

Agenda

Mole Valley
Local Committee

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

Please note that due to the COVID-19 situation this meeting will take place remotely.

A link to view the live and recorded webcast of the remote meeting will be available on the Mole Valley Local Committee page on the council's website which can be accessed via the link below:

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?Cid=165&Mid=7495&Ver=4>

Discussion

- Speed Limit reduction on Abinger Lane and Sutton Lane
- Speed limit reduction on A24 Deepdene Avenue



Venue

Location: REMOTE

Date: Wednesday, 17 June
2020

Time: 2.00 pm

You can get involved in the following ways

Ask a question

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

Write a question

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

We will, where possible, endeavor to provide a written response to your question in advance of the meeting.

When you submit your question you will be sent an email invitation with a link to join the remote meeting, which will be held on Microsoft Teams.

This will enable you to listen to the Written Questions item and to then ask a further question based on the response provided if you wish, when invited to do so by the Chairman.

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 Partnership 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 remotely via MS Teams. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership Committee Officer is here to help.

Email: jessica.edmundson@surreycc.gov.uk

Tel: 01932 794079 (text or phone)

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



Follow [@MoleValleyLC](https://twitter.com/MoleValleyLC) on Twitter

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. In view of the current Covid situation it may not be possible to supply this in advance of the meeting.
- 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

Agenda

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 6)

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

4a PUBLIC QUESTIONS

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

4b 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.

None received

6 A24 DEEPDENE AVENUE, DORKING - SPEED LIMIT REDUCTION FROM 50MPH TO 40MPH [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 7 - 16)

This report seeks approval from the Local Committee to reduce the speed limit along A24 Deepdene Avenue. This is in accordance with Surrey County Council's 'Setting Local Speed Limits Policy'.

- 7 ABINGER LANE, ABINGER SPEED LIMIT ASSESSMENT (Pages 17 - 26)**
[EXECUTIVE FUNCTION - FOR DECISION]
- This report seeks approval from the Local Committee to reduce the speed limit in sections of Abinger Lane and Sutton Lane. This is in accordance with Surrey County Council's 'Setting Local Speed Limits Policy.'
- 8 APPOINTMENTS TO TASK GROUPS AND EXTERNAL BODIES (Pages 27 - 36)**
2020-21 [EXECUTIVE FUNCTION - FOR DECISION]
- This report seeks the approval of Local Committee task group members and the appointment of representatives to external bodies.
- 9 RECOMMENDATIONS TRACKER (Pages 37 - 38)**
- This item provides an update on previous decisions and actions agreed by the Committee. The Committee is asked to agree that the items marked as complete and shaded grey are removed from the tracker.
- 10 FORWARD PLAN [FOR INFORMATION] (Pages 39 - 40)**
- The Local Committee (Mole Valley) will note the contents of the forward plan.

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DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
 held at 2.00 pm on 11 March 2020
 at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

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 SESSION

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

1/20 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Mr Chris Townsend.

2/20 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the previous meeting held on 22 January 2020 were agreed as a true record and signed by the Chairman.

3/20 DECLARATIONS OF INTEREST [Item 3]

There were none.

4a/20 PUBLIC QUESTIONS [Item 4a]

Declarations of Interest: None

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

ITEM 2

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

Five written questions were received before the deadline.

Question 1 was from Roger Troughton. Mr Troughton was present and asked the following supplementary question:

What is the best way to report issues? Is it best to report this to MVDC or SCC?

It was noted that MVDC had previously stopped sweeping footways and the perception of residents was that many of these were dangerous. It was confirmed that MVDC were to reinstate a programme of cleaning across the district. This would also include work on roundabouts but as this would require road closures, was a little more complex. This news was welcomed by members of the committee who were assured they would receive more information on this, when available.

Question 2 was from John Moyer. Mr Moyer was not present to ask a supplementary question. It was noted however that despite works being done, the flooding situation was not getting better and if anything was getting worse. It was confirmed that this location remained a high priority for flood investigation works.

Question 3 was from Stuart McLachlan. Mr McLachlan was not present but the divisional member made the following comments:

It was noted this was a real problem in the area with scramble bikes and 4x4s using the area for recreational purposes and causing many a problem. The refuse collector, Amey, had also refused collections up the lane as they had deemed the road too dangerous.

It was therefore suggested, as this was rather complex, that a site visit be arranged to include officers from the Countryside Access Team, Joint Waste Solutions, divisional Members and Parish Council reps to look at the existing problems and what could be done.

Question 4 was from Cllr Paul Kennedy. Cllr Kennedy was present and asked the following supplementary question:

Thank you for the response I asked this question as I had residents ask about why their requests were not included in the parking review that was presented to the Local Committee in January. Can we include an addendum to future parking review that shows why certain roads were not included in the review?

It was agreed that this would be useful information but it was noted that some of the requests may not have been clear and reasoning for non-inclusion could therefore be confusing. Members noted looking at the list there were several roads that had been put forward for restrictions that were un-adopted private roads and it was therefore not possible for SCC to add any restrictions on these.

Question 5 was from Danielle Armitage. Ms Armitage was not present at the meeting to ask a supplementary question.

4b/20 MEMBER QUESTIONS [Item 4b]

There were none

5/20 PETITIONS [Item 5]

There were none

**6/20 UNIVERSAL YOUTH OFFER CONSULTATION [AGENDA ITEM ONLY]
[Item 6]**

Declarations of Interest: None

Officers attending: Nigel Denning, Early Help Transformation Lead, SCC

Petitions, Public Questions, Statements: None

The slides presented for this agenda item are attached as Annex B to these minutes.

Key points from the discussion:

- Members welcomed the approach of involving the Voluntary Community and Faith Sector (VCFS) but questioned who would be making the final decision over which group would be running each centre. It was confirmed in some cases there had been one main group come forward to lead on the work; supported by others. In other areas where there were several groups that had expressed interest; a competitive commissioning process would take place. The decision would likely be signed off by the Executive Director and Cabinet Member.
- It was reiterated that there was no intention to close any youth centres but to look at alternative uses for the buildings.
- The divisional member pointed out that Bookham Youth Centre was not being included in this consultation and was being treated differently and separately.

7/20 FUTURE MOLE VALLEY LOCAL PLAN - STRATEGIC INFRASTRUCTURE IMPLICATIONS [FOR INFORMATION] [Item 7]

Declarations of Interest: None

Officers attending: Jane Smith, Interim Planning Policy Manager (PPM), MVDC

Petitions, Public Questions, Statements: None

[Cllr Haque left the meeting briefly at 15.33; returning at 15.38]

The PPM introduced the report by saying the Mole Valley Local plan was about planning for new development and concerned all development that was needed. She added the plan included a predominate need for housing but her

ITEM 2

report to the Local Committee was to focus on infrastructure needs for the district.

She added she was aware there was much concern about how infrastructure would cope and the new infrastructure that was needed.

She wanted to ensure that the Local Committee was fully engaged in the process and that their views were given as part of the consultation.

Key points from the discussion:

- Members raised concern about infill development. Stating residents had lesser concerns for larger developments as they felt like the infrastructure for these was more considered. Whereas several infill developments of 2-3 properties in an area could have more of a significant impact. That perhaps hadn't been accounted for in the local plan. It was confirmed the local plan considered anticipation of larger developments as well as for smaller infill developments.
- Concerns were raised over the Strategic Highways Assessment that was mentioned in the report. Many members felt figures were inaccurate as they could all recall roads in their divisions that were frequently congested yet did not appear on the list. They queried how the analysis was done. It was confirmed the analysis had come from a team at SCC. It was suggested the officers responsible should be invited to attend a Local Committee informal meeting to run a workshop for the members about traffic modelling. The committee could then understand how the results quoted in the report had been achieved.
- Members commented that they felt highways elements of the local plan were not thought about in the correct way; almost too late. There didn't seem to be much cohesion and joined up working with neighbouring authorities with things that were going on there.
- Members also raised concern about healthcare provision, school places, drainage and transport.
- The MVDC Cabinet Member for Planning attended the meeting. She thanked the Local Committee for their comments and noted many of their concerns had been raised previously. She acknowledged that the biggest difficulties in relation to the Local Plan were difficulties with infrastructure as well as the greenbelt.
- The PPM acknowledged all the concerns made and reiterated the current plan that was out for consultation was still a draft. She added that Central Government had insisted on the housing quota and it was the responsibility of MVDC to ensure this was met.

Resolution:

The Local Committee noted the contents of the report.

8/20 CABINET MEMBER FOR HIGHWAYS UPDATE TO COUNCIL [FOR INFORMATION] [Item 8]

Declarations of Interest: None

Officers attending: None

Petitions, Public Questions, Statements: None

It was noted this item was for information only and any questions/comments would be forwarded to the Cabinet Member for a response.

Key points from the discussion:

One concern was raised about the use of plastic mixed with asphalt on road surfaces and whether the plastic used was then making its way in to the ecosystem. The AHM confirmed she would find out from the relevant team and report back.

Resolution:

The Local Committee noted the contents of the briefing.

9/20 HIGHWAYS SCHEMES 2019/20 – END OF YEAR UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION] [Item 9]

Declarations of Interest: None

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

Petitions, Public Questions, Statements: None

Resolution:

The Local Committee noted the contents of the report.

10/20 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 10]

The Local Committee noted the contents of the decision tracker.

11/20 FORWARD PLAN [FOR INFORMATION] [Item 11]

The Local Committee noted the contents of the forward plan.

Meeting ended at: 4.02 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 17 JUNE 2020



LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: A24 DEEPPENE AVENUE, DORKING – SPEED LIMIT REDUCTION FROM 50MPH TO 40MPH

AREA(S) AFFECTED: DORKING SOUTH & THE HOLMWOODS

SUMMARY OF ISSUE:

At the Mole Valley Local Committee held on 22 January 2020, a petition was presented by residents requesting that the speed limit be reduced on the A24. Previous requests have also been received from Mole Valley District Council for the existing 50mph speed limit on the A24 Deepdene Avenue to be reduced, following the opening of the Deepdene Trail. Speed limit assessments have been carried out on the A24 Deepdene Avenue, following the process set out in Surrey's policy "Setting Local Speed Limits". As a result of this assessment it is proposed that the existing 50mph speed limit, from the existing 40mph just to the south of the junction with Deepdene Drive, to the North Holmwood roundabout junction be reduced to 40mph. This report seeks approval for the change to the speed limit in accordance with Surrey's policy.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- i. Note the results of the speed assessments undertaken, shown in **Table 1**.
- ii. Agree that, based upon the evidence, **the speed limit be reduced from 50mph to 40mph** on the A24 Deepdene Avenue, between the existing 40mph speed limit just to the south of the junction with Deepdene Drive and the North Holmwood roundabout junction, as shown in **Annex 2**, in accordance with the current policy;
- iii. Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- iv. Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal.

- v. Note that if the scheme has not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

REASONS FOR RECOMMENDATIONS:

To enable the change in the speed limit from 50mph to 40mph, on the A24 Deepdene Avenue, Dorking in accordance with Surrey County Council's Speed Limit Policy.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the Mole Valley Local Committee meeting held on 22 January 2020, a petition was presented by residents requesting that the speed limit be reduced on the A24. Previous requests have also been received, from officers of Mole Valley District Council, to reduce the existing 50mph speed limit on the A24 Deepdene Avenue from the existing 40mph limit (just to the south of the junction with Deepdene Drive) to the North Holmwood roundabout junction, following the opening of the Deepdene Trail.
- 1.2 Following the submission of the petition, it was agreed by the Mole Valley Local Committee that a scheme to reduce the existing speed limit on the A24 Deepdene Avenue, between the existing 40mph limit to the junction with the North Holmwood roundabout, be added to the Integrated Transport Scheme list for possible future funding and also that other sources of funding be sought.

2. ANALYSIS:

Surrey County Council's Speed Limit Policy

- 2.1 Surrey County Council has a Speed Limit Policy in place to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Under the Speed Limit Policy, the Area Highways Team will lead on assessing a potential change to a speed limit. Following an assessment of the existing mean vehicle speeds, the results of this assessment and recommendations (in accordance with this policy) will be presented to the Local Committee, who will then decide whether or not the speed limit change should go ahead.
- 2.2 Following the request received by Mole Valley District Council officers to reduce the existing 50mph on the section of the A24 Deepdene Avenue, as shown in **Annex 1**, three automatic 24hour a day, 7 days a week speed assessments were carried out in March 2019 at the locations shown in **Annex 1**.
- 2.3 Surrey County Council's Speed Limit Policy sets thresholds for existing mean vehicle speeds below which a speed limit can be reduced using signs alone, without the need for engineering measures. The existing mean vehicle speed threshold for a reduction in speed limit from the existing 50mph to 40mph is 46mph. The existing mean vehicle speed threshold for a reduction in speed limit from the existing 50mph to 30mph is 35mph. **Table 1** below shows the results of the speed assessments and shows that each of the existing

measured mean average vehicle speeds meets the threshold within SCC's Speed Limit policy for a speed limit reduction to 40mph.

Table 1: Comparison of measured mean speeds with SCC Speed Limit policy for a reduced speed limit

	Existing speed limit	Measured mean speeds (Northbound)	Measured mean speeds (southbound)	Complies with policy
A24 Deepdene Avenue - Location 1	50mph	35.6mph	39.8mph	40mph
A24 Deepdene Avenue - Location 2	50mph	38.3mph	39.1mph	40mph
A24 Deepdene Avenue - Location 3	50mph	39.8mph	41.1mph	40mph

- 2.4 A plan showing the extent of the proposed new 40mph speed limit is shown in **Annex 2**.
- 2.5 Surrey County Council holds personal injury collision data, which is provided by Surrey Police. An assessment has been carried out, of the number of personal injury collisions that have occurred on the A24 Deepdene Avenue between the existing 40mph speed limit and the junction with the North Holmwood roundabout junction. This assessment shows that, along this approximately 2.5km stretch of road there has been, 11 collisions resulting in slight injury, 1 collision resulting in serious injury, and 1 collision involving a fatal injury during the most recent 3 year period for which data is available (from 01/10/2016 to 30/09/2019). Speed has not been listed as a contributory factor in any of these collisions.

3. OPTIONS:

3.1 Option 1

Reduce the speed limit from 50mph to 40mph:

On the A24 Deepdene Avenue from the existing 40mph speed limit just to the south of the junction with Deepdene Drive, to the North Holmwood roundabout junction, as shown in **Annex 2**.

Option 2

The speed limit remains unchanged.

4. CONSULTATIONS:

- 4.1 Consultation has been carried out with Surrey Police, who have no objection to the proposed 40mph speed limit as set out in Option 1 and **Annex 2**.

5. FINANCIAL IMPLICATIONS:

- 5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation.
- 5.2 The cost of these works will be in the region of £13,000. This includes the cost of removing the existing lit 50mph terminal signs just to the south of the junction with Deepdene Drive, and installation of new lit terminal signs on A24 Deepdene Avenue at the North Holmwood roundabout junction. It also includes the cost to replace the existing 50mph repeater signs with 40mph repeater signs. There is no funding currently available within the Integrated Transport Schemes budget for these works this financial year.
- 5.3 However, Mole Valley District Council's Neighbourhood CIL can be used to fund highway projects that are supported by the local community and which are feasible, but which are not currently a priority for funding from the Local Committee budget. Local members can also provide financial support for such projects, through their allocated capital ITS budget. The Local Divisional Member has allocated £2,600 from his capital ITS budget available, to support a Neighbourhood CIL bid for funding for this project.
- 5.4 If the Committee support Option 1 as set out in paragraph 3.1, the South East Area Team will submit a Neighbourhood CIL bid to Mole Valley District Council for the remaining funding. Should the bid be successful works to reduce the existing speed limit on Deepdene Avenue from 50mph to 40mph as shown in **Annex 2** can be implemented this financial year.

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 the results of a speed limit assessment for A24 Deepdene Avenue, Dorking after a request was received from Mole Valley District Council for the speed limit to be reduced following the opening of the Deepdene Trail, and the petition presented to the Mole Valley Local Committee on 22 January 2020.
- 7.2 If the Neighbourhood CIL bid is successful, it is recommended that Option 1 is implemented.

8. WHAT HAPPENS NEXT:

- 8.1 Should the Local Committee decide to proceed with Option 1, a Neighbourhood CIL bid will be submitted to Mole Valley District Council for the remaining funding for this scheme.
- 8.2 Should the Neighbourhood CIL bid be successful, the proposal to make a Speed Limit Order for the reduction in speed limit will be advertised in the local press. If there are no objections to the Order to reduce the speed limit, the Order will be made and the contractor will be instructed to install the necessary signing.
- 8.3 If the Neighbourhood CIL bid is not successful, the scheme to reduce the speed limit on the A24 Deepdene Avenue, Dorking will remain on the Integrated Transport Scheme list for possible future funding.

Contact Officer:

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

Consulted:

Surrey Police

Annexes:

Annex 1 – Speed limit survey site locations and existing speed limits

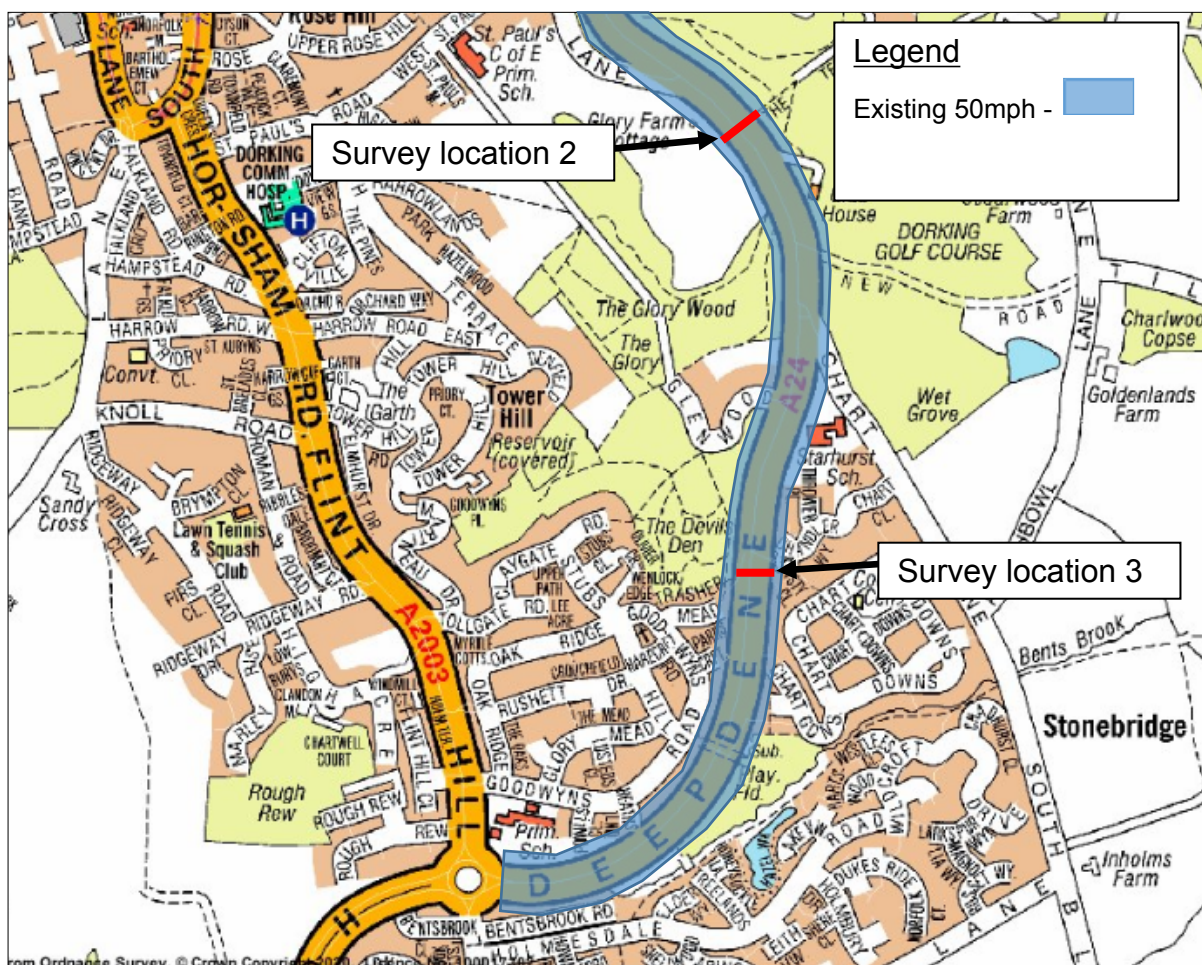
Annex 2 – Proposed new 40mph speed limit.

Background papers:

- Petition to Mole Valley Local Committee 22 January 2020, “Reduce the speed limit on the A24 South up the hill from the Cockerel roundabout until past the old Kuoni site, from the current 50 mph to a safer slower speed reflecting the residential area”.

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A24 Deepdene Avenue, Dorking – Speed limit survey site locations and existing speed limits.



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 17 JUNE 2020
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER
 SUBJECT: ABINGER LANE, ABINGER SPEED LIMIT ASSESSMENT
 DIVISION: DORKING HILLS

**SUMMARY OF ISSUE:**

A speed limit assessment has been carried out in Abinger Lane and Sutton Lane following the process set out in Surrey's policy Setting Local Speed Limits. As a result of this assessment it is proposed that the existing 60mph speed limit in a section of Abinger Lane, in a short section of Sutton Lane, and also in Evelyn Cottages be reduced to 20mph. It is also proposed that the speed limit in another section of Abinger Lane be reduced to 30mph. This report seeks approval for the changes to the speed limit in accordance with Surrey's policy.

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

- i. Note the results of the speed limit assessment undertaken.
- ii. Agree that, based upon the evidence, **the speed limit be reduced from 60mph to 20mph** in the section of Abinger Lane between Hollow Lane and a point 16m north-west of the north-west boundary of Rew Cottage; in the section of Sutton Lane between the junction with Abinger Lane and a point 67m west of the entrance to Abinger Manor; and in the entire length of Evelyn Cottages; and **the speed limit be reduced from 60mph to 30mph** in the section of Abinger Lane between a point 16m north-west of the north-west boundary of Rew Cottage and Raikes Lane, in accordance with the current policy;
- iii. Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit changes, revoke any existing traffic orders necessary to implement the changes, and, subject to no objections being upheld, that the order be made;
- iv. Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal.
- v. Note that if the scheme has not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

REASONS FOR RECOMMENDATIONS:

To enable changes to the speed limit on Abinger Lane, Sutton Lane and Evelyn Cottages in accordance with Surrey's speed limit policy.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following representations from the divisional member for Dorking Hills and Abinger Parish Council it was agreed that Officers would carry out a speed limit assessment on Abinger Lane and Sutton Lane. The existing speed limits are shown in **Annex 1**.
- 1.2 Surrey's policy for determining speed limits was updated in July 2014. The aim of Surrey County Council's Speed Limit Policy is to set speed limits that are successful in managing vehicle speeds and are appropriate to the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions.

2. ANALYSIS:

- 2.1 A seven day automatic survey of vehicle speeds was carried out during September 2019 on Abinger Lane and Sutton Lane. Three speed surveys were carried out and the locations of the surveys are shown in **Annex 1**.
- 2.2 Existing mean speeds have been compared with the new speed limit requested by the local divisional member. The speed limit policy sets thresholds below which speed limits can be changed by signs alone. The following threshold applies to the roads being assessed:

Change to an urban or rural 20mph speed limit without traffic calming –
threshold = 24mph

If the measured existing mean vehicles speeds are above the threshold then a lower speed limit cannot be implemented without consideration of supporting engineering measures.

Table 1 records the results of the speed survey, compares these with the current limit and the new limit requested by the divisional member for Dorking Hills, and states whether they comply with the policy to reduce a speed limit by signs alone.

Table 1: Comparison of Measured Mean Speeds with Speed Limit

	Existing speed limit	Measured mean speeds	Requested speed limit	Complies with policy
Abinger Lane Location 1	60mph	19.4mph	20mph	20mph
Abinger Lane Location 2	60mph	23.3mph	20mph	20mph
Sutton Lane Location 3	60mph	22.8mph	20mph	20mph

- 2.3 Table 2 records the 85th percentile speeds measured by the speed surveys. 85th percentile speed is a speed at which 85% of traffic will be travelling at or below. Therefore 15% of traffic, or one vehicle in six, will be travelling at or above this speed.

Table 2: Comparison of Measured 85th Percentile Speeds with Speed Limit

	Existing speed limit	Measured 85 th Percentile Speeds	Requested speed limit	Proposed speed limit
Abinger Lane Location 1	60mph	24.0mph	20mph	20mph
Abinger Lane Location 2	60mph	28.5mph	20mph	30mph
Sutton Lane Location 3	60mph	28.0mph	20mph	20mph

- 2.4 In Abinger Lane the 85th percentile speeds as measured at location 2 are 28.5mph, and one vehicle in six is travelling at this speed or above. If the speed limit were reduced to 20mph, one vehicle in six would be exceeding the speed limit. It is therefore proposed that the speed limit on the section of Abinger Lane between a point 16m north-west of the north-west property boundary of Rew Cottage and Raikes Lane be reduced to 30mph and not 20mph. It should be noted that there are no residential properties accessed from this section of Abinger Lane.
- 2.5 In Sutton Lane the 85th percentile speeds are 28.0mph, and one vehicle in six is travelling at this speed or above. Consideration was given to reducing the speed limit on the section of Sutton Lane between Abinger Lane and a point

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67m west of the entrance to Abinger Manor to 30mph. This was so the road past the recreation ground and the entrance to the residential properties Abinger Manor and Abinger Manor Cottage were included within the proposed lower speed limit. However Surrey's policy states that "The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short stretch of road. This section of Sutton Lane, between Abinger Lane and a point 67m west of the entrance to Abinger Manor is 220m, which is significantly shorter than 600m. For this reason it is proposed that the speed limit in this section of Sutton Lane is reduced to 20mph, in order to tie in with the proposed 20mph speed limit in Abinger Lane, as well as provide a 20mph limit past the recreation ground and entrances to Abinger Manor and Abinger Manor Cottage.

- 2.6 It is also proposed that the speed limit on the entire length of Evelyn Cottages is reduced from 60mph to 20mph. Speeds on this road were not measured given the short length of road in question.
- 2.7 A plan detailing the proposed new limits is attached as **Annex 2**.
- 2.8 Recorded personal injury collisions on the roads under consideration have been investigated. During the 3 year period between February 2017 and January 2020 there have been no reported collisions resulting in personal injury.

3. OPTIONS:

3.1 OPTION 1

Reduce the speed limit of the following roads from 60mph to 20mph:

Abinger Lane, between the junction with Hollow Lane and a point 16m north-west of the north-western boundary of Rew Cottage.

Sutton Lane, between the junction with Abinger Lane and a point 67m west of the entrance to Abinger Manor.

Evelyn Cottages, entire length.

Reduce the speed limit of the following road from 60mph to 30mph:

Abinger Lane, between a point 16m north-west of the north-western boundary of Rew Cottage and the junction with Raikes Lane.

3.2 OPTION 2

The speed limits remain unchanged.

4. CONSULTATIONS:

- 4.1 Consultation has been carried out with Surrey Police, who support the proposed speed limit reductions as set out in Option 1.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation.
- 5.2 The cost of these works will be in the region of £10,000. If the Committee support Option 1 as set out in paragraph 3.1, the works can be implemented this financial year, funded from the divisional member's allocation for Capital Maintenance.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

- 7.1 This report addresses the concerns of those residents of Abinger Common, and parents of pupils at Surrey Hills School who have contacted the Highway Service regarding the 60mph speed limit in Abinger Lane.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This report sets out the speed limit assessments conducted in Abinger Lane and Sutton Lane. It is recommended that Option 1 is implemented, in accordance with Surrey's Speed Limit Policy, as set out in paragraph 3.1.
- 9.2 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to funding being allocated by the divisional member, the proposal to make a Speed Limit Order for the reduction in speed limits is advertised in the local press. Following the making of the Order, the contractor is instructed to install the necessary signing.

Contact Officer:

Philippa Gates, Traffic Engineer, 03456 009 009

Consulted:

Surrey Police

Annexes:

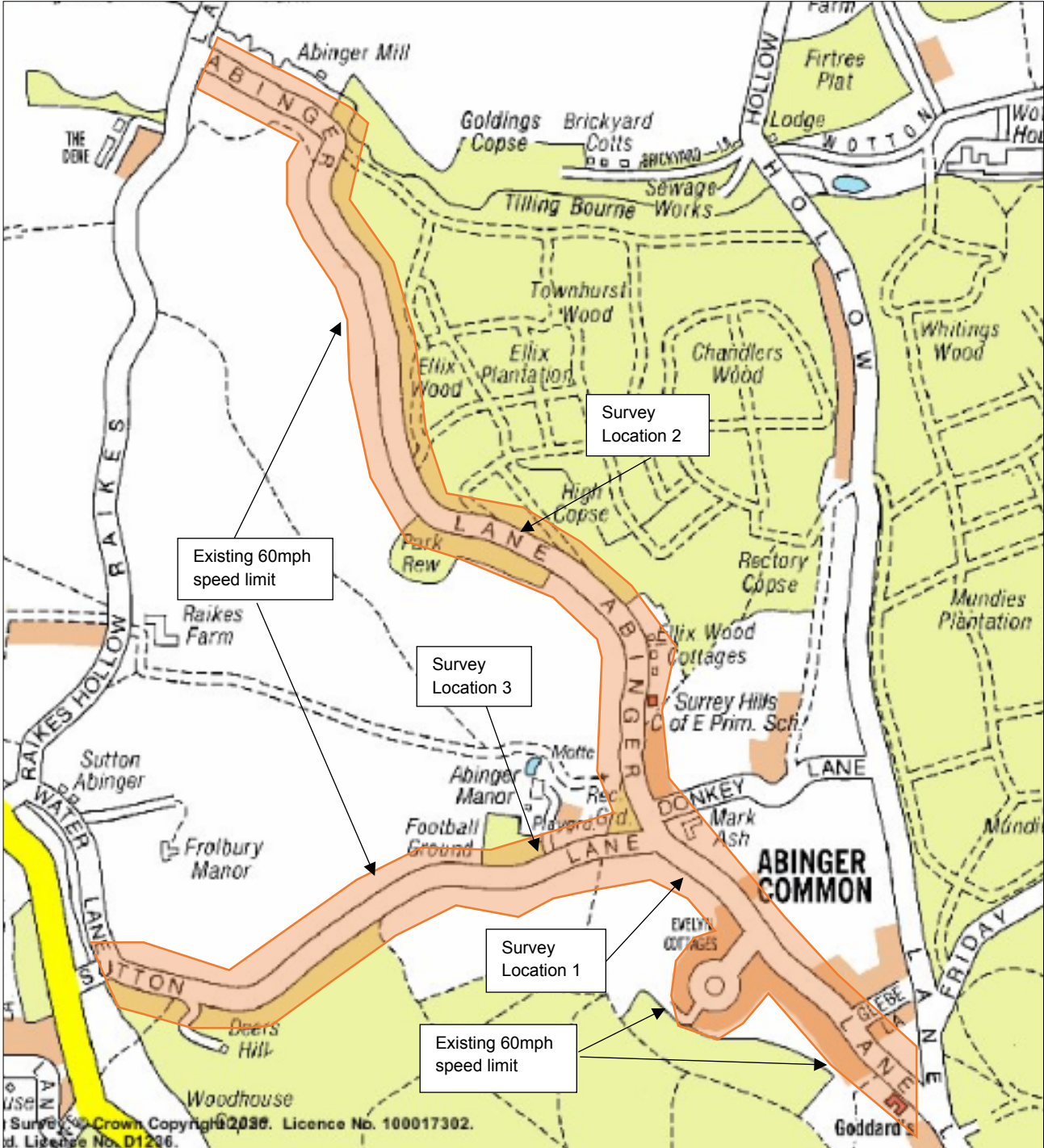
Annex 1 - Plan showing Speed Limit Proposals

Annex 2 – Plan showing Proposed New Speed Limits

Sources/background papers:

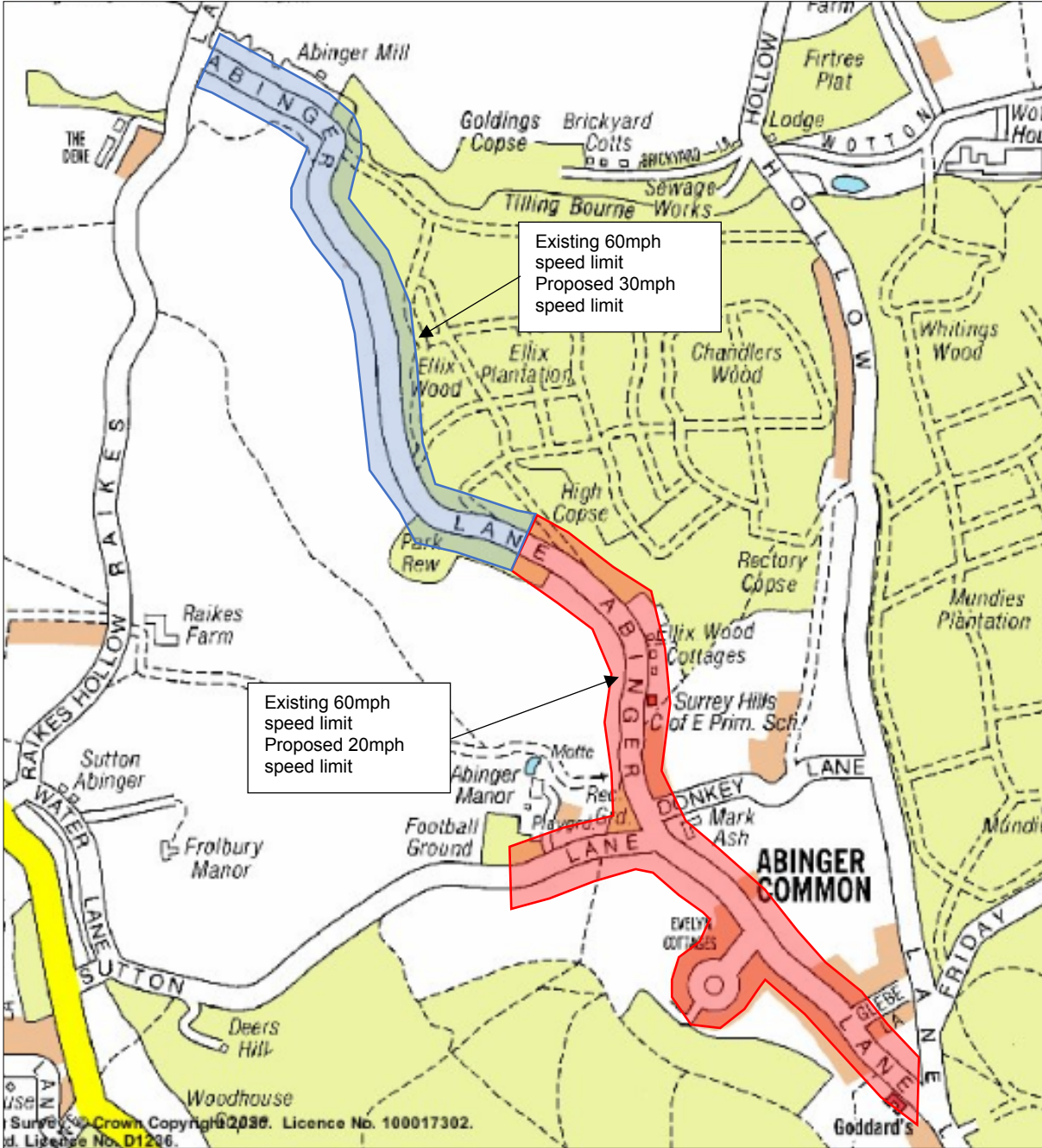
- Data from speed assessments carried out during September 2019 at Abinger Lane and Sutton Lane
- Surrey Police response to consultation
- Surrey County Council's Policy Setting Local Speed Limits (July 2014)

**Abinger Lane and Sutton Lane – Speed Limit Assessment
Existing Speed Limits & Survey Site Locations**



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Abinger Lane and Sutton Lane – Speed Limit Assessment Proposed Speed Limits



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 17 JUNE 2020



LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: APPOINTMENTS TO LOCAL COMMITTEE TASK GROUPS
2020/21

DIVISION: ALL

SUMMARY OF ISSUE:

The Local Committee (Mole Valley) is asked to review and agree the terms of reference and membership of task groups set by the Committee.

RECOMMENDATIONS:

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

- (i) The terms of reference for the Property Task Group and the membership of this task group as set out in Annex 1.
- (ii) The terms of reference for the Parking Task Group and the membership of this task group as set out in Annex 1.
- (iii) The terms of reference for the Leatherhead Major Schemes Task Group and the membership of this task group as set out in Annex 1.
- (iv) The terms of reference for the Dorking Major Schemes Task Group and the membership of this task group as set out in Annex 1.
- (v) The nominations to outside bodies (Community Safety Partnership) as set out in Annex 1.

REASONS FOR RECOMMENDATIONS:

The report contains an updated list of representatives on Task Groups and nominations to outside bodies.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee (Mole Valley) has four current task groups. This report sets out the members who will sit on the groups.
- 1.2 The Local Committee (Mole Valley) can appoint members of the Committee to Outside Bodies and there is one such group which requires nominations for the current year.

2. ANALYSIS:

Task Groups

- 2.1 Each year the Committee is asked to consider the work that would be considered at formal meetings and the relevant task groups that should be established to support the Committee in its work.

Property Task Group

- 2.2 The Committee is asked to re-establish the Property Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.3 The membership of the Property Task Group last year was: Mr Hall, Mrs Watson, Mr Cooksey and Cllr Huggins.

Parking Task Group

- 2.4 The Committee is asked to re-establish the Parking Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.5 Membership of the Parking task group last year was: Mrs Watson, Cllr Dickson, Mr Townsend and Cllr Haque.

Leatherhead Major Schemes Task Group

- 2.6 The Committee is asked to re-establish the Leatherhead Major Schemes Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.7 Membership of the Leatherhead Major Schemes Task Group last year was: Mr Hall, Mr Townsend, Mrs Clack and Cllr Dickson.

Dorking Major Schemes Task Group

- 2.8 The Committee is asked to re-establish the Dorking Major Schemes Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.9 Membership of the Dorking Major Schemes Task Group last year was: Mrs Watson, Mr Cooksey, Cllr Malcomson and Cllr Huggins.

Membership to Outside Bodies

- 2.10 The Local Committee can make appointments to various outside bodies. Members are asked to act as the Local Committee ambassador on the group, ensure that the local committee is informed of activities relevant to the work of the committee and report back on the achievements of the group on an annual basis.

East Community Safety Partnership (ECSP)

- 2.11 Mole Valley is part of the ECSP which also includes Reigate & Banstead, Epsom & Ewell and Tandridge and meets four times per year, once in each area.

- 2.12 Community Safety Partnerships are a statutory requirement under the Crime and Disorder Act 1998 which established the principle that tackling crime should be a partnership matter and not solely the responsibility of the Police. They are required to work in partnership with a range of other local public, private, community and voluntary groups, and with the community itself. This approach recognises that opportunities to address the causes of crime and disorder and pursue the interventions required to deliver safe and secure communities lie with a range of organisations, groups and individuals working in partnership.
- 2.13 ECSP have been reviewing their structures and considering the benefits of returning to four separate CSPs. Should a decision be made to return to a more local focus, representatives will be sought for each borough/district area.
- 2.14 The Mole Valley representative to the ECSP last year was Mr Hall.

3. OPTIONS:

- 3.1 The local committee can confirm the task groups and nominations to outside bodies as set out above.
- 3.2 The local committee can make amendments to any of the recommendations in this report.
- 3.3 The appointment of non-committee members, for example parish councillors, to any task group can be delegated to the chairman of the local committee and the chairman of the particular task group with which the non-committee member wishes to be appointed to.

4. CONSULTATIONS:

- 4.1 Task Groups have been proposed in response to requests from Members in relation to the workload of the Committee.
- 4.2 The nominations set out above have been volunteered or been selected from amongst their peers to sit on the relevant groups.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no specific financial implications arising from the recommendations. Work to support the recommendations will be undertaken within the current resources, and the task groups have no decision making powers.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no specific equality and diversity implications arising from the recommendations.

7. 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

ITEM 8

Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 The Local Committee (Mole Valley) is asked to agree the terms of reference for the Property Task Group and the membership of this task group as set out in Annex 1.
- 8.2 The Local Committee (Mole Valley) is asked to agree the terms of reference for the Parking Task Group and the membership of this task group as set out in Annex 1.
- 8.3 The Local Committee (Mole Valley) is asked to agree the terms of reference for the Leatherhead Major Schemes Task Group and the membership of this task group as set out in Annex 1.
- 8.4 The Local Committee (Mole Valley) is asked to agree the terms of reference for the Dorking Major Schemes Task Group and the membership of this task group as set out in Annex 1.
- 8.5 The Local Committee (Mole Valley) is asked to agree the nominations to outside bodies (Community Safety Partnership) as set out in Annex 1.

9. WHAT HAPPENS NEXT:

- 9.1 Task groups will be established.

Contact Officer: Jess Edmundson, Partnership Committee Officer (Mole Valley), 01932 794079

Consulted: Members and Surrey County Council officers have been consulted.

Annexes: Terms of Reference for Mole Valley Local Committee Task Groups 2020-21.

Sources/background papers: None

**SCC LOCAL COMMITTEE (MOLE VALLEY)
TASK GROUPS AND MEMBERSHIP OF EXTERNAL BODIES**

Task Groups

Surrey County Council's Local Committee (Mole Valley) Property Task Group Terms of Reference

Objective:

To support the Local Committee in agreeing a common strategy for the assets collectively owned within Mole Valley by both authorities. This strategy will set out common objectives for service delivery and identify objectives that could be achieved through a coordinated approach to asset use and disposal.

Membership

The Task Group will consist of four appointees from the Local Committee – three county and one district councillor. The property portfolio holder for Mole Valley District Council will also sit on the group, though not a member of the local committee. The Task Group may also consult with other relevant members of the Committee.

General

1. It is proposed to reconstitute a Property Task Group. The group will have no formal decision making powers. The Task Group will:
 - A. Unless otherwise agreed to meeting in private
 - B. Develop a work programme
 - C. Record actions,
 - D. Report back to the Local Committee as appropriate
2. Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent local committee.
3. The Task Group can, should it so wish, respond to an officer report and submit its own report to the local committee.
4. The Task Group terms of reference and Membership is to be reviewed and agreed by the local committee annually.

Proposed membership for 2020-21 is:

- Mr Hall
- Mr Cooksey
- Mrs Watson
- Cllr Huggins

Surrey County Council's Local Committee (Mole Valley) Parking Task Group Terms of Reference

Membership:

The Parking Task Group will consist of four members, two county councillors and two district councillors.

Membership to the group will be through appointment of the Mole Valley Local Committee; members do not need to sit on the committee.

Role:

1. To ensure synchronicity to the implementation of both the Mole Valley DC and Surrey CC car parking strategies in Mole Valley.
2. Working together to, consult with communities and residents about options and opportunities for parking (in car parks and on street).
3. Provide an enforcement function that is fair, consistent and in line with an open and transparent enforcement policy.
4. The Parking Task group will advise and make recommendations, is not a decision making body and all decisions will need to be made through the relevant decision making body of either the Mole Valley Local Committee, Mole Valley District Executive or Surrey County Council Cabinet.

General

1. The Task Group will meet in private
2. The Task Group will keep a record of its action.
3. The Task Group will make recommendations on any issues with regard to parking controls and civil parking enforcement including the use of surplus income.
4. Officers supporting a Task Group will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the Local Committee.
5. The Task Group can, should they so wish, respond to an officer report and submit its own report to the Local Committee.

Proposed membership for 2020-21 is:

- Mrs Watson
- Cllr Dickson
- Mr Townsend
- Cllr Haque

Surrey County Council's Local Committee (Mole Valley) Leatherhead Major Schemes
Task Group Terms of Reference

1. The Group's principle purpose is to consider major transport schemes and transport issues arising from Transform Leatherhead, at key decision milestones, in order to provide recommendations to the Local Committee to appropriately inform the committee's decisions.
2. The scope of the Task Group will be:
 - i. Leatherhead Sustainable Transport Package and/or any subsequent similar scale scheme proposals
 - ii. Highways & wider Transport aspects of 'Transform Leatherhead' developments
3. Officers supporting this Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to reporting to the Local Committee.
4. The Task Group will comprise two county councillors, (Chairman and a further divisional county member) and two district councillors, including the Transform Leatherhead councillor sponsor in a co-opted capacity and a district councillor from the local committee.
5. As an advisory group to the Local Committee, Task Group members will act in the interests of Leatherhead as a whole, rather than representing the interests of their divisions or wards.
6. Recommendations to the Local Committee will be supported by a summary of the reasoning behind the Task Group's position and reflect any professional advice from officers.
7. The Task Group will meet in private, at appropriate times during the year and actions from the meetings will be recorded and made available to the Local Committee.

Proposed membership for 2020-21 is:

- Mr Hall
- Mr Townsend
- Mrs Clack
- Cllr Dickson

Surrey County Council's Local Committee (Mole Valley) Dorking Major Schemes Task Group Terms of Reference

1. The Group's principle purpose is to consider major transport schemes at key decision milestones to provide recommendations to the Local Committee to appropriately inform the committee's decisions.]
2. The scope of the Task Group will be:
 - i. The Dorking Transport Package Phase 1 - overseeing the completion of the project and the recommendations set out in the Coast to Capital Action Plan, along with annual scheme monitoring; and
 - ii. Any subsequent similar scale scheme proposals.
3. Officers supporting this Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to reporting to the Local Committee.
4. The Task Group will comprise three county councillors, (Chairman and two further county members) and two district councillors.
5. As an advisory group to the Local Committee, Task Group members will act in the interests of Dorking as a whole, rather than representing the interests of their divisions or wards.
6. Recommendations to the Local Committee will be supported by a summary of the reasoning behind the Task Group's position and reflect any professional advice from officers.
7. The Task Group will meet in private, at appropriate times during the year and actions from the meetings will be recorded and made available to the Local Committee.

Proposed membership for 2020-21 is:

- Mrs Watson
- Mr Cooksey
- Cllr Malcomson
- Cllr Huggins

External Bodies

East Community Safety Partnership (ECSP)

Purpose

To provide strategic leadership to reduce crime and disorder through effective partnership working and to deliver measurable results across the area.

This will be achieved through the:

- Production of an annual strategic assessment to identify key crime & disorder issues across the ESCSP area.
- Development of a rolling 3-year ES Community Safety Plan with measurable outcomes.
- Robust monitoring of progress against Aims & Objectives.

Strategic Vision

“Working together to keep East Surrey safe”

Aims

- To promote integration of Community Safety priorities into mainstream policies and services.
- To ensure the strategic vision is translated into real change for East Surrey.
- To reduce alcohol and drug related harm and to reduce re-offending.
- To encourage closer collaborative working on shared concerns.
- To increase community reassurance through co-ordinated awareness-raising campaigns.
- To provide a voice for East Surrey at the Surrey Community Safety Board.
- To identify funding opportunities and lead on relevant funding submissions.
- To contribute to and support the delivery of relevant County-wide strategies

Proposed Mole Valley representative for 2020-21 is:

- Mr Hall

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Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee (Mole Valley) has made. It is updated before each committee meeting. *(Information correct as of 03/06/2020).*

- 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 22/01/20	5 6	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
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.	Closed	Area Highways Manager	Agreed signage has been implemented COMPLETE
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. Delays to this work because of COVID-19

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

Details of future meetings			
<p>Dates for the Mole Valley Local Committee 2020/21: 16 September 2020, 9 December 2020, 24 February 2021</p> <p>The Committee meeting commences at 2pm with an Open Forum for informal public questions. This forward plan sets out the anticipated reports for future meetings and will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined below.</p>			
Topic	Purpose	Contact Officer	Proposed date
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
Cycling Strategy Update	To update the local committee on the Cycling Strategy within Mole Valley to include updated plans following COVID-19	Transport Planner	Autumn 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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