available on the Mole Valley Major Transport Schemes webpage:

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

Wider Network Benefits Scheme

- 2.18 Work is nearing completion on the Coast to Capital LEP funded "Wider Network Benefits" Intelligent Transport Systems Project across Epsom &

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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 during this financial year.

All of the Variable Message Signs (VMS) have been installed and have begun to display messages to motorists, including three VMSs which have been installed across the border in West Sussex.

The “Dial Up Signal Control” (DUSC) changes to traffic signal junctions have been completed with a small number requiring validation. Surrey officers at the Network Management Information Centre 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.

Other key information, strategy and policy development

2.19 No additional information at present.

Local Committee Budget & Forward Programme 2019/20

Capital

2.20 At the meeting held on 12 December 2018, a report was presented to the Mole Valley Local Committee setting out the Local Committee’s delegated capital budget for 2019/20 and a programme of works. The Local Committee were advised that, subject to final approval by Full Council in February 2019, the Local Committee would receive a capital budget of £181,818 in 2019/20. The Local Committee were also advised that the budget for 2019/20 approved by full Council on 13 November 2018 removed the Local Committee’s revenue budget. But that each divisional Member will receive £7,500 to address highways issues in their division.

2.21 Since the meeting held on 12 December 2018, the capital budget has subsequently been amended, with each Local Committee receiving £100,000 with a further amount based on the number of members in the area. This budget was approved by Full Council on 5 February 2019, resulting in Mole Valley receiving a reduced capital budget of £166,667 from the previous amount of £181,818.

2.22 In order to maximise the use of the increased capital budget of £166,667 the capital budget allocated to fund the ITS programme and approved by the Local Committee in December 2018 has been reduced by £151 from £85,818 to £85,667. **Annex 3** shows the updated ITS Programme, with the allocation for “Small safety and improvement schemes” reduced from £6,818 to £6,667.

Capital Maintenance

2.23 The balance of £81,000 will be used to fund capital maintenance schemes, divided equitably between divisional members. It was agreed that the schemes to be progressed would be agreed by the Mole Valley Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and divisional members.

- 2.24 The capital maintenance allocation for 2019/20, will provide each member with £13,500 to spend on capital maintenance in their divisions. This is not sufficient to carry out Local Structural Repair schemes, due to the costs involved that include road closure and associated traffic management required to carry out the works.
- 2.25 There are drainage and flooding issues at known locations across the district. Drainage issues require full investigation in order to establish the nature of the problem and the appropriate solution, which results in costs being unpredictable. It would not be recommended that members use their capital maintenance allocation for drainage works, where the extent of the problem and appropriate solution has not already been determined. However, there are sites where drainage investigation has previously been carried out. Members could chose to use their capital maintenance allocation to progress works at these sites, subject to the estimated cost of the works.
- 2.26 There could also be opportunities for members to use their allocation to provide match funding for existing capital drainage schemes in their divisions being considered under the wetspots programme, managed by the Strategic Network Resilience team. This will enable earlier delivery of such schemes.
- 2.27 There is only a limited centrally funded programme of works for footway maintenance under Horizon pavement, concentrating on footways near schools and shops. Members could consider funding footway works from their capital maintenance allocation at locations that would not prioritise for Horizon pavement funding. This could include siding out and slurry sealing, and the provision of dropped crossings. Such works can be delivered through Surrey's main contractor, providing greater surety in the final costs and confidence that the works will be completed during the next financial year.
- 2.28 Members could investigate the opportunities to secure match funding from Community Infrastructure Levy (CIL) funding held by the parish councils, accountable residents' associations or Mole Valley District Council. This would enable highway works that are a priority to both the divisional member and the CIL holding body to be carried out, which could not otherwise be funded from the capital maintenance allocation alone.
- 2.29 It is proposed that members agree to use their capital maintenance allocation to carry out highways works as set out in paragraphs 2.23 to 2.28 above. It should be noted that works must be able to be delivered within the next financial year.
- 2.30 As previously agreed by Local Committee in December, the schemes to be progressed would be agreed by the Maintenance Engineer in consultation with the Chairman, Vice-Chairman and divisional members.

3. OPTIONS:

- 3.1 Not applicable 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 IMPLICATIONS:

- 5.1 The financial implications, in regards to the delegated budgets is detailed in sections 2.1 and sections 2.20 to 2.30 above.

The key objective with regard to the 2018/19 budgets has been managed to a neutral position.

6. WIDER IMPLICATIONS:

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

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This report sets out highway works carried out in Mole Valley in 2018/19, for Members' information.
- 7.2 Progress on the Integrated Transport Schemes, revenue maintenance schemes, major schemes, centrally funded maintenance schemes, developer funded schemes, road safety schemes, the parking review and the Dorking Transport Study during the 2018/19 financial year is set out in section 2 and **Annexes 1 and 2** of this report. Section 2 also summarises the customer enquiries that have been received by Surrey Highways, during the 2018 calendar year.
- 7.3 In order to maximise the use of the decreased capital budget of £166,667 the capital allocated to fund the ITS Programme has been reduced by £151 from £85,818 to £85,667. It is recommended that the allocation for "Small safety and improvement schemes" within this budget be reduced from £6,818 to £6,667.
- 7.4 In December 2018, the Local Committee agreed that the capital maintenance budget would be divided equitably between divisional members to carry out Local Structural Repair, with the schemes to be progressed to be agreed by the Maintenance Engineer in consultation with members.
- 7.5 It is proposed that members agree to use their capital maintenance allocation to carry out highways works as set out in paragraphs 2.23 to 2.28 above. It should be noted that works much be able to be delivered within the next financial year.

8. WHAT HAPPENS NEXT:

- 8.1 The remaining budget for the 2018/19 financial year will be spent and the end of year outturn figures will be finalised.
- 8.2 Work will continue on the ITS programme and capital maintenance schemes for the 2019/20 financial year.

Contact Officer:

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

Consulted:

Not applicable.

Annexes:

Annex 1 – Summary of progress of capital schemes 2018/19

Annex 2 – Mole Valley Local Committee Revenue Works 2018/19

Annex 3 – Mole Valley Highways Forward ITS Programme 2019/20 to 2020/21.

Background papers:

- Report to Mole Valley Local Committee 30 November 2017 “Highways Forward Programme 2018/19 – 2019/20”.
 - Report to Mole Valley Local Committee 14 March 2018 “Mole Valley Highways Forward Programme Revenue Budget 2018/19”.
 - Report to Mole Valley Local Committee 12 December 2018 “Highways Forward Programme 19/20 – 20/21”.
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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 is complete on the feasibility design for this scheme which consists of providing a raised table on Lower Road (on the western arm of this junction), which will also have an informal crossing facility on it, similar to the existing facility on the eastern arm of this junction. Consultation on this proposal is to be carried out shortly.			
Project: Eastwick Drive/Eastwick Park Avenue			
Detail: Improvement to provide safer crossing point.	Division: Bookham and Fetcham West	Allocation: £15,000. (2018/19)	
Progress: Work to construct a kerb build out to provide an informal pedestrian crossing on Eastwick Drive outside the entrance to the Eastwick Schools is complete. Remaining developer funding is insufficient to carry out pedestrian crossing improvements on Eastwick Park Avenue, discussion ongoing with divisional member regarding possible other improvements.			

CAPITAL ITS IMPROVEMENT SCHEMES			
Project: Buckland Lane, Buckland			
Detail: No Motor Vehicles Restriction	Division: Dorking Rural	Allocation: £5,000 (2017/18)	
Progress: The traffic order to close Buckland Lane to all motor and horse drawn vehicles with an overall width of 1.5m has been sealed and is now in place. The work to install the signs to support the existing traffic order is now complete.			
Project: Blackbrook Road, North Holmwood			
Detail: Measures to reduce speeds	Division: Dorking South & the Holmwoods	Allocation: £7,000 (2019/20)	
Progress: A meeting was held with Divisional Member and residents in September 2016 to discuss measures to be designed in the 2016/17 financial year. Feasibility design is complete, and includes measures to be installed in the vicinity of the culverts under the road, in order to visually reduce the road width, to encourage drivers to reduce their speed and to protect the barriers which continue to be hit. However, work 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.			
Project: Stage 3 Road Safety Audits			
Detail: To be carried out as appropriate	Division: All	Allocation: £2,000	
Progress: Stage 3 audits for previously installed schemes such as St. Johns Road/Poplar Road, road hump.			

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:

The following schemes were identified throughout the year for funding;

Pebble Hill, Betchworth – installation of “dragon’s teeth” markings. - Complete

Headley Road, Leatherhead – installation of 30mph roundels. – Complete

Vincent Lane, Dorking – advanced warning sign of vehicle prohibition (except for access) in Arundel Road – works to be complete by end of March 2019.

Kingston Road, Leatherhead – additional lorry route sign to Oak Road industrial estate – works to be complete by the end of March 2019.

Upper Fairfield Road, Leatherhead – dropped crossing outside medical centre – works to be complete by the end of March 2019.

CAPITAL ITS IMPROVEMENT SCHEMES		
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

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.

Project: 20 mph Speed Limits Outside Schools

Detail: 20mph speed limits outside:

- City of London Freemans School and St Giles C of E Infant School, Ashtead
- Fetcham Village Infant School and Oakfield Junior School, Fetcham
- Newdigate C of E Infant School, Newdigate

Division: Ashtead, Bookham & Fetcham West, Dorking Rural.

Progress:

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

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

St. Giles C of E Infant School, Ashtead – 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 Village Infant School and Oakfield Junior Schools. Design work for the scheme is progressing.

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	
<p>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.</p> <p>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.</p> <p>Discussions with the local divisional member are ongoing to establish the best use of this small amount of funding.</p> <p>The Local Area Team continues to work to secure funding for Brockham and Capel.</p>		
Project: Eastwick Park Avenue		
Detail: Pedestrian improvements	Division: Bookham and Fetcham West	Allocation: £10,000
<p>Progress: Remaining developer funding is insufficient to carry out pedestrian crossing improvements on Eastwick Park Avenue, discussion ongoing with divisional member regarding possible other improvements</p>		
Project: A25 Guildford Road, Westcott		
Detail: Improvements to pedestrian crossings	Division: Dorking Hills	Allocation: £30,356.05
<p>Progress:</p> <p>The following funding has been allocated to the following schemes;</p> <p>£2,113.58 – signal improvements to pelican crossing outside Bertrum Bees, which is on the route to Surrey Hills C of E Primary School.</p> <p>£6,006.94 – installation of “Halo” beacons on existing zebra crossing outside Westcott green, in order to make this zebra crossing more visible.</p> <p>£22,235.53 – for installation of Real Time Passenger Information</p> <p>Should any funding be left over this will be spent on replacing some of the old street lights with heritage lighting.</p>		

Project: Okewood Hill/Walliswood, Dorking Hills		
Detail: Speed limit reduction/"Unsuitable for HGVs" signs	Division: Dorking Hills	Allocation: £7,516.62
Progress:		
<p>The following funding has been allocated to the following schemes;</p> <p>£750 – speed surveys within Okewood Hill/Walliswood to see if the existing mean speeds comply with a 30mph speed limit to be installed within the roads in the villages.</p> <p>Should the results of the above speed surveys show that existing mean speeds comply with a 30mph speed limit the rest of the allocation will be spent on installing the 30mph speed limits.</p> <p>If the mean speeds do not comply with a 30mph speed limit, then funding will be spent on installing additional "Unsuitable for HGVs" signs around these villages in order to ensure that HGV's travelling to and from the Ewhurst brickworks use the most appropriate route.</p>		
Project: A24 Epsom Road/Bramley Way, Ashtead		
Detail: Pedestrian crossing	Division: Ashtead	Allocation: £5,000 (2019/20)
Progress:		
<p>The design team is progressing the design of the scheme as well as the necessary safety audits. Discussions are to be held with the passenger transport team regarding the relocation of the bus stop.</p>		

ROAD SAFETY TEAM SCHEMES

Project: Red Lane, South Holmwood		
Detail: Signs and road markings	Division: Dorking South and The Holmwoods	

Progress:

Provision of bens 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 2018 review proposals were advertised on 20 December 2018 with a closing date for comments and objections of 24 January 2019. The responses have been analysed and collated and discussions are underway with members, to come to final decisions.

PARKING TRANSPORT STUDY**Progress:**

PBA were commissioned to undertake a Transport Study for Dorking in 2017. Baseline data was gathered and Dorking Town Centre was modelled. Issues and opportunities were identified and the findings presented a Stakeholder meeting in February 2018 and then to March 2018 Local Committee. Further assessment work was requested for Pump Corner and Deepdene Roundabout and an update was provided to June 2018 Local Committee. A further stakeholder meeting was held in July 2018. Over the Autumn 2018 conclusions were reached. Many large scale options for Vincent Lane, Deepdene Roundabout and North Street/West Street were investigated by these require land-take, significant funding and consensus from stakeholders to take forward to feasibility. The main Dorking Transport Study conclusions confirmed that there was no small scale engineering solution to congestion problems within Dorking, that is both deliverable within available funding limits and environmentally acceptable.

A signs and line review of Dorking Town Centre was carried out in October 2018, and an improvements package is being finalised and potential funding sources are being investigated. Further feasibility work to investigate accessibility improvements at

PARKING TRANSPORT STUDY

Dorking Deepdene Station is being discussed with MVDC and GWR. Dorking Deepdene has also been nominated for accessibility improvements via the DfT Access for All funding stream and successful stations will be announced in April 2019.

A package of smaller short term schemes for Dorking were agreed at the stakeholder meeting in November 2018. This package of measures are to be included in the Mole Valley Local Transport Strategy Forward Programme update. Focusing on smaller sustainable measures could have a substantial impact on reducing local traffic flows into Dorking. For example, the origin/destination data confirmed that 49% of vehicles in the AM peak travelling east into Dorking from Westcott, travelled back to where they had come from (approximately 307 vehicles in the AM peak).

A copy of the Dorking Transport Study conclusions and report including the baseline travel survey data is available here;

[https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/mole-valley-major-transport-schemes#dorking transport](https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/mole-valley-major-transport-schemes#dorking%20transport)

Note: Information correct at time of writing (04/03/2019)

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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 Drainage works: district-wide Additional vegetation gang, including flailing: district-wide
Revenue Maintenance Gang	£100,000	495 jobs carried out between April 2018 and January 2019. See separate table below.
TOTAL	£168,182	

The table below summarises the work carried out by the revenue maintenance gang between April 2018 and January 2019 inclusive, by work type and division. Requests for work are received from county and district members, parish councils, residents and other road users. The demand for work exceeds the capacity of the gang to carry it out so work is prioritised, with safety issues and county member requests being given the highest priority. The revenue maintenance gang is also used to undertake a programme of vegetation works at sites which require annual maintenance and also local works carried out in conjunction with the grass cutting lane closures on high speed roads.

Revenue Maintenance Gang Works Completed April 2018 - January 2019							
Work Type	Ashtead	Bookham & Fetcham West	Dorking Hills	Dorking South & the Holmwoods	Dorking Rural	Leatherhead & Fetcham East	Total
Drainage	2	1	11	7	5	2	28
Hedges	0	1	1	4	0	0	6
Other	4	2	3	7	4	1	21
Posts/Fences	5	0	8	6	6	4	29
Siding up	0	0	3	1	1	0	5
Sightlines	1	1	5	5	13	0	25
Signs	3	3	30	1	28	4	69
Trees	9	3	10	9	25	19	75
Vegetation	31	25	55	23	35	49	218
Verges	8	5	1	0	2	3	19
Total	63	41	127	63	119	82	495

* 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.

The gang also assisted in hand gritting paths during the snow event in February 2019.

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. The table below summarises the works being progressed, by division.

Ashtead

Ottways Lane	Road narrows sign and SLOW road marking
Hillside/The Marld	New grit bin
Uplands, junction A24	New grit bin
Stag Leys	New grit bin
Ashtead area	New highway trees
The Marld	Large carriageway patch

Bookham & Fetcham West

A246 Leatherhead Road	Raise kerbs and footway
Orchard Parade, Fetcham	Additional cast iron bollards
Bookham area	Maintenance of existing highway trees including stump removal

Dorking Hills

A25 Raikes Lane to Abinger	Edging out of footway
Parsonage Lane Westcott	Fell small tree, drainage grip and path repair
Chapel Lane/A24, Westhumble	Pedestrian guard railing
Logmore Lane, Westcott	Granite setts/patching
Westcott Heath	Repairs to grass island

Dorking South & the Holmwoods

A24 Deepdene Avenue, Dorking	Installation of pedestrian dropped kerbs at 5 locations, including edging out of footway
Harrow Road West, Dorking	New grit bin
Magnolia Way, North Holmwood	New grit bin

Dorking Rural

Partridge Lane, Newdigate	Kerbing / SWD contribution to Scheme, Major Maintenance need to TJ
Brockham - Buckland	Edging out footways (various sections)

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Station Rd, Betchworth (Pebble Hill)	SWD repair. Contribution to scheme
Rectory Lane, Buckland	New grit bin

Leatherhead & Fetcham East

Lower Road, Fetcham	Footway repairs including installation of pedestrian dropped kerbs
Cleeve Road, Leatherhead	Kerb and footway repairs at width restriction (phase 2)
A245 Bypass Road	Minor patching

ANNEX 3

**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	•	•	£6,667	•	•	£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.
			£85,667			£36,363	

NOTE:

*Budget of £166,667 for 2019/20 is proposed to be divided. £81,000 for Capital Maintenance works and £85,667 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: 13 MARCH 2019



LEAD OFFICER: STACEY CAPEWELL, TRANSPORT STRATEGY PROJECT MANAGER (JOINT POST SCC & MVDC)

SUBJECT: MOLE VALLEY LOCAL TRANSPORT STRATEGY FORWARD PROGRAMME UPDATE

DIVISION: ALL

SUMMARY OF ISSUE:

Agreeing priorities and securing funding for transport infrastructure investment is key to delivering Surrey County Council's Community Vision for Surrey in 2030.

To facilitate this, and as part of the statutory Local Transport Plan, Surrey County Council produces Local Transport Strategies for each district and borough. The current Local Transport Strategy for Mole Valley was published in 2014. It is expected that the next update will take place in 2020/21 in line with the Future Mole Valley Local Plan, so that it may respond to transport requirements which support Local Plan growth. Thereafter the Local Transport Strategy would be reviewed on a three year cycle.

Surrey County Council also maintains Forward Programmes of proposed transport schemes that would deliver each borough and district's Local Transport Strategy, subject to funding and feasibility. The Mole Valley Forward Programme is presented to Committee for approval, and approval to publish online, as part of a proposed new regime of publishing an up-to-date Forward Programme for each district and borough annually.

RECOMMENDATIONS:

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

- (i) The timeframes and approach for updating the District's Local Transport Strategy and for future updates to the Committee regarding the Forward Programme.

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

- (ii) The revised version of the Forward Programme (Annex 1)

REASONS FOR RECOMMENDATIONS:

- i. A confirmed timeline and process for working with the Local Committee to develop and maintain future Local Transport Strategies and Forward Programmes will ensure the Local Committee and officers are well positioned to work together.
- ii. An agreed Forward Programme will allow Members and officers to progress with a common understanding of proposed transport schemes for the district

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(based upon the existing Local Transport Strategy, and ahead of decisions relating to a new Local Plan).

- iii. If agreed, the Forward Programme would be published online, giving members of the public sight of the latest proposals and progress.

1. INTRODUCTION AND BACKGROUND:

Local Transport Strategy

- 1.1 Local Transport Strategies are part of a set of documents that together form Surrey's statutory Local Transport Plan. Strategic transport authorities, of which Surrey County Council is one, are obliged to produce the Local Transport Plan by the Transport Act 2000. A Local Transport Strategy has been, or will be, produced for each district or borough within Surrey.
- 1.2 In common with other boroughs and districts in Surrey, the purpose of Mole Valley's Local Transport Strategy (LTS) is to set out how Surrey County Council will work with Mole Valley District Council and other partners to:
 - i. overcome known, strategic issues with the district's local transport network;
 - ii. deliver transport infrastructure in support of Surrey County Council's Community Vision for 2030; and
 - iii. develop this network, where necessary, in support of growth set out in the Local Plan. (The next LTS update will be written in line with the Future Mole Valley Local Plan.)

In this respect they differ from Infrastructure Delivery Plans and Community Infrastructure Levy Regulation 123 lists, which only consider item (iii) above. Nevertheless, there will be a high degree of coordination between Local Transport Strategies, Infrastructure Delivery Plans and Regulation 123 lists to ensure joined-up action in support of the new Local Plan.

- 1.3 The strategy is needed in order:
 - i. to prioritise and coordinate investment in transport infrastructure, including Community Infrastructure Levy funding; and
 - ii. to place Surrey County Council in the best possible position to bid for external funding for projects, for instance through Local Enterprise Partnerships and the DfT.

Forward Programme

- 1.4 Surrey County Council also maintains Forward Programmes of proposed transport schemes that would deliver each borough and district's Local Transport Strategy, subject to funding and feasibility.
- 1.5 Forward Programmes are maintained as 'living' documents that track the latest position for each proposed scheme as it is developed.
- 1.6 A revised Forward Programme, for approval subject to comments and amendments today, is included as Annex 1.

2. ANALYSIS:

Updating the Local Transport Strategy

- 2.1 The current Mole Valley Local Transport Strategy was published in 2014. In due course it will need updating as information within it becomes dated; it is noted too that there are likely to be transport infrastructure requirements arising from the Future Mole Valley Local Plan. As a result, the next update to the Local Transport Strategy will be undertaken alongside the new Local Plan; this is understood to be in 2021.
- 2.2 Surrey County Council Transport Policy officers are working with Mole Valley's Planning Policy officers during the development of the Local Plan. This is to assist in identifying opportunities for the Local Plan and the Surrey Transport Strategy to be mutually supportive and to identify opportunities to minimise avoidable adverse effects on the transport network through the Local Plan itself. Where there is a residual, cumulative impact of development the Local Transport Strategy will document options for mitigation.
- 2.3 The Local Committee would have an opportunity to comment upon a draft strategy whilst it is in development, and would be asked to approve a proposed strategy prior to a public consultation exercise being undertaken. The strategy would subsequently be amended based upon consultation feedback prior to approval by the Local Committee and ultimately Surrey County Council Cabinet, for adoption into the county's Local Transport Plan.
- 2.4 Once the Local Transport Strategy is adopted, Surrey County Council expects to review each Local Transport Strategy on a three year cycle, to ensure they remain focussed on the most pressing local priorities and take account of new developments.

Annual review of Forward Programme

- 2.5 A revised version of the previous 2014 Forward Programme is included with this report for approval by Local Committee. The draft Forward Programme update was presented to the Informal Local Committee on 6th February 2019 where any comments were requested in advance of today's committee. Comments on the contents of the Forward Programme are still welcomed from the Local Committee prior to publication.
- 2.6 If approved, the Forward Programme will be published on the Surrey County Council website, giving members of the public sight of the latest proposals and progress.
- 2.7 It is proposed that a copy of the Forward Programme will now be shared with the Local Committee annually ongoing as part of the Highway Update. This will give Local Committee improved sight of transport proposals as they are developed, and offer a periodic opportunity to discuss the programme. The full LTS update will follow more formal procedures as outlined.
- 2.8 It should be noted that the Forward Programme offers an overview of schemes that are currently known to be required; the development of the Local Plan in the coming months will no doubt see new schemes added, changes to existing schemes and some schemes re-prioritised or removed.

3. OPTIONS:

- 3.1 If the revised Forward Programme is not approved, with or without comments and amendments from the Local Committee, a new Forward Programme would need to be developed. In the interim, officers would not have an agreed

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programme to work with, and this could limit Surrey County Council's ability to prioritise and coordinate transport investment and apply for funding for Mole Valley. Given that the Local Plan is still being formulated, there is a risk that schemes could be developed or implemented that conflict with Local Plan requirements and preclude development if impacts cannot be suitably mitigated. Third party funding, unlocking private sector funding and Community Infrastructure Levy are increasingly important to fund schemes. The Forward Programme is needed to ensure officers can progress with business case feasibility without needing to seek additional approvals. Business cases can be very complex and usually offer small windows of opportunity. The Forward Programme also offers an opportunity to show that Surrey County Council provide support to schemes that may well be led by Mole Valley District Council and other key stakeholders.

4. CONSULTATIONS:

- 4.1 A public consultation was undertaken on the 2014 Local Transport Strategy, which also informed the development of the Forward Programme that is presented.
- 4.2 The revised Forward Programme has been comprehensively reviewed with input from officers from Surrey County Council's Highways, Transport and Environment directorate and officers from public health.
- 4.3 Local Committee members were presented with a draft Forward Programme at the Informal Committee on 6th February 2019 for comment.
- 4.4 A public consultation would be undertaken on any future Local Transport Strategy, as outlined in paragraph 2.3.
- 4.5 Publishing the Forward Programme online will give members of the public sight of the latest proposals and progress.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There is no new cost associated with the approval of the Forward Programme. Individual schemes within the programme would be subject to their own approval process. An indication is given within the Forward Programme of expected costs (where these are available) and the status of each scheme, including whether or not funding has already been approved. High level funding figures provide officers with an overview of the cost of a scheme to ensure the correct schemes are proposed for the various funding pots that become available.
- 5.2 Except where explicitly listed, schemes within the revised Forward Programme do not have funding allocated.
- 5.3 The Forward Programme can provide Surrey County Council with an initial evidence base for potentially obtaining CIL funding in lieu of the Infrastructure Delivery Plan and 123 list which will be developed as part of the Future Mole Valley Local Plan. Mole Valley District Council are still deciding on the best approach for distributing the CIL funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 We would seek to ensure that there are no equalities and diversity implications arising from the Forward Programme. The programme is a list of proposed

www.surreycc.gov.uk/molevalley

schemes, all of which would be subject to an individual Equalities Impact Assessment as part of the scheme's development.

7. LOCALISM:

- 7.1 There are no localism implications arising from the Forward Programme itself, which lists potential schemes throughout the District of Mole Valley. The programme is a list of proposed schemes, each of which would be subject to its own approval process that will consider which communities would be involved, the impacts and ways in which the decision encourages local self-reliance.

8. OTHER IMPLICATIONS:

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

8.1 Sustainability implications

The revised Forward Programme includes schemes that would promote and enhance sustainable travel options.

8.2 Public Health implications

The revised Forward Programme includes schemes that would promote and enhance active travel options and improve local air quality.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Mole Valley Local Transport Strategy will next be updated following submission of the Future Mole Valley Local Plan. This will ensure that the next Local Transport Strategy is developed with an understanding of any potential cumulative impacts of planned development, as part of the duty to co-operate. Transport Policy officers will work with Mole Valley planning policy officers during the development of the Local Plan.
- 9.2 It is recommended that the revised Forward Programme is approved, subject to any comments and amendments from the Local Committee.

10. WHAT HAPPENS NEXT:

- 10.1 Transport Policy officers will work with Mole Valley planning policy officers during the development of the Future Mole Valley Local Plan, with regards to transport infrastructure, the impact of new development, and opportunities to mitigate the impact of proposed development on transport infrastructure within the Local Plan itself.

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- 10.2 Transport Policy officers will develop a new Local Transport Strategy for Mole Valley in line with the Future Mole Valley Local Plan, which considers options to address known, strategic issues on the District's local transport network; deliver transport infrastructure in support of Surrey County Council's Community Vision for 2030; and enhance the local network, where necessary, in support of growth set out in the emerging Local Plan.
- 10.3 The approved Forward Programme will be used to prioritise and coordinate local transport schemes. An electronic version will be made available on the Surrey County Council website. The next Forward Programme will be produced to reflect the new Local Transport Strategy. Subsequently, the Local Committee will receive updated copies of the Forward Programme annually, as part of Highways Updates.

Contact Officer:

Stacey Capewell, Transport Strategy Project Manager (Joint SCC & MVDC),
07929337560

Consulted:

Informal Local Committee (6th February 2019)
Officers from Surrey County Council's Highways, Transport and Environment
directorate and public health.
Mole Valley Officers Planning Policy, Transform Leatherhead team.

Annexes:

Annex 1 – Revised Forward Programme

Sources/background papers:

- Mole Valley Local Transport Strategy (2014). Available online at https://www.surreycc.gov.uk/_data/assets/pdf_file/0009/30240/Mole-Valley-LTS-September-2014-main-document.pdf

Mole Valley Draft Updated Local Transport Strategy Forward Programme February 2019

Scheme ID	Location and scheme / package description	Scheme purpose	Transport type	Current delivery stage	Estimated cost (with base year where known)	Potential funding sources
Strategic Road Network Schemes						
SRN 1	M25 Junction 9/Knoll roundabout/A24 Grange Road Junction: <ul style="list-style-type: none"> Undertake feasibility work to determine necessary improvements to facilitate Local Plan growth. Provide improvements to congestion and safety. 	Address congestion. Improve journey time reliability. Improve safety for all users.	Strategic Road	Scheme Identification	TBC	Highways England, MRN, CIL, Developer
District Wide Schemes: Schemes covering large areas of the district						
Page 59 DW 1	A24 Horsham Road - Spook Hill to Beare Green Cycle Route: <ul style="list-style-type: none"> Provision of shared path for pedestrians and cyclists between Spook Hill and Beare Green - using existing footways and subways along the A24. Phase 1 and Phase 2 have been delivered at the northern end of the overall route. Phase 3 is to extend scheme from Old Horsham Road (northern arm) to subway at Henfold Drive. 	Improving accessibility for pedestrians and cyclists and encouraging cycling journeys.	Pedestrian / Cycling	Scheme Identification	£40,000	Developer
DW 2	Improvements to Leatherhead to Dorking cycle facility along the A24: <ul style="list-style-type: none"> Existing off-road Cycle Track connects Thorncroft Drive (south Leatherhead) with Givons Grove Roundabout. No improvements proposed. Off-road facility south of Givons Grove Roundabout to Ashcombe Road, Dorking, although usable is very narrow. A width of verge acts as a buffer from the main carriageway along the majority of its extent. To make the facility more attractive to cyclists, widen the facility where practical retaining a strip of verge. Improve crossing points for cyclists at junctions, including junctions with Westhumber Street and Chichester Close. 	Encourage cycling journeys between Leatherhead and Dorking, thereby reducing reliance on travelling by car.	Cycling	Scheme Identification	TBC depending on full scheme scope.	LEP, CIL, Developer

DW 3	<p>Cycle facility along the A25 between the Dorking Cockerel Roundabout and the land boundary with Reigate & Banstead Borough:</p> <ul style="list-style-type: none"> • Off-road facility from Dorking Cockerel Roundabout to Betchworth Place although usable is very narrow in places. To make the facility more attractive to cyclists, widen the facility where practical retaining a strip of verge. • Beyond Betchworth Place, extend shared pedestrian/cycle path. • Improve/provide crossing points for cyclists at junctions. 	Encourage cycling journeys between Dorking and Reigate, thereby reducing reliance on travelling by car.	Cycling	Scheme Identification	TBC depending on full scheme scope.	LEP, CIL, Developer
DW 4 Page 60	<p>Support for delivery of emerging Surrey-wide Electric Vehicle Strategy. Including:</p> <ul style="list-style-type: none"> • Investigating funding opportunities and partnerships for private investment in electric vehicle infrastructure (public, private and on street electric vehicle infrastructure). • Working with Mole Valley District Council to implement Electric Vehicle Strategy in a co-ordinated way. 	Encourage uptake and provision for low emission vehicles, to reduce harmful pollutants and impact of traffic on human health.	Low Emission Vehicles	Strategy development	Varies depending on specific scheme	Defra Air Quality Grant, CIL
DW 5	Implementation of intelligent transport systems technology in Mole Valley, delivered through the Wider Network Benefits Package, resulting in the expansion and upgrading of SCC's traffic management systems and capability to reduce congestion and improve road safety management. Completion expected in 2019.	To help manage the road network, respond to challenges caused by traffic congestion, influence user behaviour and encourage sustainable transport.	Technology	Wider Network Benefits is in construction.	£900,000 (estimated cost of changes through Wider Network Benefits)	LEP, CIL, Developer
DW 6	Promotion of Surrey lift share and car clubs (enterprise).	Reduce traffic on the road network.	Reducing car travel	Scheme Identification	Varies depending on specific scheme	To be identified

Improvements to the Local Bus Corridors (District Wide)

LBC 1	<p>Bus corridor route study and improvements to bus network to include:</p> <ul style="list-style-type: none"> • Quality bus corridors. • Real Time Passenger Information (RTPI). • Provision of bus priority links. • Smart Card. 	To encourage modal shift to bus and increase patronage. In doing so this will assist with promoting economic, social and environmental benefits in the Mole Valley District.	Passenger Transport	Scheme Identification	TBC	Bus operators, CIL, LEP, Developer
LBC 2	<p>Quality bus corridor improvements to route between Guildford - Bookham - Leatherhead - Epsom (service 479). To include:</p> <ul style="list-style-type: none"> • Bus stop accessibility and passenger waiting improvements including RTPI on route section Bookham Station to Fetcham. 	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	£100,000 S106 funding identified for 2019/20.	Bus operators, CIL, LEP, Developer
Page 61 LBC 3	<p>Quality bus corridor improvements to route between Kingston - Dorking (service 465), in partnership with TfL. To include:</p> <ul style="list-style-type: none"> • Bus stop accessibility improvements in Leatherhead and RTPI in Dorking. • Improvements to bus/rail interchange at Leatherhead. 	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	£70,000 S106 and PIC funding identified for 2018/19 and 2019/20.	Bus operators, CIL, LEP, Developer
LBC 4	<p>Quality bus corridor improvements to route between Dorking - Horsham (service 93). To include:</p> <ul style="list-style-type: none"> • Installation of RTPI in Dorking. 	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	£10,000 PIC funding identified for 2019/20. Scheme also overlaps with funding of LBC 3.	Bus operators, CIL, LEP, Developer

LBC 5	Quality bus corridor improvements to route between Guildford - Dorking - Redhill (service 32). To include: • Installation of RTP1 in Dorking.	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	Scheme overlaps with funding of LBC 3 and LBC 4.	Bus operators, CIL, LEP, Developer
LBC 6	Quality bus corridor improvements to route between Cobham - Leatherhead - Ashted - Epsom (service 408). To include: • Bus stop accessibility improvements in Leatherhead. • Improvements to bus/rail interchange at Leatherhead.	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	Scheme overlaps with funding of LBC 3.	Bus operators, CIL, LEP, Developer
Rail Network improvements						
R 1	North Downs Line improvements: • GWR franchise commitment for additional train per hour, e.g. two trains per hour to Gatwick. • Performance study to identify improvements at level crossings which could lead to improvement works being carried out in 2019/20.	Address capacity issues. Promote rail travel. Improve network integration.	Passenger Transport	Feasibility	TBC	DfT Access for All funding, Train operators, Network Rail
Access to and from Railways Stations/networks (District Wide)						
AR 1	Accessibility improvements to and from Leatherhead Railway Station which may include bus integration, cycling, car parks and walking. To include: • Improving connectivity by bus between the Station and the business parks and town centre. • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids.	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	DfT Access for All funding, Bus operators, Train operators, CIL, LEP, Developer

AR 2	<p>Accessibility improvements to and from Ashtead Railway Station which may include bus integration, cycling, car parks and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer
AR 3	<p>Accessibility improvements to and from Dorking (Main) Railway Station which may include bus integration, cycling, car parks and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer
AR 4 Page 63	<p>Accessibility improvements to and from Dorking Deepdene Railway Station which may include bus integration, cycling, car parks, and walking. To include:</p> <ul style="list-style-type: none"> • Developing a scheme to provide access to the platforms from ground level (priority). • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	DfT Access for All funding, Bus operators, Train operators, CIL, LEP, Developer
AR 5	<p>Accessibility improvements to and from Dorking West Railway Station which may include bus integration, cycling, car parks, and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer
AR 6	<p>Accessibility improvements to and from Bookham Railway Station which may include bus integration, cycling, car parks, and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer

AR 7	<p>Accessibility improvements to and from Boxhill & Westhumble Railway Station, without affecting the railway bridge, which may include bus integration, cycling, car parks and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer	ITEMS
AR 8	<p>Accessibility improvements to and from Holmwood Railway Station which may include bus integration, cycling, car parks, and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer	
AR 9	<p>Accessibility improvements to and from Ockley Railway Station which may include bus integration, cycling, car parks and walking. To include:</p> <ul style="list-style-type: none"> • To include establishing a cycling route between Ockley village and the station. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators, Train operators, CIL, LEP, Developer	
AR 10	<p>Accessibility improvements to and from Betchworth Railway Station which may include bus integration, cycling, car parks, and walking. To include:</p> <ul style="list-style-type: none"> • Developing travel plans and working with train operators to identify and develop successful DfT cycle/ rail bids. 	To improve accessibility to the railway station, encourage sustainable travel, and improve travel choice. To assist delivery of funded schemes.	Multiple	Scheme Identification	TBC	Bus operators Train operators CIL LEP Developer	
Leatherhead area							
LEA 1	<p>Major transport improvements part of 'Transform Leatherhead' (regeneration in Leatherhead). Including:</p> <ul style="list-style-type: none"> • Changes to Leatherhead's gyratory system to improve operational efficiency of the road network and enable potential developments proposed as part of 'Transform Leatherhead'. 	Changes to Leatherhead's gyratory system are needed to enable redevelopment of the Bull Hill site proposed through 'Transform Leatherhead' and would focus on improving the operational efficiency of the road network.	Major Transport Project	Scheme Identification	Scheme being developed through traffic modelling- Managed by MVDC TL team.	LEP, CIL, Developer, HIF	

LEA 2	Pedestrian/cycle improvements to connect Fetcham, south Leatherhead (from Thorncroft Drive), Leatherhead Leisure Centre, Leatherhead town centre, Leatherhead Railway Station, Leatherhead's Business Parks, the Riverside Quarter, schools in lower Ashtead, and fully connecting with the Leatherhead to Ashtead cycle route completed in 2014.	Encouraging more journeys on foot and by bike, thereby reducing the reliance on car travel to/from and within Leatherhead.	Pedestrian / Cycling	Scheme Identification	TBC	LEP, CIL, Developer
LEA 3	Public realm improvements in Leatherhead High Street to enhance the economic viability of the town centre, improve safety, and support the Swan Centre redevelopment proposals.	To enhance the economic viability of the town centre.	Pedestrian / Public Realm	Scheme Identification	High Street Study being led by MVDC TL Team.	LEP, CIL, Developer
LEA 4 Page 65	Environmental / street scene improvements in north Leatherhead, especially along B2430 Kingston Road, and shared footway/cycleway improvements on B2340 Kingston Road.	To support local business and promote alternative modes of transport.	Multiple	Scheme Identification	£350,000	LEP, CIL, Developer
LEA 5	A24 Leatherhead Road / Grange Road 'localised' junction improvements: <ul style="list-style-type: none"> Widen entrance to Grange Road from the A24 to better facilitate large vehicles. Improvements to signals and signage. 	Improve the current operation of the junction.	Junction	Scheme Identification	£100,000 (scheme overlaps with SRN1 on a strategic improvement level)	CIL, Developer, land availability Downsends School
LEA 6	Improvements to bus facilities within Leatherhead town centre. To include: <ul style="list-style-type: none"> Bus stop accessibility improvements in Leatherhead. Improvements to bus/rail interchange at Leatherhead. 	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	Scheme overlaps with funding of LBC 2 and LBC 3 and AR1.	Bus operators, CIL, LEP, Developer

Dorking area

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DOR 1	Cycling Quiet Route between North Holmwood and Dorking town centre, as identified in the Dorking Transport Strategy 2018.	Encouraging cycling into Dorking.	Cycling	Scheme Identification	TBC	LEP, CIL, Developer
DOR 2	Dorking Halls to Spook Hill cycle scheme: <ul style="list-style-type: none"> • Provision of off-road cycle facility between Dorking Halls on A25 Reigate Road, Cockerel roundabout and A24 / Flint Hill / Spook Hill roundabout south of Dorking. • Signed advisory route along Spook Hill to join existing facility on A24 south of Spook Hill. • Provide crossing points for cyclists at junctions. 	Encouraging cycling into Dorking.	Cycling	Scheme Identification	£1,200,000	LEP, CIL, Developer
DOR 3	Additional street lighting along A24 Deepdene Avenue.	To improve road safety.	Road Safety	Design	£85,000	CIL, Developer
DOR 4	Establish a Freight Quality Partnership with local businesses. Ensure new developments have delivery and servicing strategies.	To implement an efficient strategy of delivery and servicing in the town.	Freight	Scheme Identification	TBC	Dorking Town Partnership Business Improvement District survey information
DOR 5	Improvements to bus facilities within Dorking town centre. To include: <ul style="list-style-type: none"> • Installation of RTPI in Dorking. 	To encourage modal shift to bus and increase patronage. Specific measures should aim to improve bus service reliability including traffic management, accessibility, user experience and improve information provision for passengers.	Passenger Transport	Scheme Identification	Scheme overlaps with funding of LBC 3 and LBC 4.	Bus operators, CIL, LEP, Developer

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Ashtead area						
ASH 1	Dene Road, Ashtead: • Traffic calming measures to support 20mph speed limit outside St Giles Infant School.	Improve accessibility and safety for pedestrians and cyclists on routes to and from school.	Road Safety / Pedestrian / Cycling	Design	£40,000 (2018)	CIL, Developer
ASH 2	City of London Freemans School, Ashtead: • Traffic calming measures to support 20mph speed limit outside City of London Freemans School.	Improve accessibility and safety for pedestrians and cyclists on routes to and from school.	Road Safety / Pedestrian / Cycling	Design	£35,000 (2018)	CIL, Developer
ASH 3	Pedestrian puffin crossing on A24 Epsom Road, near Bramley Way.	Improve pedestrian accessibility and safety.	Pedestrian	Scheme Identification	£200,000 (2018)	Developer
Bookham and Fetcham area						
Page 67 BF 1	Rectory Lane, Bookham: • Footway extension / widening to provide a footway along the full extent of Rectory Lane. There is no footway for approximately 350m from the junction with A246 Guildford Road.	Improve pedestrian accessibility.	Pedestrian	Identification & assessment of options	£75,000 (2018)	CIL, Developer
BF 2	Upgrade path alongside A246 between Eastwick Road, Bookham, to Manorhouse Lane, Effingham to a shared use pedestrian / cycle facility.	Encouraging cycling by providing an off-road facility.	Cycling	Scheme Identification	£750,000	LEP, CIL, Developer
BF 3	Creation of formal cycling route between Fetcham and Bookham: • Feasibility assessment required to identify infrastructure to encourage cycling.	Encouraging cycling.	Cycling	Scheme Identification	TBC depending on full scheme scope.	LEP, CIL, Developer
BF 4	Signing and bridleway improvements to improve greenway route between Bookham Railway Station and Polesden Lacey through Howard of Effingham.	To encourage walking and cycling, including to Bookham Railway Station.	Pedestrian / Cycling	Scheme Identification	£100,000 (2018)	CIL, Developer

Brockham and Betchworth area						
BB 1	Upgrade public footpaths FP51, FP457 and FP9a to bridleway / Cycle Track to create off-road cycle route between Brockham and Betchworth, utilising existing bridleway (BW52).	Encouraging cycling by providing an off-road facility.	Cycling	Scheme Identification	£175,000 (2018)	CIL, Developer
BB 2	Traffic calming measures through Brockham.	To improve safety and enhance the village environment.	Road Safety	Scheme Identification	£100,000	CIL, Developer
BB 3	Red Lane and Brockhamhurst Road, Betchworth: • Signing improvements (including enhanced bend signing).	Road safety improvements	Road Safety	Design	£5,000 (2018)	SCC (Road Safety)
Charlwood and Hookwood area						
CH 1	A217 pedestrian/cycle facility through Hookwood: • Provision of an off-road shared pedestrian/cycle facility along the A217 between Crutchfield Land and Longbridge roundabout (1.7km distance). • Scheme would form phase 1 of a pedestrian/cycle facility along the A217 connecting Reigate with Gatwick Airport.	Encouraging walking and cycling. Improving safety for pedestrians and cyclists over a route with a history of collisions.	Pedestrian / Cycling	Scheme Identification	£1,200,000 (2019)	Gatwick Airport Surface Access funding, LEP, DfT Safer Roads funding, CIL, Developer
CH 2	Development of cycle route from Charlwood to Gatwick Airport (sections within Mole Valley).	Encouraging cycling to Gatwick Airport.	Cycling	Scheme Identification	TBC	Gatwick Airport funding, CIL, LEP, Developer
CH 3	Traffic calming measures through Charlwood.	To improve safety and enhance the village environment.	Road Safety	Scheme Identification	£100,000	CIL, Developer
Capel area						
CAP 1	Traffic calming measures through Capel.	To improve safety and enhance the village environment.	Road Safety	Scheme Identification	£100,000	CIL, Developer

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Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee (Mole Valley) has made. It is updated before each committee meeting. *Information correct as of 28/02/2019*

- 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.
22/06/17	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)	Parking amendments at approval stage following public consultation. Once all final decisions have been made this will move to implementation in the coming months.
12/12/18	4a	To organise a meeting with the appropriate councillors and officers and Dorking Town Forum to resolve long-running issues	Open	Area Highways Manager	A meeting took place on 10 January with a representative of Dorking Town Forum
12/12/18	4b	Pippbrook Mill Path – to hold discussions with district council over costs to repair and maintain the weir to ensure footpath remains open	Open	Area Highways Manager/ Countryside Access Team	Initial conversations have begun about going into an agreement with MVDC. SCC to adopt as a public right of way but MVDC to retain the maintenance
12/12/18	13	SCC and MVDC to work together to put forward proposals for new car park signage and directional signage around Leatherhead.	Open	Area Highways Manager	Proposals have been put forward and new signage looks to be implemented at the start of the new financial year 2019/20
12/12/18	6	To reduce the speed limit from 50 mph down to 40mph along the A25 in Wotton	Open	Road Safety & Active Travel Team Manager	

Local Committee (Mole Valley) - Forward Programme 2019/20

Details of future meetings			
<p>Dates for the Mole Valley Local Committee 2019/20: Wednesday 12 June 2019, Wednesday 4 September 2019, Wednesday 11 December 2019, Wednesday 11 March 2020</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
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
Appointments to Task Groups and outside bodies	To appoint members of the local committee to task groups and outside bodies for 2019/20	Partnership Committee Officer	June 2019
Cabinet Member for Highways Update	To update the local committee on any SCC highways updates	Partnership Committee Officer	June 2019?

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