

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

- Future Mole Valley Local Plan – Strategic Infrastructure Implications
- Highways Schemes 2019/2020 – End of Year Update
- Universal Youth Offer Consultation



Venue

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

Date: Wednesday, 11 March
2020

Time: 2.00 pm

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

Borough Council Appointed Members

Cllr Nancy Goodacre, Bookham South
Cllr Rosemary Dickson, Leatherhead South
Cllr Raj Haque, Fetcham West
Cllr Mary Huggins, Capel, Leigh and Newdigate
Cllr David Hawksworth, Ashted Common
Cllr Claire Malcomson, Holmwoods

Chief Executive
Joanna Killian

Cllr Lesley Bushnell, Capel, Leigh and Newdigate
Cllr Paul Kennedy, Fetcham West
Cllr Caroline Salmon, Beare Green
Cllr Tim Ashton, Leatherhead South
Cllr David Harper, Ashted Park
Cllr Alan Reilly, Ashted Village
Cllr Charles Yarwood, Charlwood

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

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Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

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Thank you for your co-operation

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

If you have any queries regarding this, please contact the representative of the Community Partnerships Team 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

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.

6 UNIVERSAL YOUTH OFFER CONSULTATION [AGENDA ITEM ONLY]

To introduce the strategy behind the Universal Youth Offer Consultation and details about how to take part.

Please note as the consultation is currently live details cannot be given about specific centres or information collected thus far.

- 7 FUTURE MOLE VALLEY LOCAL PLAN - STRATEGIC INFRASTRUCTURE IMPLICATIONS [FOR INFORMATION]** (Pages 1 - 10)
- Mole Valley District Council is preparing a new Local Plan, titled Future Mole Valley. The draft Local Plan identifies locations for new homes and other development, together with updated policies to guide planning decisions. It is a 15-year plan, from 2018 to 2033.
- Public consultation on the draft Local Plan is taking place between 3 February and 23 March 2020.
- This report focusses on infrastructure implications arising from the draft Local Plan and further work which will be required as the plan progresses.
- As this is during the consultation period the Local Committee are invited to make comments and provide their views on the infrastructure elements detailed in the report.
- 8 CABINET MEMBER FOR HIGHWAYS UPDATE TO COUNCIL [FOR INFORMATION]** (Pages 11 - 18)
- SCC Cabinet Members provide a briefing on their portfolios to council meetings. The Cabinet Member for Highways and Transport briefings will be provided for the local and joint committees for consideration and comment. As this is the first report, the last three briefings have been attached as Annex A.
- 9 HIGHWAYS SCHEMES 2019/20 – END OF YEAR UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION]** (Pages 19 - 36)
- To inform the Local Committee on the outcome of the 2019/20 Integrated Transport Scheme (ITS) and highway maintenance programmes in Mole Valley.
- 10 RECOMMENDATIONS TRACKER [FOR INFORMATION]** (Pages 37 - 38)
- 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'.
- 11 FORWARD PLAN [FOR INFORMATION]** (Pages 39 - 40)
- The Local Committee (Mole Valley) will note the contents of the forward plan.

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 22 January 2020
 at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Nancy Goodacre
- * Cllr Rosemary Dickson
- Cllr Raj Haque
- * Cllr Mary Huggins
- * Cllr David Hawksworth
- Cllr Claire Malcomson

* In attendance

OPEN FORUM

The questions and responses from the Open Forum session are attached as Annex A to these minutes.

30/19 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllr Haque and Cllr Malcomson. Cllr Kennedy and Cllr Salmon attended as substitutes.

31/19 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the meeting held on 4 September 2019 were agreed as a true record and signed by the Chairman.

32/19 DECLARATIONS OF INTEREST [Item 3]

Mr Stephen Cooksey declared two non-pecuniary interests.

1. In relation to Item 5a, Mr Cooksey declared he lived in close proximity to this location.

ITEM 2

2. In relation to Item 6, Mr Cooksey declared he chaired the Cabinet Meeting of Mole Valley District Council that had approved the recommendations to go forward to the Local Committee.

a PUBLIC QUESTIONS [Item 4a]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC and Steve Clavey, Senior Parking Engineer (SPE), SCC

Petitions, Public Statements, Questions: The questions and officer responses were provided within the supplementary agenda.

13 questions were received from members of the public and were taken in the order in which they were received.

Question 1 was submitted by John Moyer. He did not attend nor ask a supplementary question.

Question 2 was submitted by Cllr James Friend. He did not attend but submitted the below supplementary question to the Chairman.

Given the speeds surveyed are quoted as a mean average speed of 36 mph and 85th percentile speed of 41 mph at Surrey Hills School and as a mean average speed of 30 mph and 85th percentile speeds of 34 mph at the Village Green Bus Stop, I am grateful that County council officers are meeting with police colleagues on 29 January 2020 to discuss the speed management plan, and that they will request an update and consideration of potential options for speed management and enforcement. Following the meeting, please can I and the Westcott Village Association be involved in identifying and agreeing those potential options in order to truly incorporate the reality of the local situation?

The AHM confirmed there was a meeting of the Road Safety Working Group on 6 February for which a local input would be greatly appreciated. She noted that although they might not be able to incorporate the suggestions with the Police priorities at least the local priorities would be heard and put forward.

Question 3 was submitted by Ron Billard who attended and asked the following supplementary question:

Thank you for the response. It is largely positive. Previously signage to deter cyclists from cycling on the pavement had been funded by the Local Committee. Is there any funding to fund any more of these. We are talking in the region of £800?

In relation to the sweeping of the multi-use track this is an environmentally friendly option for people travelling and should be considered a quick win.

Has this improvement scheme been added to the forward programme to be done in the future? If yes then the Cycling Forum would like to be consulted

on the formation of any scheme. CIL funding from the nearby Kuoni site is very much welcomed.

The AHM responded. She started by stating there was no longer a small revenue funding stream for signs but the Local Committee had a small budget for funding safety schemes.

As for the cycle facility, this was an expensive scheme; costing several hundred thousand pounds and as such would be included on the Local Transport Strategy (LTS) list if the Local Committee agreed the forward programme (as detailed in item 9). It was suggested also that Mr Billard may wish to make comment on the Mole Valley Local Plan that was to shortly be out for consultation.

Question 4 was submitted by Eric Palmer. He attended and asked the following supplementary question:

Is there no longer a dedicated cycling officer at SCC? I often use the road and do not agree that it is safe nor wide enough and therefore don't think the response is justified. I would very much like to speak to the officer who provided the response, directly to discuss.

The AHM noted that although there was no longer a dedicated cycling officer there was a Safer Travel Team that looked at such things and had provided the response. She added she would take the query back and see if a meeting could be arranged with the questioner, officers and local councillors to discuss the requests.

Question 5 was submitted by Peter Seaward. He was present at the meeting and asked the below supplementary question:

Thank you for the work that is going on. What are the minor improvements works planned for 2021.

The AHM said she didn't know the exact details but would come back outside the meeting with more detail.

Question 6 was submitted by Jon Favell. He did not attend the meeting nor submit a supplementary question. Although members did raise concern over roads in the area where patching work had been completed. They felt after the work the road had become worse and members had often been told by officers that the road was fine and without issue. The AHM agreed to take these comments back to the relevant team to investigate.

Question 7 was submitted by Roger Troughton, who did not attend the meeting although a question was asked about the timing, given there was no budget to do anything at this time.

It was confirmed that it was SCC's intention to support borough and district councils to produce a plan. This was currently being trialled in Woking to see what the outcome was before rolling it out more widely.

ITEM 2

Question 8 was submitted by Mike Giles. He attended and asked the following:

So, does SCC agree with the government that noise pollution of the type under discussion, experienced by a much larger number of residents than perpetrators, is a hazard to health, and since this problem is common to other areas of the county, whilst the officers say they cannot comment on SCC's future plans for noise control, in the interests of efficiency, would not SCC coordinate future measures amongst its constituent districts and boroughs, and can the officers comment on an apparent discrepancy between their answer and a statement by the Surrey Police and Crime Commissioner, David Munro, at a recent presentation at Dorking Halls, to the effect that SCC is by no means averse to expanding the coverage of average speed cameras in the county, and that, contrary to the implication in the answer, rather than being seen by the general public as a generator of income, average speed control is in the main understood and complied with by motorists of all types, thus potentially reducing income from speeding fines, whilst increasing safety, improving air quality and decreasing, if not entirely eliminating, levels of exhaust noise once the vehicles in question have achieved the monitored speed limit, as already demonstrated by the camera controlled section between Burford Bridge and Givons Grove roundabouts?

The AHM confirmed that average speed cameras were used in areas where there had been a history of problems or collisions. The A24, where the average speed cameras were, was not suitable for any other form of traffic calming. Those cameras only tackled speed and not noise.

The Police and Crime Commissioner had said he was open to the use of average speed cameras when there was funding for these.

The AHM asked the questioner to leave his question with the Committee Manager. She would provide a full answer to him.

Question 9 was submitted by David Allbeury. He was in attendance but had no supplementary question to ask.

Question 10 was submitted by Martyn Williams. He attended and made comment that the response he received seemed rather negative. He questioned the cost of between £10k-20k to implement and then remove a scheme. He didn't believe this seemed like too great of a cost to save the high street.

It was suggested by officers that much of what was being asked had already been answered within the report in Item 6.

Question 11 was submitted by Susan Leveritt. She was in attendance but it was suggested as her question was in relation to Item 6 also that this would be a more appropriate place to deal with this.

Question 12 was submitted by Cllr Paul Kennedy. He was in attendance and asked the below supplementary question.

In relation to the accident statistics quote in the response there seems to be a few accidents that don't appear to have been included in the statistics.

The AHM confirmed that the statistics only included personal injury claims so vehicle only damage and deaths of pets, although distressing, weren't included in the figures given. She noted that this road was also due to be discussed at the Mole Valley Speed Management Plan meeting on 29 January 2020.

Question 13 was submitted by Andrew Matthews, who was in attendance and asked the following:

If the voluntary payment scheme doesn't work will the payment meters then be removed?

There was no officer present to answer this question. A written response would therefore be provided to Mr Matthews outside the meeting.

b MEMBER QUESTIONS [Item 4b]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC and Steve Clavey, Senior Parking Engineer (SPE), SCC

Petitions, Public Questions, Statements: The questions and officer responses were provided within the supplementary agenda.

10 questions were received from members of the local committee and were taken in the order in which they were received.

Question 1 was received from Mrs Hazel Watson, who had no supplementary question to ask.

Questions 2 and 3 were received from Cllr Claire Malcomson, who was not in attendance and had no supplementary questions to ask.

Question 4 was received from Mrs Hazel Watson, who thanked officers for the response but had no supplementary question to add.

Question 5 was received from Mrs Hazel Watson, who had no supplementary question to add.

Question 6 was received from Mrs Hazel Watson, who made the below statement:

I don't believe the question has been answered and doesn't seem too difficult to answer.

ITEM 2

The Chairman suggested it would be a good starting point to get a list of all the car parking bays and the number of cars that used them and ask the officer for more clarity on the answer. It was suggested that Dorking High Street would be a good place to start with this.

Question 7 was received from Mr Tim Hall. He had no supplementary question to ask but noted the figures in the answer were for information purposes for the Local Committee.

Question 8 was received from Mr Stephen Cooksey. He commented that he didn't understand the answer provided and would like a site visit to be arranged with officers to discuss in more detail.

Question 9 was received from Mrs Clare Curran. She thanked officers for the response and asked if the AHM could talk through the process theoretically of how the scheme would come about from initiation to delivery.

The AHM gave the following response:

- The process starts with the feasibility. This would include looking at the topography, plants, electrics in the area.
- A traffic order is then required and would need to come back to the Local Committee for permission.
- The next stage is the design stage to see what could physically be put in on the ground
- Then follows consultation. This would include with the local businesses and residents in area and before the traffic order could be implemented any objections would need to be looked at to see if they could be resolved.
- Funding then needs to be available to carry out the work. If there is funding this is then let to the contractor to implement.
- Following implementation, safety audits are conducted before the scheme is given the final sign off.

Question 10 was received from Cllr Nancy Goodacre. A full written response would be provided outside the meeting.

34/19 PETITIONS [Item 5]

Two petitions were received before the deadline. The full wording and officer response were provided within the supplementary agenda.

35/19 PETITION TO: REDUCE THE SPEED LIMIT ON THE A24 SOUTH, UP THE HILL FROM THE COCKEREL ROUNDABOUT UNTIL PAST THE OLD KUONI SITE, FROM THE CURRENT 50MPH TO A SAFER LOWER SPEED REFLECTING THE RESIDENTIAL AREA [Item 5a]

Declarations of Interest: Mr Cooksey declared a non-pecuniary interest that he lived in close proximity to this location.

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions, Statements: The full wording of the petition and officer response was provided within the supplementary agenda.

Mrs Amelia Rahaman attended the meeting and addressed the committee with her concerns. She detailed that there were a lot of concerns over the dangers of the road and that given the old Kuoni site was shortly to be redeveloped this would only lead to more vehicles on the road. She added that in recent years there had been a perception of increased traffic and faster speeds on the road and something needed to be done before any more accidents occurred.

Key points from the discussion:

- Members thanked the petitioners for their petition and for highlighting an important issue.
- It was acknowledged that it appeared as though work was underway and something was going to happen. Questions were asked about how quickly any progress would be seen.
- It was noted that with the redevelopment the demographic of the area would change and that action needed to be taken before there were any more fatalities.
- The AHM added that the Road Safety Working Group was due to meet on 6 February and this would be included in the discussion. She added that the reduction in speed to 40 mph did comply with SCC setting speed limits policy.
- It was concluded that hopefully this was all moving at speed and that more conclusive information would be provided shortly.

Resolution:

The Local Committee noted the officer's comment.

36/19 PETITION TO: WITHDRAW THE IDEA PUT FORWARD IN THE RECENT PARKING STRATEGY UPDATE PAPER THAT THE COUNCIL SHOULD SUPPORT THE INTRODUCTION OF ON-STREET PARKING CHARGES [Item 5b]

Declarations of Interest: None

Officers attending: None

Petitions, Public Questions, Statements: The full wording of the petition and officer response was provided within the supplementary agenda.

Cllr Caroline Salmon addressed the committee with details of her petition. Noting she started this petition in response to the SCC paper that would be going to Cabinet next week. She added the council had a duty to preserve economic development in towns and villages, improve prosperity and welcome impulse shoppers. Taking away free on-street car parking was not

going to help. She concluded that time-limited parking was essential for the churn in a town/village to ensure different shoppers could come and go as they needed to.

She urged the committee to think about how on-street car parking charges would affect the community and requested they did not introduce on-street car parking charges.

Key points from the discussion:

- Members noted that in areas where there was free parking or time-limited parking there was a good churn and this should continue.
- There was a strong feeling of support from the Local Committee that they did not wish to introduce on-street car parking charges in Mole Valley at this time.
- It was noted by members that the petition response did state there were no plans to introduce on-street car parking charges and the committee should therefore move on to other business.

Resolution:

The Local Committee noted the officer's comment.

37/19 PROPOSALS FOR LEATHERHEAD HIGH STREET [EXECUTIVE FUNCTION - FOR DECISION] [Item 6]

Declarations of Interest: Mr Cooksey declared a non-pecuniary interest that he chaired the Cabinet Meeting of Mole Valley District Council that had approved the recommendations to go forward to the Local Committee.

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions, Statements: None

The AHM introduced the report; highlighting that the Local Committee were being asked to support Mole Valley District Council (MVDC) to advertise the Traffic Regulation Orders (TRO) as detailed in the report. The scheme had already been approved by MVDC's Cabinet and they believed it was what was needed to support the Transform Leatherhead (TL) Project. She added that work was already underway to declutter and improve the signage around the town centre.

The MVDC Cabinet member for Projects put forward the below points to support the proposal.

- The TL proposals had come about from the petition put forward to the Local Committee by the Leatherhead Residents' Association (LRA) and what was practical to do.
- To remove the parking on the high street would improve the safety, create better access for businesses, allow businesses to extend their table and

chair licences and improve access for people with mobility issues.

- There were plans also to introduce more markets and introduce parklets to make it overall more welcoming.
- MVDC had focussed on better promoting free car parking times and increasing the number of free 30 minute bays.
- She gave examples of other towns that had undergone similar transformations; Coventry, Loughborough and Shoreditch; noting that many other towns had also experienced the same decline in the high street as Leatherhead, and it was therefore essential to create a town centre experience to encourage people to come.

Key points from the discussion:

- Members showed their concern over the risk of removing the car parking from the high street. They felt the parking was essential to keep the evening trade alive. They noted it was dangerous to try and revive the day time economy at the expense of the evening economy.
- It was felt that more needed to be done by TL in terms of improved leisure outlets and activities before a drastic change like this could be implemented.
- It was noted that the decision would be a difficult one for the committee to make as there were good arguments on both sides and there was no easy solution.
- The point was made that Leatherhead High Street was not alone in being dead between 2.30-6pm. This was common of the time, with trends changing and people favouring online shopping instead.
- Support was shown for what TL was hoping to achieve but several members commented that they didn't feel the time was right and in the past many other schemes to improve Leatherhead had not worked. There was belief this would be no different.
- There was lots of new developments in Leatherhead. Many of which did not have adequate parking as it was. Removing another place to park would only lead to further parking issues in the town centre.
- The Leader of MVDC, Mr Cooksey, stated that the proposals that had been put forward had come about to help the economy. MVDC looked at many different options and concluded this was the best thing to do. He added there were many views of people in Leatherhead and the only way to really know what everyone thought was to agree to advertise the TRO and let it go out to public consultation.
- Mrs Clack stated that she felt the local committee's view was that they were not ready to close the high street and spend money on a trial that could have a detrimental effect. She therefore proposed a new recommendation to reject both options 1 & 2 put forward in the report. This was seconded by Cllr David Hawksworth.

Resolution:

The local committee voted on the new recommendation. With 6 votes for and 6 votes against, the Chairman, Tim Hall used his casting vote to vote for the new recommendation.

The Mole Valley Local Committee agreed to:

- iii) Reject both options 1 & 2 put forward in the report.

Reason for decision:

The above decision was made because the Local Committee felt neither option was a solution or was what the residents wanted. Neither option would achieve what Transform Leatherhead was trying to.

38/19 MOLE VALLEY ANNUAL PARKING REVIEW [EXECUTIVE FUNCTION - FOR DECISION] [Item 7]

Declarations of Interest: None

Officers attending: Steve Clavey, Senior Parking Engineer (SPE), SCC

Petitions, Public Questions, Statements: None

The SPE introduced the report, adding there was one omission he wanted to add. This was for another allocation of permits from 53 Church Street to Dorking Road, Leatherhead.

Key points from the discussion:

- The divisional member asked the SPE if it was possible to include one other scheme in the review. It was to include some double yellow lines (DYL) in Charlwood at the junction of Chalmers Close and Ifield Road which was needed urgently due to the new pavilion. She added that the Parish Council had funds to pay for this lining.
- Members noted that the Mole Valley Local Plan would need to address parking issues in close proximity to stations as restrictions implemented nearer stations was forcing displacement parking in to other roads. This was a common problem around the district and needed to be addressed.

Resolution:

The Mole Valley Local Committee agreed:

- i) That the county council's intention to introduce the proposals in Annex 1 with a few minor additions is formally advertised, and subject to statutory consultation;
- ii) That if no objections are received when the proposals are advertised, the appropriate traffic regulation orders are made;

- iii) That if objections are received which cannot be resolved, in accordance with the county council's scheme of delegation, the Parking Strategy and Implementation Team Manager considers them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

Reason for decisions:

The above decisions were made as it is expected that the implementation of the proposals will both increase the safe passage of vehicles and also ease the parking situation within mainly residential areas.

39/19 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION - FOR INFORMATION] [Item 8]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager (AHM), SCC

Petitions, Public Questions, Statements: None

Key points from the discussion:

- A question was asked about the Members Highways Fund and when some pedestrian road signs were to be installed on Mill Lane. The AHM confirmed she didn't have the information to hand but would get the answer and report back.

Resolution:

The Local Committee noted the contents of the report.

40/19 HIGHWAYS SCHEMES FORWARD PROGRAMME 2020-21 AND 2021-22 [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager (AHM), SCC

Petitions, Public Questions, Statements: None

Resolution:

The Mole Valley Local Committee agreed to:

General

- i) Note that the Local Committee's devolved highways budget for capital works in 2020/21, subject to approval by full Council, £240,400.

ITEM 2

- 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 be divided equitably between County Councillors to carry out capital maintenance works in their divisions, and that the schemes to be progressed be identified by divisional members in consultation with the Area Maintenance Engineer.

Revenue Maintenance – Member Local Highways Fund

- viii) 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; and
- ix) Agree that the Member Local Highways Fund be managed by the Area Maintenance Engineer on behalf of and in consultation with members.

Reason for decisions:

The above decision were made in order to agree a forward programme of highways works in Mole Valley for 2020/21 – 2021/22, funded from the Local Committee's devolved budget.

41/19 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 10]

Declarations of Interest: None

Officers attending: Jess Edmundson, Partnership Committee Officer, SCC

Petitions, Public Questions, Statements: None

The local committee noted the decision tracker.

42/19 FORWARD PLAN [FOR INFORMATION] [Item 11]

Declarations of Interest: None

Officers attending: Jess Edmundson, Partnership Committee Officer, SCC

Petitions, Public Questions, Statements: None

The local committee noted the forward plan of items expected to be received.

Meeting ended at: 4.47 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 11 MARCH 2020



LEAD OFFICER: JANE SMITH, INTERIM PLANNING POLICY MANAGER, MVDC

SUBJECT: FUTURE MOLE VALLEY LOCAL PLAN – STRATEGIC INFRASTRUCTURE IMPLICATIONS

DIVISION: ALL

SUMMARY OF ISSUE:

Mole Valley District Council is preparing a new Local Plan, titled Future Mole Valley. The draft Local Plan identifies locations for new homes and other development, together with updated policies to guide planning decisions. It is a 15-year plan, from 2018 to 2033.

Public consultation on the draft Local Plan is taking place between 3 February and 23 March 2020.

This report focusses on infrastructure implications arising from the draft Local Plan and further work which will be required as the plan progresses.

RECOMMENDATIONS:

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

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the consultation draft Local Plan and provide an opportunity to highlight issues which can be taken into account as further work on the Local Plan progresses.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Mole Valley District Council is preparing a new Local Plan, titled Future Mole Valley, which will set out locations and planning policies to guide development in the District over the period 2018 to 2033.
- 1.2 This report focusses on strategic infrastructure requirements arising from the level of development anticipated in the draft Local Plan. In particular, it highlights issues which fall within the remit of Surrey County Council and/or will require ongoing partnership working as plan preparation proceeds.

- 1.3 The item is for information and provides an opportunity for the Local Committee to contribute to the draft Local Plan consultation process.

2. ANALYSIS:

- 2.1 In line with the National Planning Policy Framework, the draft Local Plan is based on objectively assessed development needs over the plan period. This includes a requirement for around 7100 new homes, based on a local housing need assessment of 449 dwellings per annum, plus a 5% buffer to allow for potential non-delivery.
- 2.2 The assessment of local housing need follows the standard methodology set out in national planning guidance and is consistent with the approach taken throughout England, in line with the National Planning Policy Framework February 2019.
- 2.3 The draft Local Plan also addresses needs for other forms of development, including office, industrial, retail, leisure and community buildings. Although there are some specific sites allocated for these uses, the main focus is on safeguarding existing commercial and community uses, while supporting appropriate reuse and regeneration to meet evolving needs.
- 2.4 The draft Local Plan is published at <https://futuremolevalley.org/> and is the subject of public consultation from 3 February to 23 March 2020.
- 2.5 The draft Local Plan is supported by an extensive suite of evidence documents, published at <https://futuremolevalley.org/evidence-documents/>. This evidence base underpins the selection of potential development sites and the content of draft planning policies. It includes evidence about strategic infrastructure implications linked to proposed development.
- 2.6 With regard to strategic infrastructure issues, key evidence base documents are:
- a. Strategic Highway Assessment Report – this two-part report was prepared by Surrey County Council's Transport Studies team and models impacts on the highways network arising from potential development.
 - b. Draft Infrastructure Delivery Plan – this summarises evidence provided by a range of infrastructure providers, highlighting future infrastructure requirements arising from planned development. It includes an initial Schedule of Schemes, which at this stage includes infrastructure requirements for which there is not yet a worked-up scheme, but where it is known that action will be required. At this stage, the Infrastructure Delivery Plan remains in draft. It is a working document which will be updated as plan preparation continues.
 - c. Level 1 Strategic Flood Risk Assessment – this sets out evidence on flood risk from all sources and has been used to inform the Local Plan process.

- d. Level 2 Strategic Flood Risk Assessment – this builds on the Level 1 SFRA, focussing on potential development sites where there is some level of flood risk from one or more sources. It providing site-specific flood risk information, including guidelines on site layout to avoid the areas at highest risk, appropriate flood alleviation measures and, in some cases, opportunities for flood betterment through development.

2.7 The rest of this report highlights key findings in the above evidence base documents.

Transport

- 2.8 In the Strategic Highways Assessment report, Surrey County Council (SCC) assessed the likely impacts that future housing growth in Mole Valley may have on the local highway network.
- 2.9 This assessment uses SCC's SINTRAM highway model to analyse the impact of five alternative development scenarios on the highway network. These include a "do nothing" option (Scenario A), which models the effect of existing committed development together with forecast background traffic growth.
- 2.10 A second option (Scenario B) models the impact of all sites which have been included in the current draft Local Plan consultation. Overall, it forecasts a 0.9% increase in trips in the AM peak hour and a 1.4% increase in the PM peak hour, compared with the "do nothing" option.
- 2.11 Three further options (Scenarios C, D and E) examined the impact of reducing the level of potential development in three specific locations, where congestion is a known concern. It showed that variations from Scenario B were marginal.
- 2.12 The assessment highlights existing congestion hotspots, as set out in the table below. It also highlights in *italics* new hotspots which would occur as a result of Local Plan development. The latter are few in number and are in rural locations, relatively remote from potential development sites.

Area	Location
Links	
Leatherhead	M25 Junction 9 - 10
Hookwood	A23 Brighton Road
Junctions	
Ashted	A24 Leatherhead Road signalised junction with Grange Road and Ermyn Way
	Farm Lane with Downs Road and Headley Road
Leatherhead	A244 Oxshott Road roundabout with Oaklawn Road
	A245 Randalls Road signalised junction with Cleeve Road
	A245 Randalls Road signalised junction with Station Approach
	A245 Station Road / Station Approach signalised junction with B2122 Waterway Road
	B2430 Kingston Road roundabout with Cleeve Road and Dilston Road
	B2450 Leret Way signalised junction with B2122 Epsom Road
	B2450 The Crescent signalised junction with Church Street
	Beaverbrook Roundabout (A24 with B2033)
	Givons Grove Roundabout (A24 with A246 and B2450)

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Area	Location
	Knoll Roundabout (A24 with A243 and B2122)
	M25 Junction 9a Roundabout (A243 with A245 and M25)
	M25 Junction 9b Roundabout (A244 with A243 and M25)
Bookham	A246 Leatherhead Road signalised junction with Eastwick Road and Crabtree Lane.
Dorking	A24 London Road roundabout with B2038 Pixham Lane
	A24 London Road signalised junction with A2003 Ashcombe Road
	A24 Deepdene Avenue roundabout with A25 Reigate Road / High Street
	A24 Deepdene Avenue / Horsham Road roundabout with A2003 Flint Hill
	A25 High Street signalised junction with London Road
	A25 High Street with signalised junction of West Street
	A25 High Street with signalised junction of Junction Road
	A25 Westcott Road with signalised junction of Vincent Lane
	B2038 Pixham Lane signalised shuttle working
Wotton	A25 Guildford Road priority junction with Hollow Lane
	<i>A25 Guildford Road priority junction with Raikes Lane and White Down Lane</i>
Betchworth	A25 Reigate Road roundabout with B2032 Station Road
	B2032 Station Road level crossing
Beare Green	Beare Green Roundabout (A24 with A29)
Capel	Clarks Green Roundabout (A24 with Horsham Road and Rusper Road)
Ockley	<i>A29 Stane Street priority junction with B2126 Lake Road</i>
	Horsham Road with Frogetts Lane
	Horsham Road with Okewood Hill
	<i>Okewood Hill priority junction with Ruckmans Lane</i>
Hookwood	A23 Brighton Road roundabout with A217 Reigate Road and Povey Cross
	A217 Reigate Road roundabout (access for Tesco)

2.13 The assessment concludes that none of the impacts predicted from each of the scenarios are considered sufficiently severe to eliminate any of the Local Plan development scenarios solely on highway impacts. On the whole, development on the sites included in the consultation draft Local Plan is linked to a marginal increase in congestion at a number of known locations, but is not forecast to establish new congestion hotspots in and around the built up areas.

2.14 Further analysis relating to development sites and their potential mitigation measures should be focused on areas where the highway network is already under pressure as it is in these locations which highway conditions are exacerbated the most by development. There will be some opportunity for development-led mitigation, particularly where larger development sites have a direct relationship with an existing hotspot. But since the majority of the congestion is either existing or linked to background traffic growth, these areas will also need to be the focus for wider strategic measures to address congestion and encourage modal shift as a means to manage traffic growth.

- 2.15 At this stage of Local Plan consultation, the congestion hotspots are highlighted in the draft Infrastructure Delivery Plan, but there are no details of specific mitigation schemes. Further work on potential mitigation measures will inform preparation of the submission draft Local Plan, scheduled for later in 2020.
- 2.16 Draft Local Plan policy INF2, Promoting Sustainable Transport and Parking, includes a range of requirements for new development to maximise the use of sustainable transport measures options. These include a specific requirement for any larger commercial and educational uses, and housing sites exceeding 80 dwellings, to prepare and implement a Travel Plan, to encourage and support modal shift and manage the impact of traffic growth.
- 2.17 Talks are ongoing with Network Rail regarding their own upgrades and these will be included in the IDP when more information becomes available.

Education

- 2.18 SCC's Education Planning team has advised on the implications of the draft Local Plan for education provision. As a result of sites included in the consultation draft Local Plan, it is predicted that there would be a need for additional capacity at primary level in Ashted/Leatherhead (3FE), Dorking (1FE) and South Mole Valley (1FE), and additional capacity at secondary level in Dorking (3FE) and Leatherhead (4FE). There are also local concerns about potential cross-boundary issues in the Bookham area, particularly in relation to secondary provision.
- 2.19 Surrey County Council officers have advised that additional capacity could be achieved through expansion of existing schools, subject to the phasing of development. Alternatively, certain strategic site allocations have capacity for new schools and the consultation draft Local Plan highlights opportunities for new primary education provision in Leatherhead and Beare Green.
- 2.20 The level of provision required for Early Years Care has significantly increased over recent years due to Government reforms gradually increasing entitlement from 15 hours for 3 & 4 year olds up to 30 hours for 3 & 4 year olds and some 2 year olds (disadvantaged/lower income). More places for Early Years Care will be needed across Mole Valley. Early Years Care is normally provided through private operators rather than state funded facilities. Ongoing engagement with SCC's Early Years team as the Local Plan develops will support them in facilitating new provision in parallel with new development.
- 2.21 A growing requirement for specialist SEND school provision has been identified through discussion with SCC and the Department for Education. One site in the consultation draft Local Plan is allocated for a potential SEND school on a site currently in the Green Belt. There are also active proposals for additional SEND provision in Dorking (extant planning permission) and Leatherhead (current planning application).
- 2.22 At this stage, no specific requirements for additional post 16 provision have been highlighted to MVDC.

Health

ITEM 7

- 2.23 Potential housing development in the draft Local Plan, has been assessed by the Surrey Downs Clinical Commissioning Group. They have sought to identify where future need is likely to be in terms of capacity, and hot spots where need exceeds current capacity.
- 2.24 GP surgeries have been formed into Primary Care Networks (PCNs) which incorporate about six practices in a single area. Therefore there is an identified need to expand networks rather than a single practice. In addition, some services are being moved out of hospitals and into the primary care network (e.g. maternity services). Ideally each PCN needs a hub where these services can be located.
- 2.25 No specific current schemes to increase the capacity of GP surgeries – or construct new surgeries – have been identified at the time of writing. However, MVDC is aware of capacity issues, particularly in the north of the District.
- 2.26 As the draft Local Plan progresses, MVDC will continue to discuss with Surrey Downs Clinical Commissioning Group (CCG) whether, and where, additional premises for expanding existing GPs may be required and how funding would be sought. At this stage, there is still an opportunity to incorporate site-specific proposals in the Local Plan as it progresses. One potential site in Bookham is identified in the draft Local Plan and there could also be an opportunity to incorporate GP provision on one or more of the larger potential housing sites, if a specific, deliverable need is identified.
- 2.27 Ongoing engagement between MVDC and the CCG following adoption of the Local Plan will support them in meeting their statutory responsibilities for planning and commissioning of health care services in this area, in parallel with new housing development.

Flood Risk/Drainage

- 2.28 Surrey County Council is the Lead Local Flood Authority for Mole Valley and along with the Environment Agency has several schemes listed in their Capital Work Programme which address flood risk in specific areas. These include schemes in Dorking, Leatherhead and Fetcham, Brockham and Strood Green, Hookwood and Charlwood, and Bookham.
- 2.29 Officers from Mole Valley attend the Surrey Flood Risk Working Group and Partnership Board which discuss strategic flooding matters that impact Mole Valley. In addition, officers have been meeting independently with Surrey County Council and the Environment Agency to discuss potential site allocations and joint working to address flooding within Mole Valley.
- 2.30 As a result of partnership working with Surrey County Council, the draft Local Plan incorporates updated planning policies for addressing flood risk. These include identification of three Areas of Critical Drainage, in Bookham, Fetcham and Brockham. In these areas, more rigorous requirements for sustainable urban drainage schemes would be introduced through draft Local Plan policy INF2.
- 2.31 The draft Local Plan is based on a sequential approach, avoiding site allocations in areas at the highest risk of flooding. These have been identified through Strategic Flood Risk Assessment, with additional site-specific

assessment undertaken in relation to those potential sites which are partly affected by flooding from one or more sources. The evidence demonstrates that where there is some residual risk of flooding, this can be mitigated through the design of development (avoiding the parts of the site which flood) and/or through flood mitigation measures including sustainable urban drainage measures to achieve pre-development greenfield run-off rates.

- 2.32 Policy INF2 also sets out a range of requirements for flood risk avoidance, flood alleviation measures and the design and ongoing maintenance of sustainable drainage schemes.

Utilities

- 2.33 Utility providers were consulted at an early stage about potential site allocations and discussions are ongoing, since the phasing of development may influence when and where any required upgrades are carried out.
- 2.34 Gas and Electricity providers (UK Power Networks and Southern Gas Network) have highlighted no major reinforcements needed based on the level of development in the consultation draft Local Plan. Energy companies secure funding for infrastructure as a proportion of receipts from customers, regulated by Ofgem, in accordance with agreed investment cycles.
- 2.35 Thames Water anticipate a need for upgrades to sewage treatment works in Dorking, Holmwood, Headley and Leatherhead resulting from potential new development. Where there network restrictions between the site and treatment works, Thames Water will work with the developer to understand the phasing programme and work to deliver upgrades within that programme. They advise that upgrades can be achieved using their established system of developer pre-application advice, planning conditions and funding contributions for new housing.
- 2.36 Southern Water have also identified that network reinforcements will need to be provided, however have highlighted no issues with this provided that planning policies and conditions are in place to ensure a phased occupation of development.
- 2.37 Sutton and East Surrey Water have highlighted the potential need for localised upgrades throughout Mole Valley, particularly in Beare Green, Leatherhead and Ashted. Again, discussions regarding the size of relevant schemes and their phasing are ongoing. Water supply infrastructure is funded through customer receipts, regulated by Ofwat through five-year Asset Management Planning process.

3. OPTIONS:

- 3.1 Not relevant to this report which is for information purposes.

4. CONSULTATIONS:

- 4.1 A wide range of stakeholders has been consulted on the issues outlined in this report. Further details are provided in the Local Plan evidence base documents listed in paragraph 2.5.

ITEM 7

- 4.2 A public consultation is underway between 2 February and 23 March 2020 to inform the ongoing Local Plan preparation process.
- 4.3 Infrastructure stakeholders have been consulted on the contents of the consultation draft Local Plan and any further evidence received through the consultation process will inform the next stage of Local Plan preparation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 None arising from this report.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The draft Local Plan is supported by an Equalities Impact Assessment. The majority of identified impacts are positive. The need to plan infrastructure provision alongside development is highlighted as a priority, recognising that certain protected groups could be particularly affected by infrastructure capacity issues.

7. LOCALISM:

- 7.1 All communities within or adjacent to the District of Mole Valley will be affected by the draft Local Plan to a greater or lesser extent.

8. OTHER IMPLICATIONS:

Sustainability implications

- 8.1 The draft Local Plan is supported by a Strategic Environmental Assessment and Sustainability Appraisal, which includes consideration of issues relating climate change mitigation and adaptation. The draft Local Plan also includes draft policies to ensure that new development addresses a range of climate change issues.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is recognised that development included in the consultation draft Local Plan will raise a number of strategic infrastructure requirements, as outlined in this report.
- 9.2 The views of the Local Committee are sought on any of the issues raised, to inform ongoing plan preparation.

10. WHAT HAPPENS NEXT:

- 10.1 The Local Plan evidence base will be kept up to date as Local Plan preparation progresses. In particular, the Infrastructure Delivery Plan is a working document which will continue to be refined and updated as Local Plan preparation progresses. The IDP will also be reviewed regularly following

adoption of the Local Plan, to inform ongoing planning of infrastructure improvements alongside development.

- 10.2 In some cases, detailed infrastructure planning will not take place until there is greater certainty about whether a particular site will be included in the adopted Local Plan and when it will be developed. Detailed infrastructure projects will need to be developed at the right time, to support the gradual implementation of the Local Plan throughout its 15-year period. MVDC will continue to engage with partners including Surrey County Council and other infrastructure stakeholders, with the aim of ensuring that infrastructure improvements are implemented in a timely manner alongside new development. Where relevant, planning conditions and legal agreements will be used to secure the implementation of site-specific improvements.
- 10.3 MVDC will also use evidence in the IDP to support prioritisation of strategic CIL expenditure, with new housing in the draft Local Plan making a significant financial contribution to the funds available from this source.

Contact Officer:

Jane Smith, Interim Planning Policy Manager, 01306 879144

Consulted:

A wide range of stakeholders has been consulted on the issues outlined in this report. Further details are provided in the Local Plan evidence base documents listed below.

A public consultation is underway between 2 February and 23 March 2020 to inform the ongoing Local Plan preparation process.

Annexes:

None

Sources/background papers:

- Future Mole Valley 2018-2033 Consultation Draft Local Plan (Regulation 18)
- Future Mole Valley Strategic Highway Assessment Report
- Future Mole Valley Draft Infrastructure Delivery Plan 2020
- Future Mole Valley Level 1 and Level 2 Strategic Flood Risk Assessments

The above documents are published at <https://futuremolevalley.org/evidence-documents/>

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 11 MARCH 2020****LEAD: MATT FURNISS, CABINET MEMBER - HIGHWAYS & TRANSPORT****SUBJECT: CABINET MEMBER FOR HIGHWAYS UPDATE TO COUNCIL****DIVISION: ALL SURREY****SUMMARY OF ISSUE:**

SCC Cabinet Members provide a briefing on their portfolios to council meetings. The Cabinet Member for Highways and Transport briefings will be provided for the local and joint committees for consideration and comment. As this is the first report, the last three briefings have been attached as Annex A.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to note the briefing.

REASONS FOR RECOMMENDATIONS:

To provide the committee with the opportunity to consider and comment on the Cabinet Member updates.

1. INTRODUCTION AND BACKGROUND:

- 1.1 SCC Cabinet Members provide a briefing on their portfolios to full council meetings. The Cabinet Member for Highways and Transport briefings will be provided for the local and joint committees for consideration and comment. As this is the first report, the last three briefings have been attached as Annex A.

2. ANALYSIS:

Not applicable – provided for information only.

3. OPTIONS:

Not applicable – provided for information only.

4. CONSULTATIONS:

Not applicable – provided for information only

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

Not applicable – provided for information only

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

Not applicable – provided for information only

7. LOCALISM:

Not applicable – provided for information only

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

Not applicable – provided for information only

10. WHAT HAPPENS NEXT:

Not applicable – provided for information only

Contact Officer:

Jess Edmundson, Partnership Committee Officer

Consulted:

N/A

Annexes:

Annex A - Cabinet Member for Highways and Transport briefings

ANNEX A**CABINET MEMBER UPDATE TO FULL COUNCIL - JULY 2019****NAME:** Matt Furniss **PORTFOLIO:** Highways & Transport**Update on the progress of the increased investment in roads this year**

- We are in the second year of the Severe Weather Recovery Programme, having last year completed approximately 300 schemes comprising surfacing, large/small scale patching and surface dressing.
- So far this year we have completed 23 surfacing and patching schemes, and 50 surface dressing schemes under this programme.
- There are a further 33 surfacing and patching schemes programmed for the rest of the year.
- There are a number of reserve schemes also on the programme, and we will be monitoring any further deterioration across the network over the autumn and winter period, prioritising these with the remaining funding.

Town centre agreements report going to Cabinet

- A report is going to Cabinet in July that will build on our solid partnership working with the District & Borough Councils.
- This will enable important highway maintenance works to be undertaken by those best placed to do so.
- There is potential that through closer working there can be an improved level of maintenance, management and investment to our important and high profile town centre locations.

Surrey Infrastructure Academy launch

- The launch event for the Surrey Infrastructure Academy took place on Wednesday 26 June 2019.
- This is a collaborative project between Surrey County Council, the four major FE colleges in Surrey and the Infrastructure Industry.
- The project has been led by Kier and developed as part of the Surrey Highways contract to help reverse the ticking time bomb in skills within the Highways, Utilities, Civil Engineering and Energy industries.
- The doors are open for students to start in September 2019 with a range of new and existing courses, packaged as a tangible institution, supported by employers, appealing to students, parents and schools giving a viable entry to a career in the Infrastructure Sector.

Update on LED rollout

- Officers continue to finalise the negotiation of the PFI contract change which is progressing well with conversion expected to commence in the autumn as planned.
- In December 2018, a small number of street lights near to the Highways Depot in Merrow were converted to LED and are working well.
- In the spring, a traffic camera and radar counter was installed along with a temperature sensor and an air quality monitoring sensor to test their functionality and initial reports are being reviewed by officers to understand what the data shows.
- The trial was extended to a number of roads in Merrow in late May with around 100 lights converted to LED which allowed Skanska to test and improve on the conversion process ahead of the work starting which will see up to 3000 lights converted per month.

ITEM 8

- The Deed of Variation to the contract is expected to be executed in the coming weeks and once completed, further information on the work including the programme and dates for each area will be shared with Members and the public.

CABINET MEMBER UPDATE TO FULL COUNCIL - OCTOBER 2019**NAME:** Matt Furniss **PORTFOLIO:** Highways & Transport**Customer reporting changes**

Following on from the successful changes introduced earlier this year to pothole reporting, a similar approach is being introduced for other popular highway assets. At the end of September 2019 our website went live with an improved way to report pavement defects, trees, weeds and grass. Pictures on our website show residents the type of defect; making it easier for them to explain their concern and better understand the priority we will give it. Issues can also be marked on a map, and customers can upload a photo. Feedback so far is positive, with users particularly liking the photo examples.

Highway maintenance programme update

We are now six months into the 2019/20 Highway Maintenance programme of works, Horizon 2, and construction schemes are progressing well. So far we have completed over 85 miles of treatments on roads and over 10 miles of treatments on pavements as well as a number of schemes on structures, drainage, traffic signals and safety barriers. We still have around another 10 miles of road schemes to deliver before the end of March 2020 and around 12 miles of work on pavements as well as a number of schemes on the other highway assets.

We have also completed 39 schemes under the Severe Weather Recovery programme and have protected the investments made from last year's Severe Weather Recovery Programme through surface dressing 50 of last year's schemes. As part of our "capital safety defect" programme, we have repaired or prevented nearly 17,000 potholes and we have also continued working on LEP funded "resilience" schemes which have included reconstructing significant areas of the A23 and extensive drainage works and carriageway reconstruction on the A31. The website is currently being updated to show progress on the individual schemes within the Horizon 2 and Severe Weather programmes.

Materials innovation trials update

A number of trials of innovative materials have taken place recently. At the end of August we trialled a process called "Reclamite" which involves applying an emulsion to the road surface which penetrates into the material and can extend the road life for 5-7 years by replacing some the elements lost over time. The emulsion takes around three months to fully penetrate into the asphalt, therefore we should have some meaningful test data by the end of the year. We also carried out a trial using "hydroblasting" which uses high pressure water to remove excess bitumen from the road surface restoring the skid resistance of the road. We tested the site for skid resistance before and after treatment and are awaiting the results.

Later this month we will be trialling a "warm mix asphalt", as opposed to hot mix asphalt which is usually used. Instead this material is mixed at a reduced temperature, which not only provides environmental advantages but also means the bitumen within the asphalt should oxidise less during the mixing process at the plant, meaning we should get a greater life out of the material.

During September 2017 we carried out a trial using an "asphalt preservation system". This process seals the road surface and helps slow down the rate of oxidation of the bitumen which in turn should increase the road's life.

We already have 12 months of data for this trial and are just about to conduct the 24 month testing. So far the results for this trial look promising, compared to the control sections the treated sections are oxidising at a slower rate. Finally, a trial was undertaken with in conjunction with a utility company using plastics to replace part of the bitumen content of the asphalt. Phase 1 of the trial involved two footway reinstatements and we are currently looking at dates for the next phase of the trial which will be on a road reinstatement.

Verge maintenance and weed control

Since the July 2019 Council motion for management of highway verges, the highways team has been working to imbed the changes into future maintenance works. We work in partnership with the district and boroughs for verge maintenance, with nine areas being managed by the local district / borough. Discussions have been held with relevant Officers and they are aware of the Council's desire to improve wildlife habitats, where appropriate.

The current contract for maintaining grass verges and weed control is due for renewal in April 2020. As part of the new contract specification, clear reference has been made for the use of innovative solutions for both verge maintenance and weed spraying. This will include leaving areas uncut for pollination and alternatives to glyphosate. Discussions have been held with specialist suppliers and a trial is being arranged to use "sprayed hot water" as a weed treatment process. The results of this, and other planned trials will help shape how the County Council manages highway weeds in the future.

CABINET MEMBER UPDATE TO FULL COUNCIL - DECEMBER 2019**NAME:** Matt Furniss **PORTFOLIO:** Highways & Transport**Winter Service**

The Cold Weather Plan has been updated and is now available on the website. We have over 12,000 tonnes of salt in stock and all of our 1,800 grit bins were inspected in the summer. Deliveries of salt have been made to Districts and Boroughs so they can keep their priority pavements clear, and arrangements are being made to provide salt to the farmers who help us during snow events. There has been a review of Priority 2 salting routes following engagement with Local Committees and their feedback has been incorporated into the revised Priority 2 routes. These are available to view on the online map. Priority 1 routes were reviewed and updated following Local Committee engagement in 2018 and there have been no significant changes to the Priority 1 routes since then. 8 gritting runs were completed in November and gritting runs are continuing during December.

During the 2019/20 winter season Surrey and Kier will be working with Meteogroup to trial the "Route Based" method of forecasting. Route Based Forecasting provides more accurate localised forecast modelling, allowing for more precise decision making. Providing the trial is successful, this will improve the accuracy of decision making and provide a reduction in the number of full gritting actions required over the winter season. Anticipated benefits are both environmental and financial, including a reduction in CO2 emissions, driver call out costs, and salt usage.

Epsom Marketplace Improvement Project

Following the successful pedestrian and vehicle improvements delivered by the County Council in Epsom Town Centre last year, in January works started on the next phase, the Marketplace. This is a £1.8m scheme to significantly enhance the pedestrian heart of the town, encompassing quality paving materials and street furniture, mature trees, public art and maximising use of the available space. Epsom & Ewell BC committed in excess of £1m towards the scheme, which has been designed by the County Council in close cooperation with the Borough. This is a very busy area with many shops and a thriving market. A real challenge has been to "keep the town open" and everybody informed while works progress. The County's contractor, Kier, have done an excellent job in managing the site and it is being delivered to programme with completion due in spring 2020. So far, there has been nothing but positive feedback. The completion of this scheme won't be the end of highway improvements to Epsom Town Centre, in 2020 we move on to improving the northern footway. Again, this will be designed and delivered by the County Council in partnership with Epsom & Ewell, who are providing the funds.

Improvement to Scheme Information provision

Currently information about our planned maintenance "Horizon" programmes for roads, pavements, bridges and structures, traffic signals, safety barriers and drainage are shared on the SCC website in a series of documents separated out for each District/ Borough. Our Highway Asset GIS team have been working to provide this data on a GIS based map and plan to make the map live for publication of the 2020/21 programmes at the end of January 2020.

The map will be updated regularly so the public and members will be able to see any updates or changes to the proposed schemes. This work follows on from previous improvements to map based data provision which includes map based winter gritting routes and map based parking restrictions. Other improvements are being looked at and will be reported on in due course.

Electric Bus Scheme

At the UK Bus Awards in November, our electric bus scheme operating on Guildford Park and Ride was awarded the 'silver' runners-up award in the Environment Category. The nine fully electric Park and Ride buses came into service in February. They are the first ultra-low emissions buses in the county, with others planned. These electric buses were introduced in partnership with Stagecoach and a supporting Department for Transport grant. Stagecoach operates the Guildford Park and Ride services commercially, carrying 900,000 passengers each year and taking hundreds of car journeys out of the town every day to help relieve congestion and tackle air quality.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE:** 11 MARCH 2020**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER**SUBJECT:** HIGHWAYS SCHEMES 2019/20 – END OF YEAR UPDATE**AREA(S) AFFECTED:** ALL DIVISIONS**SUMMARY OF ISSUE:**

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

RECOMMENDATIONS:

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

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the outcome of the 2019/20 highway works programme in Mole Valley.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the Mole Valley 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 and revenue budgets for 2019/20. Following final approval of Full Council on 5 February 2019, the capital budget was subsequently amended, with each Local Committee receiving £100,000 and a further amount based on the number of members in the area, resulting in Mole Valley receiving a capital budget of £166,667.
- 1.2 £85,667 of the capital budget was allocated to fund the ITS programme approved by Local Committee in December 2018. The balance of £81,000 was used to fund capital maintenance schemes, divided equitably between divisional members, as agreed by the Maintenance Engineer in consultation with each divisional member.
- 1.3 Divisional members continued to receive £7,500 each of Member Highway Funding to use on the highway or local authority owned land to provide a benefit to the local community. It was agreed that the Member Highway Fund should be managed by the Maintenance Engineer on the member's behalf.
- 1.4 At the Mole Valley Local Committee meeting held on 22 January 2020, the Mole Valley Local Committee approved a programme of highway works for the

2020/21 financial year, funded from the Local Committee's delegated capital and revenue budgets. The budgets for the 2020/21 financial year are as follows;

- Capital (ITS): £42,400
- Capital Maintenance: £198,000
- Member Highway Fund (Revenue Maintenance): £45,000
- **Total: 285,400**

- 1.5 In January 2020, the Local Committee agreed that the capital maintenance budget would be divided equitably between divisional members giving a total of £33,000 per divisional member, and that the schemes to be progressed will be identified by members in consultation with the Area Maintenance Engineer. Members were also advised that they will each continue to receive an allocation of £7,500, to address highway issues in their division.
- 1.6 This report provides information to the Local Committee on the outcome of the 2019/20 Integrated Transport and highways maintenance programmes as well as progress on road safety and developer funded schemes in Mole Valley. It also provides information to the Local Committee regarding progress on local drainage maintenance and centrally funded maintenance programmes.
- 1.7 In addition to the Local Committee's Integrated Transport Schemes and revenue maintenance expenditure for 2019/20, Countywide budgets have been used over the past year to fund major maintenance including major road resurfacing, major footway resurfacing and the maintenance of traffic signals. Countywide revenue budgets have also been used to carry out both reactive and routine planned maintenance works.
- 1.8 **Annex 1** provides updates on the Integrated Transport Schemes, developer funded schemes, road safety schemes and the parking review.

2. ANALYSIS:

Local Committee Finance

- 2.1 The Mole Valley Local Committee's delegated highway budgets for the 2019-20 Financial Year were as follows:

- Capital (ITS): £85,667
- Capital Maintenance: £81,000
- Member Highway Fund (Revenue Maintenance): £45,000
- **Total: £211,667**

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 2019/20 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 2019/20 as highlighted below and set out in detail in **Annex 1**.

- Dene Road, Ashted - St. Giles Infant School: installation of traffic calming measures outside the school to support a 20mph speed limit.
- Blackbrook Road, North Holmwood: improvements to road signs to highlight the existing 40mph speed limit and installation of bollards to highlight the existing culverts.
- Reigate Road, Headley Road and Park Rise, Leatherhead – installation of “Unsuitable for HGVs” signs.
- Smalls Hill Road, Leigh – remarking of edge of carriageway and road centre line marking to highlight existing bend.

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/carriageway resurfacing and the maintenance of traffic signals.

Local Committee capital works programme 2019/20

2.4 Progress on the approved Local Committee funded capital programme of highway works in Mole Valley, during the 2019/20 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.

Local Committee capital maintenance works programme 2019/20

2.5 Progress on the works funded from the Local Committee’s capital maintenance allocation is set out in **Annex 2**.

Member Highway Fund

2.6 An update of the work funded by Members from their Member Highway Fund allocation, including the work carried out by the Mole Valley revenue maintenance gang, is provided in **Annex 3**.

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 2019, compared to the number received during the same period in 2018.

Table 1: Customer enquiries

Period	Surrey Highways: Total enquiries (no.)	Mole Valley: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-Dec 2018	144,409	14,024	6,193
Jan-Dec 2019	126,399	11,273	5,574

- 2.9 The total number of enquiries received in the calendar year 2019 was 126,399, with an average of 10,533 enquiries per month, this represents a decrease of approximately 14% from the total received in 2018. This is possibly due to the milder winter and the work that has taken place to improve the website and online reporting.
- 2.10 There has also been a decrease in the number of safety defects being reported. All reports are categorised at the point of logging, either automatically through the website or by officers. Any defects that are categorised as a “safety” defect are directed to Kier, with defects that are not considered a “safety” defect passed to SCC’s local office for further investigation. In 2018 the average split between “safety” defects and other defects that were not considered “safety” defects was 53% (Kier) and 47% (SCC). In 2019 this split changed to 49% (Kier) and 51% (SCC).
- 2.11 For Mole Valley specifically, 11,273 enquiries were received between January and December 2019 of which 5,574 were directed to the local area office for action, of these 97% have been resolved. This is slightly above the Highways countywide average of 96%.
- 2.12 Since January 2019, Highways & Transport have received 150 Stage 1 complaints, 61 of which were escalated to Stage 2. The service was found to be partially or fully at fault in 18 of these cases. In addition 10 have been escalated to the Local Government Ombudsman, the Service was found to be at fault in one of these cases.

Local Drainage Maintenance Works

- 2.13 The following local drainage maintenance works have been completed during the 2019/20 financial are as follows;
- Kingston Road, Leatherhead (outside property number 257) – installation of additional gully.
 - Warwick Close, South Holmwood (opposite property number 1) – investigation to be carried out however our current data shows that there is no issues at this location.
 - Westcottt Road, Dorking (outside Thetford Lodge) – removed concrete from gully and reset gully cover.
 - A24 Leatherhead Road, Ashted (outside Downsends School) – CCTV investigation. Work to be programmed.
 - Cleeve Road, Leatherhead – South East Area Team to contact utility company to carry out repair to drainage. Both SCC’s South East Area Team and Thames Water have undertaken investigation and repair to date. Investigations are to continue and following discussions with SCC’s Flood Resilience team, this location has been added as a new Wetspot (MV114) and therefore SCC’s Flood Resilience team will continue investigations here.
 - Russ Hill, Charlwood – drainage investigation and repair work complete.
 - Russ Hill, Charlwood – repair of exposed drainage pipe, work complete.
 - A217 Reigate Road, Dorking – drainage repair work completed.

The client jetter has been in attendance at the majority of the above sites, to assist the Drainage Investigation Gang.

An additional 5 weeks of drainage investigation for missing assets has been carried out in Fetcham, Bookham and Ashted, and an additional 3 weeks of drainage investigation has also been carried out in Leatherhead, Dorking and surrounding villages.

Following a review of the findings of these investigation works a further update will be provided, following consultation with the Flood Resilience Team, to see what actions are required and which team are most suited to carry out those actions.

The following local drainage maintenance works have been carried out between January and March 2020;

- Cotton Row drainage improvement works undertaken following subsidence of the carriageway.

Drainage investigation works in Pine Dean, Bookham are currently on hold.

The following local drainage maintenance works are proposed to be carried out in March;

- Station Road, Dorking – drainage improvement works.
- Henhurst Cross Lane, Coldharbour – drainage improvement works.

Road safety

- 2.14 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**.

Centrally funded maintenance

Operation Horizon

- 2.15 The Operation Horizon Team's programmes of major maintenance works for 2019-20 and for 2020-21 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>

Severe Weather Recovery Programme

- 2.16 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>

- 2.17 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.

Winter gritting routes update

- 2.18 The Highways Cold Weather Plan sets out the Winter Service for treating the highway in order to prevent ice from forming (precautionary salting), melt ice and snow that has already formed (post salting), and removal of snow in a snow event.

The Highways Cold Weather Plan 2019-20 is now on Surrey County Council's website and can be found at the following location;

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

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

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

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

Centrally Funded Drainage maintenance

- 2.19 The most up to date data regarding the drainage assets maintained by Surrey County Council shows that 11,178 gullies, and 20 Priority 1 and Priority 2 soakaways in Mole Valley are maintained by SCC. Data regarding the number of drainage assets is constantly changing as investigations and site visits are carried out, enabling the data to be refined.
- 2.20 Not all drainage assets are cleaned on an annual basis, as some require cleaning more frequently, and others less so, depending on local circumstances such as whether there are trees nearby, or the location is rural or urban.
- 2.21 Each year, the programme of cleaning is updated and optimised based on the condition the assets were found to be in when they were last visited. The programme is also adjusted to take into account local issues such as roads where access to assets is difficult due to parked cars and other obstructions.
- 2.22 As the cleaning programme is managed on a Countywide basis, cleans in Mole Valley have taken place throughout the course of the year. Information available regarding the contractually completed gully cleans shows that 5,753 out of 9,650 gullies that are due to be cleaned under the contract have had a contractually complete visit. A small number of these gullies however, would not have been cleaned due to vehicles obstructing the gullies or due to jammed or badly broken gully grates.

www.surreycc.gov.uk/molevalley

- 2.23 Of the 20 Priority 1 and Priority 2 soakaways to be cleaned in Mole Valley, 18 have been visited, 11 of which have been cleaned, 2 soakaways are still to be visited.

Other key information, strategy and policy development

- 2.24 No additional information at present.

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, with regards to the delegated budgets is detailed in sections 1.1, 1.2, 1.3, 1.4, 1.5 and section 2.1.
- 5.2 The key objective with regards to the 2019/20 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 2019/20, for Members' information.
- 7.2 Progress on the Integrated Transport Schemes, developer funded schemes, road safety schemes, the parking review, capital maintenance schemes, the Members Highway Fund, local drainage maintenance and centrally funded

maintenance schemes during the 2019/20 financial year is set out in section 2 and **Annexes 1, 2 and 3** of this report. Section 2 also summarises the customer enquiries that have been received by Surrey Highways, during the 2019 calendar year.

- 7.3 In January 2020, the Mole Valley Local Committee approved a programme of highway works for the 2020/21 financial year, funded from the Local Committee's delegated capital and revenue budgets.
- 7.4 The Local Committee is asked to not the contents of this report.

8. WHAT HAPPENS NEXT:

- 8.1 The remaining budget for the 2019/20 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 2020/21 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 2019/20

Annex 2 – Mole Valley Capital Maintenance Works 2019/20

Annex 3 – Mole Valley Local Committee Members Highway Fund 2019/20

Background papers:

- Report to Mole Valley Local Committee 22 January 2020 "Highways Forward Programme 2019/20 – 2020/21".
- Report to Mole Valley Local Committee 13 March 2019 "Highways Schemes 2018/19 – End of Year Update and 2019/20 Forward Programme Amendments to Capital Budget.
- Report to Mole Valley Local Committee 12 December 2018 "Highways Forward Programme 2019/20 – 2020/21.

ANNEX 1

CAPITAL ITS IMPROVEMENT SCHEMES			
Project: Rectory Lane/Lower Road/Little Bookham Street			
Detail:	Pedestrian Crossing improvements	Division: Bookham & Fetcham West	Allocation: £5,000 (2018/19) £30,000 (2019/20)
Progress: Work is complete on the feasibility design for this scheme which consists of the relocation of an existing 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 has also been carried out on this scheme and construction work will be complete before the end of March 2020.			
Project: Dene Road, St. Giles School – traffic calming			
Detail:	Traffic calming measures	Division: Ashtead	Allocation: £35,000 (2019/20).
Progress: Work to construct traffic calming measures in Dene Road, outside St. Giles Infant School in order to support a mandatory 20mph speed limit are complete. 20mph speed limit signs have also been installed as well as additional lengths of double yellow lines. A stage 3 safety audit will be carried out before the end of March 2020.			
Project: Blackbrook Road, North Holmwood			
Detail:	Measures to reduce speeds	Division: Dorking South & the Holmwoods	Allocation: £7,000 (2019/20)
Progress: Work to install improved signs and marker posts are complete.			
Project: A25 Reigate Road, Buckland			
Detail:	Measures to improve access to existing bus stop.	Division: Dorking Rural	Allocation: £5,000

CAPITAL ITS IMPROVEMENT SCHEMES

Progress:

Design work is to be carried out during this financial year, on measures to improve access for the mobility impaired to the existing bus stop opposite Squire's Garden Centre.

Project: Small Safety and Improvement Schemes

Detail: To be carried out as appropriate	Division: All	Allocation: £6,667 (2019/20)
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Progress:

Installation of the following dropped crossings;

- Howard Road/Crabtree Lane, Bookham junction – route to school.
- Upper Fairfield Road, Leatherhead – outside surgery.
- Reigate Road, Dorking – entrance to cemetery

Installation of “Unsuitable for HGVs” signs – A24/Headley Road junction and A24/Reigate Road junction, Leatherhead.

Project: Signs and Road Markings

Detail: To fund new signs and road markings.	Division: All	Allocation: £2,000 (2019/20).
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Progress:

Park Rise, Leatherhead – “Unsuitable for HGVs” signs.

DEVELOPER FUNDED SCHEMES		
Project:	20 mph Speed Limits Outside Schools	
Detail:	20mph speed limits outside: <ul style="list-style-type: none"> ▪ City of London Freemans School ▪ Fetcham Village Infant School and Oakfield Junior School, Fetcham ▪ Newdigate C of E Infant School, Newdigate 	Division: Ashted, 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, Ashted – there is no funding currently identified for this scheme. Fetcham Village Infant School and Oakfield Junior School, Fetcham – developer funding has been allocated to complete the design, carry out safety audits and construct the traffic calming measures to support a permanent 20mph speed limit outside Fetcham Village Infant School and Oakfield Junior Schools. Work to construct this traffic calming scheme began on 17 th February 2020 and will be complete before the end of March 2020. Newdigate C of E Infant School, Newdigate – there is no funding currently identified for this scheme.		
Project:	Brockham, Capel & Charlwood	
Detail:	Measures to improve road safety in villages	Division: Dorking Rural
Progress: The Local Area Team continues to work with the villages to try to identify effective measures to address their concerns.		

Project: A25 Guildford Road, Westcott		
Detail: Improvements to pedestrian crossings	Division: Dorking Hills	Allocation: £28,000
<p>Progress:</p> <p>The following work has been carried out using available developer funding;</p> <p>Signal improvements to pelican crossing outside Bertrum Bees, which is on the route to Surrey Hills C of E Primary School. This work is complete.</p> <p>Installation of “Halo” beacons on existing zebra crossing outside Westcott green, in order to make this zebra crossing more visible. This work is complete.</p> <p>The remaining funding is to be spent on the installation of Real Time Passenger Information (RTPI) at existing bus stops and the installation of new heritage street lighting columns. Quotes are currently being gathered for both and once both quotes have been received discussions will be held with the divisional member to discuss what works are to be carried using the remaining funding.</p>		
Project: Okewood Hill/Walliswood, Dorking Hills		
Detail: Speed limit reduction/”Unsuitable for HGVs” signs	Division: Dorking Hills	Allocation: £7,516.62

Progress:

The results of speed surveys carried out in the villages of Okewood Hill and Walliswood show that the mean speeds in Horsham Road and Froggetts Lane in Walliswood comply with Surrey County Council's speed limit policy for a 30mph speed limit. However the results of the speed surveys also showed that the roads within Oakwood Hill did not comply with Surrey County Council's speed limit policy for a 30mph speed limit.

Work to install a 30mph speed limit in Horsham Road and Froggetts Lane within the village of Walliswood will be carried out by the end of March 2020.

Surrey County Council have carried out site assessments to assess what additional "Unsuitable for HGVs" and additional lorry route signing for "Ewhurst brickworks" can be installed. A quote has been received from the contractor and works to install additional signs where possible, will be completed by the end of March 2020.

Project: A24 Epsom Road/Bramley Way, Ashtead

Detail: Pedestrian crossing

Division: Ashtead

Allocation: £190,000
(2019/20)

Progress:

Work to construct this pedestrian crossing is now complete and the crossing is operational. A stage 3 road safety audit will be carried out before the end of March 2020.

ROAD SAFETY TEAM SCHEMES

Project: Smalls Hill Road, Leigh	
Detail: Haunching repairs and road centre line remarking.	Division: Dorking Rural

Progress:

Edge of carriageway markings and road centre line have been remarked.

Following a recent site visit carried out by the Road Safety Team it was felt that the haunching did not need repairing at this time, however this will be reassessed next year.

Project: A24 Capel By-Pass, Capel

Detail: 5 no. Hazard Marker Posts

Division: Dorking Rural

Progress:

Proposals are to install 5no. Hazard Marker Posts on southbound exit of Beare Green roundabout. These works are currently on hold until such a time that these works can be co-ordinated with the maintenance team.

PARKING

Progress:

The report on the outcome of the 2020 review was presented to the local committee on 22 January. The committee agreed to advertise the proposals with a few minor additions. The advert is now being prepared.

Note: Information correct at time of writing (27/02/2020)

ANNEX 2**Mole Valley Local Committee****Capital Maintenance**

A budget of £81,000 was allocated for capital maintenance works in Mole Valley. The Local Committee agreed that this allocation be divided equitably between county members, giving each member £13,500 to spend on capital maintenance works to be agreed with the Mole Valley Maintenance Engineer.

A summary of the works that have been progressed is given in the table below.

Capital Maintenance	
Ashtead	
Craddocks Avenue patching	Contribution towards work being carried out by Asset (Highway Engineering team) Completed
Bookham & Fetcham West	
The Street, Fetcham - patching/Local Structural Repair	Contribution towards work being carried out by Asset (Highway Engineering team) Completed
Dorking Hills	
Abinger Lane, Abinger - drainage	Work aborted due to sewage leak found on site Materials purchased. Work to be carried out next financial year.
Cotton Row, Forest Green - drainage	Completed
Dorking South & the Holmwoods	
A24 Horsham Road, North Holmwood (northbound) - patching	Programmed March
Heath Hill, Dorking - footway works	Completed. Snagging work to be carried out.
Dorking Rural	
Beare Green subway ramps	Programmed March
Lawrence Lane – carriageway patching	Programmed March
Leatherhead & Fetcham East	
Leret Way – carriageway patching	Completed. Snagging work to be carried out.
A243 Kingston Road, Leatherhead - new posts	Work on-going

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ANNEX 3

Mole Valley Local Committee

Members Highway Fund

In 2019/20, each Mole Valley county member had an allocation of £7,500 to address highway issues in their divisions. Five of the six county members allocated £6,000 of their Member Highway Fund towards the provision of a Revenue Maintenance Gang in Mole Valley. This funding provided each member with the gang for 4 weeks and 4 days in their division. Additional funding was allocated to enable the gang to be procured for 42 weeks.

The gang started work on 7 May 2019 and is due to finish on 6 March 2020. A summary of the work completed by the gang over this period, excluding the final week, is given in the table below.

Revenue Maintenance Gang Works Completed May 2019 - March 2020*						
Work Type	Ashtead	Bookham & Fetcham West	Dorking South & the Holmwoods	Dorking Rural	Leatherhead & Fetcham East	Total
Drainage	4	0	3	10	2	19
Hedges	0	0	0	0	0	0
Other	7	2	3	19	6	37
Posts/Fences	0	0	0	0	0	0
Siding up	0	0	0	0	0	0
Sightlines	0	0	0	0	0	0
Signs	5	0	1	20	3	29
Trees	6	5	3	10	4	28
Vegetation	38	38	47	60	57	240
Verges	1	1	1	2	1	6
Total	61	46	58	121	73	359

** 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 Maintenance Engineer agreed with members what additional highway works they wished to carry out in their divisions with their remaining Member Highway Fund allocation. The type of works being funded included the provision of grit bins, installation of posts and culvert protection railing.

Dorking Hills: It was agreed that the only work issued to the revenue maintenance gang in the Dorking Hills division would be to resolve safety issues eg. the obstruction of sightlines by overgrown vegetation. 18 safety jobs have been carried out in the Dorking Hills division.

ITEM 9

The Dorking Hills member funded a separate revenue gang to carry out minor works in the division. Other works in Dorking Hills funded from the Member Highway Fund included signs, road markings and works to renew a footway gully.

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 25/02/2020).*

- 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
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 as well as other options that could be available	Open	AHM/Transport Strategy Projects Manager	Decision on high street taken by LC at the meeting on 22 January 2020. A meeting was held in early Feb 2020 with members and officers to look at options and discuss a way forward
22/01/20	6				
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 in January 2019 with a representative of Dorking Town Forum. No further update provided at time of publishing.
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	Countryside Access Team	SCC officers are progressing this issue on the basis that rather than adopting or entering into an agreement with MVDC, highways rights would best be recorded over the route following an application

					made by residents, under the Wildlife and Countryside Act 1981 to add the path to the Definitive Map and Statement. This process will overcome the issue of MVDC not owning the entirety of the path and would provide the County Council with better protection against future risks and maintenance liabilities. Residents will need to submit an application in the appropriate format.
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 will be implemented in the 2019/20 financial year
22/01/20	7	To advertise and implement the changes to on-street car parking restrictions including the amendments as detailed in the report	Open	Senior Parking Engineer	Adverts to be prepared by Spring 2020.

Local Committee (Mole Valley) - Forward Programme 2020/21

Details of future meetings			
Dates for the Mole Valley Local Committee 2020/21: 17 June 2020, 16 September 2020, 9 December 2020, 24 February 2021			
<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
Cabinet Member for Highways update to council	For Local Committee members to view the latest update and revert any questions back to the Cabinet Member	Partnership Committee Officer	ALL
Cycling Strategy Update	To update the local committee on the Cycling Strategy within Mole Valley	Transport Planner	March 2020
Flood Alleviation Update?		Flood Risk Management Strategy & Partnerships Team Leader	TBC
Public Footpath 24 (Leatherhead)- Green Lane Level Crossing investigation		Countryside Access Officer	TBC
Proposed Traffic Regulation Order for BOAT 118 Leatherhead	To agree the Traffic Regulation Order at this location	Senior Countryside Access Officer	TBC

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