

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 9 December 2020
at Virtual.

Surrey County Council Members:

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

Borough / District Members:

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

* In attendance

23/20 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Cllr Nancy Goodacre; Cllr Caroline Salmon attended as her substitute; and Cllr Rosemary Dickson.

24/20 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting on 17 June 2020 were agreed as a true record.

25/20 DECLARATIONS OF INTEREST [Item 3]

Mrs Hazel Watson declared an interest in Item 5b as a Governor of Ashcombe School, whose pupils would benefit from a crossing on Chalkpit Lane.

26a/20 PUBLIC QUESTIONS [Item 4a]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC and Duncan Knox, Road Safety and Active Travel Team Manager (RSATTM), SCC

Petitions, Public Statements, Questions: The questions and officer responses were provided within the supplementary agenda. Seven written questions were received before the deadline.

Question one was submitted by Cllr Caroline Salmon, who asked the following supplementary question;

Do officers know what is causing the subsidence and do they feel leaving it until 2021 is safe?

The AHM responded by saying the whole area of A24 had undergone a detailed investigation and would continue to have frequent highways safety inspections and be monitored until the time that it prioritised for work.

Question two was submitted by Cllr James Friend, who did not attend the meeting but did ask that he be provided with an update when the meeting between officers had taken place. The AHM agreed this.

Question three was submitted by John Arnold, Mole Valley Cycling Forum. Mr Arnold attended the meeting and asked the following supplementary question;

Given that it is now nearly 2021, and there is no date for commencement of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Mole Valley and only a vague statement that "other areas of the county, including Mole Valley, will follow (Reigate & Banstead) in due course." Without a LWCIP, Mole Valley will not be eligible for any government funding for cycling and walking improvements. The Mole Valley Cycle Forum, and other stakeholders, have 'oven ready' proposals for a workshop and would appreciate a firm date to be identified when the first workshop can take place which would be a constructive contribution to the LWCIP process.

The AHM thanked Mr Arnold for his question and noted a question about LCWIPs was recently asked at full council. It was noted that three LCWIPs had been diarised; Reigate & Banstead, Elmbridge and Runnymede. Approximately one every four months. The roll out of the LCWIPs was expensive and labour intensive and therefore it was not possible to roll them out in all areas at one time. Currently there was no further schedule for the remaining LCWIPs. But when a time for the Mole Valley LCWIP was known, it would be shared with the Mole Valley Cycling Forum. The AHM thanked Mr Arnold for his 'oven ready' proposals; adding it was always useful to know what the local community was looking for. She added however, these would not form part of the LCWIP process.

Question four was submitted by Rosemary Hobbs. Mrs Hobbs attended the meeting and asked the following supplementary question;

How should residents inform Surrey County Council and Surrey Police when they have concerns about excessive noise and speed?

The RSATTM advised Mrs Hobbs that the SCC website contained a report it function. It was suggested this would be the best way to inform the County Council over ongoing issues of speeding. It was suggested a specific incident would be best reported to Surrey Police. He noted however, that providing details such as a number plate was not always easy or practically possible in such cases, particularly when vehicles were travelling at speed.

Question five was submitted by Cllr Roger Adams, who did not attend the meeting. The divisional member noted the question raised was a good one and one that was frequently raised by residents. She noted the officer response with regards to the compulsory purchase order of the adjacent land. And added that it may become possible to improve matters at the junction with A246 through a Section 106 agreement, should the Chalkpit Lane depot across the road be redeveloped.

Question six was submitted by Mr Andrew Matthews, who attended the meeting and asked the following supplementary question;

The planned provision for cycling to the new Howard of Effingham School appears inadequate, with only 10% of students able to store their bicycles at the new school, and with no dedicated cycle highway planned. This will result in cyclists competing with pedestrians on the shared path. Given the recent government drive for people to take up active travel, can Surrey County Council explain why there is not a better plan for sustainable transport to the new school when the council recently applied for a £7.8million grant to improve facilities elsewhere in the county?

The AHM thanked Mr Matthews for his question; noting that the response had been provided by colleagues from Transport Development Planning (TDP), who were not at the meeting. She stated that it would be best for the supplementary question to be responded to outside the meeting by TDP colleagues. This was agreed by the Chairman and Mr Matthews.

Question seven was submitted by Cllr Paul Kennedy, who attended the meeting and asked the following supplementary question;

The response mentions the Road Safety Working Group. Who is invited to this and who does this group report to?

The RSATTM explained this group was hosted by colleagues from within his team and included colleagues from Surrey Police and Area Highway teams. He added that each Borough/District had six-monthly meetings to review accident hotspots. This involved analysing the problem and looking at solutions. He added the schemes across the whole county were prioritised based on number of collisions and cost benefit analysis. It was confirmed the working group was accountable to the Cabinet Member for Highways and in cases where speed limit changes were suggested as solutions, these were brought to the Local Committee for approval.

26b/20 MEMBER QUESTIONS [Item 4b]

Declarations of Interest: None

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

Petitions, Public Statements, Questions: The questions and officer responses were provided within the supplementary agenda. One written question was received before the deadline.

Question one was received from Mrs Hazel Watson. Mrs Watson thanked officers for the response and added it was a shame the whole road wasn't resurfaced when sections of it were done in 2019. As it was likely this would have been more cost-effective.

27/20 PETITIONS [Item 5]

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

28/20 PETITION TO: IMPROVE THE SAFETY ON THE NEWDIGATE ROAD FOR OUR SCHOOL AND CHILDREN [Item 5a]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC and Duncan Knox, Road Safety and Active Travel Team Manager (RSATTM), SCC

Petitions, Public Statements, Questions: Mr James Baguley, Head teacher of The Weald CofE Primary School attended the meeting and addressed the Local Committee with his concerns.

He stated the problem was mostly an issue at the end of a school day. The Newdigate Road was narrow in nature and parents often parked in a dangerous manner when congregating. He added there was a lack of signage along the road and suggested that adding signs to make motorists aware of the road's speed limit, could help.

Key points from discussion:

- The divisional member noted a site visit with officers had recently taken place, as noted in the response. And also that as the neighbouring pub had recently put in a planning application to turn in to housing, it was unlikely they would be able to help by offering the use of their car park for parents.
- It was suggested the school could launch an internal campaign and plea to parents to change their behaviour and improve their parking to improve the safety of the road.
- The RSATTM noted that SCC would be rolling out pedestrian training for primary school children, when safe to do so following the COVID-19 pandemic.

Therefore, the Local Committee noted:

1. Several site visits were carried out by officers from SCC's Road Safety Team, SCC's Active Travel Team, SCC's South East Area Highways Team and Surrey Police. These visits were carried out both during the morning school drop off and afternoon school pick up.
2. The recommendation within the Road Safety Outside Schools report regarding an additional parking restriction and that this would be further investigated by the parking team.
3. The Safer Travel Team would work with the school to introduce the recommended additional road safety education activities and school travel plan and assist with the negotiation of using the pubs car park as a park and stride location.

29/20 PETITION TO: INSTALL A SAFE, CONTROLLED PEDESTRIAN CROSSING AT CHALKPIT LANE, DORKING [Item 5b]

Declarations of Interest: Mrs Hazel Watson declared an interest as a Governor of Ashcombe School, whose pupils would benefit from a crossing on Chalkpit Lane.

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

Petitions, Public Statements, Questions: Aimee Fairhurst and Kathy Kyle attended the meeting to address the Local Committee with details of their petition. The PowerPoint presented to the Local Committee is attached as Annex A to these minutes.

Key points from the discussion:

- Members thanked the petitioners for their excellent presentation and undisputable case for why a crossing was needed on Chalkpit Lane.
- It was suggested that if Mole Valley District Council (MVDC) did not have enough Neighbourhood Community Infrastructure Levy (CIL) funding for the scheme that SCC should pursue Strategic CIL from the District Council instead, because the scheme was both wanted and needed by the immediate and wider communities.
- It was noted that CIL funding could not be used to fund feasibility studies. And such a study would be required at this location. It was confirmed that finding a source of funding for a feasibility study was the greatest challenge.
- The AHM explained that even when funding for feasibility had been found and the study completed, it didn't always result in the desired scheme being taken forward, as this wasn't always found to be the most suitable.
- Members noted the issues of funding were complex and acknowledged the AHM, along with other officers would continue to work on finding suitable sources of funding for this scheme.

Therefore, the Local Committee noted:

- i. The continued requests for a controlled pedestrian crossing to be installed on Chalkpit Lane, Dorking.
- ii. The factors that have an impact on the opportunity to provide a controlled pedestrian crossing point which would be safe to use.
- iii. That officers will continue to look for other sources of funding to construct a controlled crossing point in Chalkpit Lane that would be safe for pedestrians to use.

**30/20 HIGHWAYS FORWARD PROGRAMME 2021-22 AND 2022-23
[EXECUTIVE FUNCTION - FOR DECISION] [Item 6]**

Declarations of Interest: None

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

Petitions, Public Statements, Questions: None

The AHM introduced the report drawing members attentions to the figures in the table on page 11 and annex 1 of the proposed schemes to carry out in 2021-22 and 2022-23.

Resolution:

The Local Committee (Mole Valley):

General

- i. Noted that the Local Committee's devolved highways budget for capital works in 2021/22, subject to approval by full Council in February 2021, was £240,400.
- ii. Agreed that the devolved capital budget for highway works be used to progress both capital improvement schemes and capital maintenance schemes.
- iii. Noted 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. Agreed that the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- v. Authorised 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. Agreed that the remaining £24,000 from the £100,000 possible Capital Improvement Schemes (ITS) budget be split equally between members

(£4,000 per member) to be used towards the funding of an ITS scheme, part match funding of a CIL funded scheme or as an additional contribution towards the Member's capital maintenance scheme (eg.LSR)

- vii. 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)

- viii. Agreed 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 agreed by divisional members in consultation with the Area Maintenance Engineer.

Revenue Maintenance

- ix. Noted 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
- x. Agreed that the Member Local Highways Fund be managed by the Area Maintenance Engineer on behalf of and in consultation with members.

Reasons for Decisions:

The above decisions were made in order to agree a forward programme of highways works in Mole Valley for 2021/22 – 2022/23, funded from the Local Committee's devolved budget.

31/20 SPEED LIMIT ASSESSMENTS [EXECUTIVE FUNCTION - FOR DECISION] [Item 7]

Declarations of Interest: None

Officers attending: Duncan Knox, Road Safety and Active Travel Team Manager (RSATTM), SCC

Petitions, Public Statements, Questions: None

The RSATTM introduced the report noting that the Road Safety Working Group had identified a history of collisions on A29 and A243 that they believed could be addressed by a reduction in speed limit. Having conducted speed limit assessments, officers noted that average speeds were close enough to 40mph that it was felt reducing the speed limit on these roads could make a difference on its own.

The RSATTM noted the proposal in relation to A217 was to convert a 50mph stretch - sandwiched between two 40mph stretches - to 40mph. This would then result in one continuous 40mph stretch.

The officer further added that he had already proceeded to advertise this, for which he apologised, acknowledging that he should have sought permission from this Local Committee to advertise, before doing so. He stated that when the results from the consultation were in, he would present these to the Mole Valley Local Committee to see if the committee wished to proceed. He concluded he had previously taken this proposal to the Reigate & Banstead Local Committee for decision. For which they had already agreed to its advertisement.

Key points from the discussion:

- Members thanked the RSATTM for his report and welcomed the suggested proposals to reduce the speed limits. It was felt residents would likely be very supportive of these proposals also.
- In relation to the A29 speed limit reduction, it was requested a 20mph advisory sign on a sharp bend be kept in place as it encouraged motorists to slow down accordingly.

Resolution:

The Local Committee (Mole Valley):

- i. Noted the results of the speed limit assessments undertaken;
- ii. Agreed that, based upon the evidence, the speed limit be reduced to 40mph (from 60 mph or 50mph) in the section of the A29 Ockley Road/Beare Green Road and Stane Street, Ockley, for the length which extends from a point 60 metres south-west of the junction with the Beare Green Roundabout south-westwards to a point 260 metres north-east of the junction with Coles Lane.
- iii. Agreed that, based upon the evidence, the speed limit be reduced to 40mph (from 60mph) in the section of the A243 Kingston Road Leatherhead for the length which extends from a point 200 metres north of its junction with the Junction 9 Roundabout to a point 80 metres south of its junction with Epsom Gap.
- iv. Authorised 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 described above, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- v. Noted that a speed limit order has already been advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement a change in speed limit from 50 mph to 40 mph on the A217 Reigate Road for the length of road which is currently 50 mph between the Westvale Park roundabout and the junction with Horse Hill, and to revoke any existing traffic orders necessary to implement the change. Note that part of the speed limit change proposal on the A217 described above falls within Reigate and Banstead. The Reigate & Banstead local

committee have previously authorised the advertisement of this order.

- vi. Authorised 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 proposals described above.

Reason for Decisions:

The above decision were made because a reduced speed limit would help to reduce traffic speeds and therefore reduce risk and severity of collisions on the A29 Ockley Road/Beare Green Road and Stane Street, Ockley and the A243 Kingston Road, Leatherhead where there has been a history of collisions including death and serious injury.

A reduced speed limit on the A217 Reigate Road, Hookwood would also reduce the risk and severity of collisions and would improve the consistency in the speed limits on this road.

32/20 DECISION TRACKER [FOR INFORMATION] [Item 8]

The Local Committee noted the decision tracker and agreed items marked as closed and complete could be removed.

A question was asked about the timeline for implementation of schemes agreed from the 2019 parking review. It was thought this would likely be in early 2021.

33/20 FORWARD PLAN [FOR INFORMATION] [Item 9]

The Local Committee noted the forward plan of items expected to be received at future meetings.

Meeting ended at: 3.23 pm

Chairman

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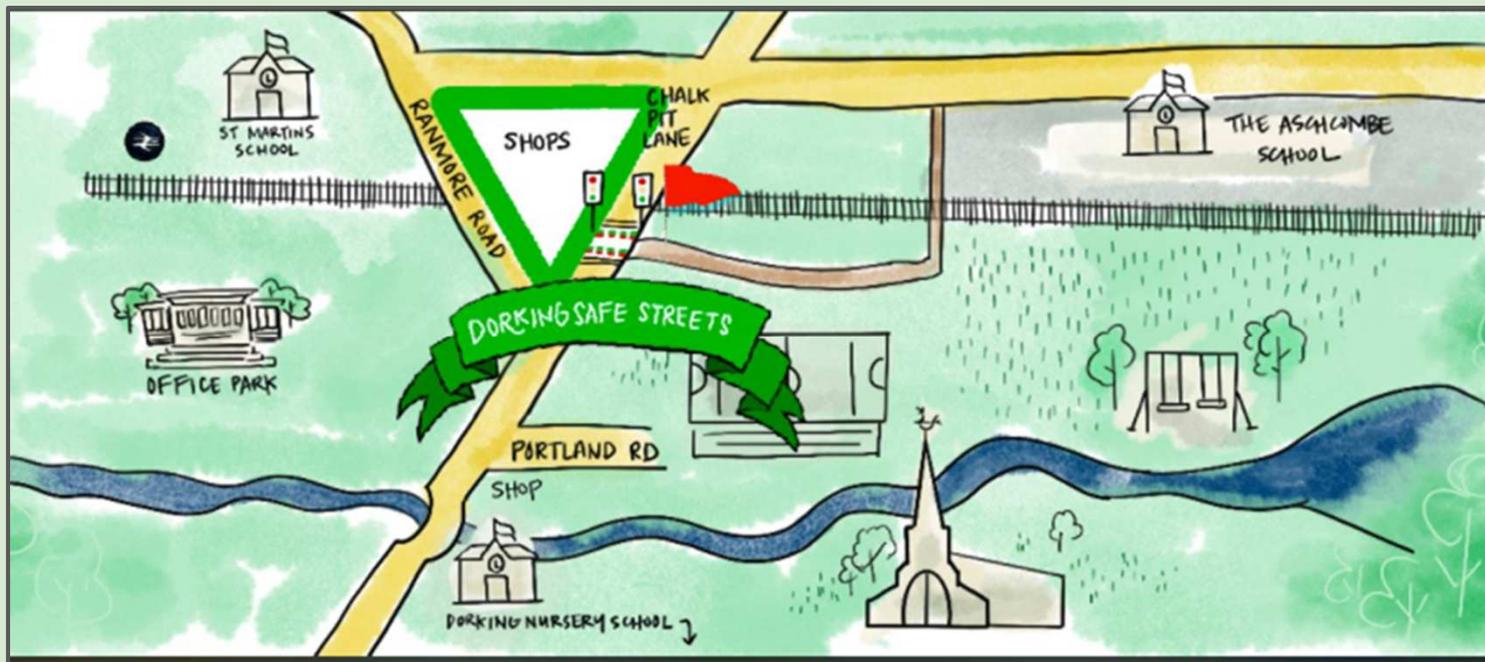
DORKING
S△FE STREETS

We are Dorking Safe Streets

Thank you for considering our petition to undertake a feasibility study and utilise CIL payments from local developments to fund the construction of a controlled pedestrian crossing on Chalkpit Lane.

dorkingsafest@gmail.com

www.dorkingsafeststreets.com



We are a coalition of caring, concerned local parents, educators, business leaders and community partners.

We call for MVDC and SCC to undertake a feasibility study and utilise the Community Infrastructure Levy payments from local developments to fund the construction of a controlled pedestrian crossing on Chalkpit Lane, close to Triangle Stores.

We ask the local area committee to prioritise this community-wide issue, which is identified in the Future Mole Valley Infrastructure Delivery Plan (p.75 2020).



The three pillars of our campaign

1. Safety
2. Environmental Impact
3. Cohesion

1. Safety for our Community

Chalkpit Lane not only gets busy with local traffic, it is also the bypass for traffic travelling from the North to the South West (and vice versa) and a lot of industrial traffic comes through the crossing.

2. Environmental Impact

Another aim is about helping people to make better choices for our environment. From talking to the community, many have said that they would leave their cars at home if they had a safe place to cross here, and for older children they could walk/cycle to school independently if this crossing was put in place - this would help our environment and the health of our community.

3. Cohesion

Our business partners tell us that this crossing would help 'join up' the town - so the campaign is also about cohesion. If you want to travel on foot/bike/scooter East to West across Dorking this particular road is a real barrier. We are advocating to bring the town together, making it safer, greener and looking to the future, for everyone.

4

What is it like to cross Chalkpit Lane?



Chalkpit Lane not only gets busy with local traffic, it is also the bypass for traffic travelling from the North to the South West of Dorking (and vice versa), and a lot of industrial traffic comes through the town on this road.

When travelling East to West (and vice versa) across Dorking by foot or bike you inevitably have to cross this road. It affects many families, residents, visitors and local people from all walks of life on a daily basis.

Officer Response: safety issues



In the **officer response** to our petition, it states that the vehicles do not have enough visibility to see and react to a crossing at this point in the road, and this is exactly what contributes to the safety issues that we see on the current informal crossing – it is a busy and complex junction which is hard for drivers and pedestrians to safely judge.

The cars that park on the West side of Chalk Pit lane obscure the sight lines for pedestrians wishing to cross – vehicles can ‘appear out of nowhere’ when coming down the hill and a crossing would take away this risk.



Officer Response: safety issues

The current 'island' encourages people to cross half way and then provides no protection. People often get stranded here with no protection from traffic, or the island becomes too full to accommodate everyone, especially if they have prams, bikes, wheelchairs, scooters. This forces pedestrians to have to wait in the road.

The current informal crossing features an island with damaged street furniture which is distracting. A lights-controlled crossing would focus drivers attention, cause them to slow and prepare to stop.

The [Highway Code](#) states:

Many children cannot judge how fast vehicles are going or how far away they are.

This is backed up by [research undertaken by Royal Holloway University](#) which found that primary aged children can't judge speeds over 20 miles per hour:

Professor John Wann, from the Department of Psychology at Royal Holloway, said:

"This is not a matter of children not paying attention, but a problem related to low-level visual detection mechanisms, so even when children are paying very close attention they may fail to detect a fast approaching vehicle."





As they get older children are more likely to become distracted, complacent or follow another person's lead without being able to properly judge the safety of their situation.

In the **officer response** to our petition it states that there have been no personal injury collisions in the last three years, however we hear from the local community about their experiences of terrifying 'near misses' on an almost daily basis.

Businesses in the area want to see the road made safer...

Business Address
 BROOKHOUSE STORES
 STATION 121
 DORKING RH4 1EN

Letter of support: Dorking Safe Streets

Dear Surrey County Council and Mole Valley District Council,

As a business located on Chalk Pit Lane close to the site of a proposed pedestrian controlled crossing, I am pleased to support the Dorking Safe Streets campaign. We understand that there are a variety of safety concerns on behalf of the Highways Agency and we fully support the County Council undertaking a feasibility study to determine next steps.

Chalk Pit Lane is a busy road, being one of the main arterial routes from the west and southwest of Dorking to the north of the town. This crossing site is located at a natural transit point for the town's pedestrians and cyclists: a route to train stations, the park and multiple schools. It serves workers in local light industry as well as residents, and this area needs to be protected to benefit everyone in the community.

There are no other natural crossing points along this road and we would like to see this as part of a strategic network of pedestrian routes across Dorking. We welcome the undertaking of a feasibility study into the issue, during which we will be happy to reinforce our assertions.

Thank you for your support of this campaign.

Sincerely,
 Signed.....
 Name..... N. PATIL

Business Address
 TRIANGLE STORES
 2, RAMMORE ROAD, DORKING,
 SURREY, RH4 1HA.

Letter of support: Dorking Safe Streets

Dear Surrey County Council and Mole Valley District Council,

As a business located on Chalk Pit Lane close to the site of a proposed pedestrian controlled crossing, I am pleased to support the Dorking Safe Streets campaign. We understand that there are a variety of safety concerns on behalf of the Highways Agency and we fully support the County Council undertaking a feasibility study to determine next steps.

Chalk Pit Lane is a busy road, being one of the main arterial routes from the west and southwest of Dorking to the north of the town. This crossing site is located at a natural transit point for the town's pedestrians and cyclists: a route to train stations, the park and multiple schools. It serves workers in local light industry as well as residents, and this area needs to be protected to benefit everyone in the community.

There are no other natural crossing points along this road and we would like to see this as part of a strategic network of pedestrian routes across Dorking. We welcome the undertaking of a feasibility study into the issue, during which we will be happy to reinforce our assertions.

Thank you for your support of this campaign.

Sincerely,
 Signed.....
 Name..... MR. R. RATHESH





https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/330214/ltm-2-95_pedestrian-crossings.pdf

Currently, motorists have to use their judgement when negotiating the various uncontrolled junctions in the location (from Vine Court, the private car park serving the terrace of shops, and from Ranmore Road). **We suggest that a formal, controlled crossing would be much safer than the current informal arrangement – for motorists and pedestrians alike.**

Officer Response: location issues

In the **officer response** to our petition, various problems with the location are raised. The current 'informal crossing' is cited at a natural crossing point for pedestrians travelling East/West. We suggest that converting the current informal crossing to a pedestrian controlled crossing would be the simplest and most cost-effective way to approach the issue.

Guidance* *SUGGESTS* that a crossing is located 20m from uncontrolled junctions, but accepts that this will '...depend on the geometry of the junction.'

We believe that there is sufficient objective evidence to derogate from the 20m suggestion and that precedent exists elsewhere in the town.



We hear from concerned local parents, residents, educators, businesses and members of the community nearly every day about why this project is important to them.

Locals, Parents, Residents



'It is too many times now that we have had a close call at the crossing.'

'Given the speed of traffic coming down Chalkpit Lane a safe crossing should have been installed here many years ago.'

'I've personally witnessed three children (including my own daughter) almost run over on this section of road - we need this crossing!'

'People drive far too quickly along this stretch of road.'



'Every day I see children crossing where they shouldn't and it is too dangerous! There are many schools in the vicinity. This is needed!'

Locals, Parents, Residents

'To cross here with a pram...can be very stressful and scary how close the fast cars are.'

'My son came home and said 'Mum I was nearly killed at the triangle store today'. He and a friend had decided to cross Chalkpit Lane behind an adult to try to remain safe, and a driver stopped to let her cross but then did not see my son and his friend following on behind.'

'We cross here from the park with our bikes...and the bit in the middle of the road isn't wide enough for a bike length, let alone all five of us!'

'It is necessary to enable children a safe walking route to and from school, helping the environment in many ways.'



Locals, Parents, Residents – environmental benefits



'I would like to stress to the council just how much pollution and congestion results from children being unable to walk home alone as they get older (my son is year 5). I avoid using my car as much as possible but the very dangerous roads around Dorking are a big factor in parents' decisions about when their child is old enough to walk home...A proper crossing here would be one contribution to enabling more parents to leave their cars at home, while enabling children to become more independent and healthier for the added exercise.'

Wellbeing Benefits

Walk to
SCHOOL
Week



From 5–9 October, we celebrated Walk to School week. According to the University of Toronto, children who walk to school have been found to have higher academic performance

Children who travel to school on foot:

- Have higher attention spans and have better verbal, numeric, and reasoning abilities.
- Have a higher degree of pleasantness and lower levels of stress during the school day.
- Have higher levels of happiness, excitement and relaxation on the journey to school.

We have received endorsements from St Martin's School and Dorking Nursery School, as well as support from the Priory School, St John's School, Powell Corderoy Primary School and the Ashcombe.



St Martin's C of E Primary School

Ranmore Road, Dorking, RH4 1RFW Telephone: 01306 883474

09.10.20

As the Headteacher of St Martin's C of E Primary School in Dorking, I am writing on behalf of the children at St Martin's, the parents, the Governing Body and the local community to publicly endorse the **DORKING SAFE STREETS** campaign.

There is absolutely no doubt at all that the installation of a pedestrian controlled crossing at 'the triangle' would help to ensure the safety of our children and the children from other local schools - most particularly Dorking Nursery and Children's Centre and The Ashcombe School. It would enable more families to travel to school on foot or by bike or scooter, as it is this particular crossing point that prevents many parents from allowing their older children to walk or travel this route independently. This would subsequently have beneficial health and environmental impacts.

At a meeting of the Resources Committee of the Governing Body at St Martin's on 08.10.20 we unanimously agreed that we should urge Mole Valley District Council to mobilise all available resources to install this crossing on Chalk Pit Lane.

Please don't hesitate to contact me, via the school if there is anything at all that we can do to further this cause.

Yours



www.dorkingnurserychildrenscentre.org.uk
West Street, Dorking, Surrey RH4 1BY tel: 01306 882397
email: head@dorking.surrey.sch.uk

October 2020

To whom it may concern

Re: Dorking Safe Streets Campaign

As the Headteacher at Dorking Nursery School and Mole Valley Family Centre, I am writing to endorse and show my support for the Dorking Safe Streets Campaign. Many of our families attending the Nursery use this pedestrian crossing on a daily basis and would hugely benefit from a pedestrian controlled crossing at the 'Triangle Stores'.

We also have a large number of families who have children attending both our school and St Martins Primary School, therefore using this route 2 or more times a day. The impact and benefits of walking to school daily are proven to significantly contribute to the recommended daily exercise and helps to create good walking habits from a young age. Walking to school also allows families to spend time together socially and communicating with each other, which also have an impact on the future well being and literacy levels for all.

We are urging all our families to sign the petition and support this campaign to install a crossing on Chalkpit Lane.

If you require any further information do not hesitate to contact me.

Yours sincerely

Donna Harwood-Duffy
Headteacher

Businesses, Schools, Organisations

'Walking to school also allows families to spend time together socially and communicate with each other, which also have an impact on the future well being and literacy levels for all.'

— Donna Harwood-Duffy, Headteacher
Dorking Nursery School

'...the installation of a pedestrian controlled crossing...would enable more families to travel to school on foot or by bike or scooter, as it is this particular crossing point that prevents many parents from allowing their older children to walk or travel this route independently. This would subsequently have beneficial health and environmental impacts.'

— Jane Gorecka, Headteacher, St Martin's
Primary School





Officer Response: funding issues

In the **officer response** to our petition, it states that the project will cost £220,000 and exceeds the available 'neighbourhood' CIL funding of £162,000. We are aware that there is further 'strategic' CIL funding available.

Assuming that project costs cannot be brought down, we believe that this development qualifies as a strategic project as it not only impacts both the **safety and wellbeing** of hundreds of nursery, primary and secondary school children from across the district on a daily basis, it also directly links into both Surrey County Council and Mole Valley District Council's commitment to **support the UK government's commitment to net zero emissions by 2050**. This '...reflects the shared ambition of Surrey's 12 local authorities that our residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities...partners will work together to put the county on the path to net zero carbon emissions and strengthen our climate resilience. Our success lies in us all taking action to shift our behaviour and to live more sustainable lives to help safeguard our communities and the environment.' (<https://www.surreycc.gov.uk/people-and-community/climate-change/what-are-we-doing>)

It also ties into Mole Valley's commitment to local businesses to develop a town centre that is accessible to all, and our campaign has gained support from many local business and community leaders, including Hello Dorking who featured our campaign in a blog: <https://dorkingtowndpartnership.co.uk/blog/the-campaign-making-dorkings-streets-safer-for-the-community/>

Our business partners tell us that this crossing would help 'join up' the town. **Dorking Safe Streets** is also about **cohesion**.

If you want to travel on foot, bike, scooter, wheelchair East to West across Dorking this particular road is a real barrier. A safe crossing here would help to bring the town together, making it safer, greener and looking to the future, **for everyone**.



Businesses, Schools, Organisations

'Dorking Wanderers support this vital campaign for a safe crossing used by so many of our fans.'

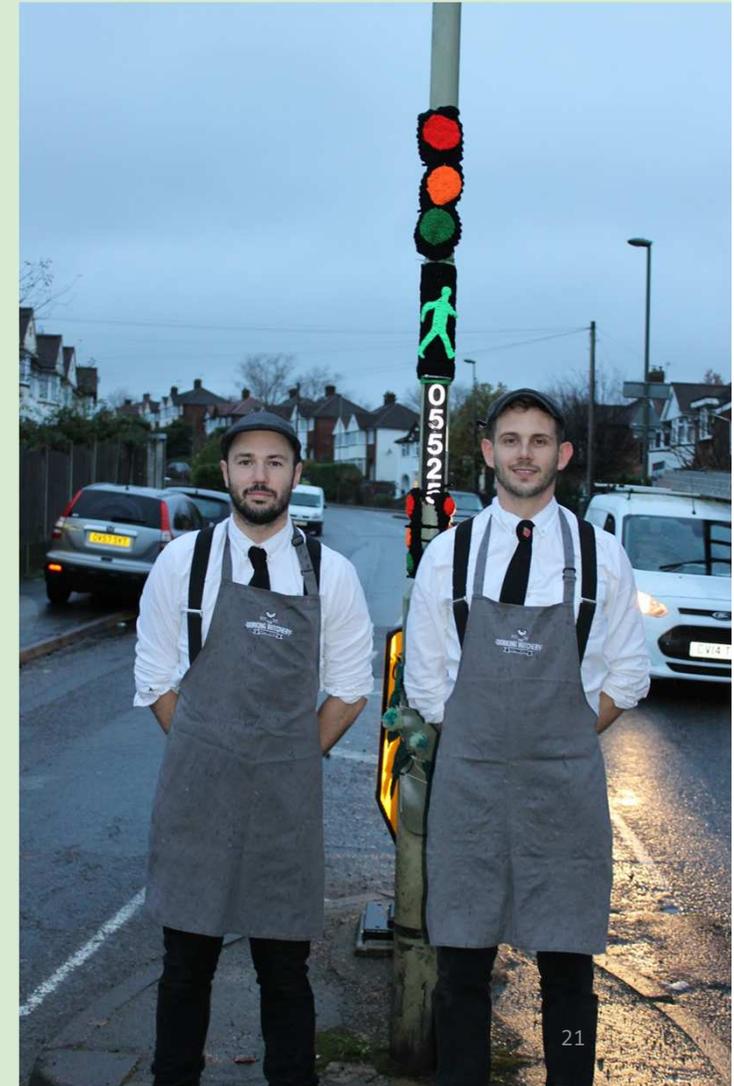
— Dorking Wanderers

"S.C. Fuller fully supports Dorking Safe Streets. Making our streets safer and easier to get around is a campaign everyone should support!"

— Andrew Fuller, S.C. Fuller

'Hike often. Hike safe. Keep the streets of Dorking accident free; put in a pedestrian light at Chalkpit Lane.'

— Michael Vergien, Hikes of Surrey



Businesses, Schools, Organisations

“Waitrose fully supports the Dorking Safe Streets campaign. Any initiative that makes it easier and safer for people to get around Dorking Town Centre has got to be applauded.

— Kenneth Storr, Manager

“We are totally supportive of the installation of a pedestrian controlled crossing at Chalkpit Lane.

— Basil and Susan Doha, Mullins Coffee Shop

“Here at Art Space we recognise the need for a safe, pedestrian controlled crossing for the community to help families travel confidently around the local area.

— Sarah Voltz, Director





Businesses, Schools, Organisations

'I am delighted to support the Dorking Safe Streets campaign to install a controlled pedestrian crossing on Chalkpit Lane by Triangle Stores and create a safe walking route for children, families, users of Meadowbank Park, businesses and the entire local community. I am keen to see this development to enable more people to travel safely, and leave their cars at home for short journeys. Please join us!'

— Hazel Watson, Surrey County Councillor



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MUM CALLS FOR NEW CROSSING
PAGE 15

News

'Funds for new crossing sits with council'

MUM CALLS FOR SAFETY MEASURE ON ROAD

By CHRISTY O'BRIEN

A DORKING mum has called on Mole Valley District Council to protect local children with a new pedestrian crossing.

Backed by local schools and businesses, Aimee Fairhurst, co-founder of the group Dorking Safe Streets, is pressuring Mole Valley District Council and Surrey County Council to install the safety measure on a "dangerous" stretch of road at Chalkpit Lane, near St Martin's School.

Plans for a crossing had been included in a draft plan back in 2016,

but funding was needed before construction went ahead.

With developers of a block of flats adjacent to the road recently paying a infrastructure levy however, Ms Fairhurst believes the money is there for the authorities to finally act.

She added: "We've only been up and running for 10 days and we're looking to build support and galvanize the local community.

"All the pieces to the jigsaw puzzle are there and the point of our campaign is to bring it to the top of pile in terms of the council's agenda.

"The money is sitting with Mole Valley, but highways are with Surrey

County Council so we have to enable the two to talk to each other and bring it to their attention that it is an issue.

"We've been really pleased with the response of our community so far.

"All the schools, Waitrose and different local businesses have got on board and see the point of having a safe space for people to walk from A to B."

Ms Fairhurst admits the fears over the safety of the road have been an "ongoing issue" for the local community, but she was determined to pressure the council into ensuring

the safety of the surrounding area for as long as it takes.

She hopes a decision will be made by both the district and county councils on taking the plans forward before the end of 2020, but added even if they reject the proposals she will "keep going" with her campaign.

She added: "Someone said on our social media 'there's been no deaths there! Well let's keep it that way, just because no one lost their life doesn't undermine the fact it's really dangerous. My friends would like to let their children walk to school but they can't because of this one place."



St. Martin's school children and parents campaigning for a pedestrian crossing on Chalkpit Lane
GRAHAME LARTER

Rough sleeper funds secured

MOLE Valley District Council has secured almost £150,000 to house vulnerable people this winter.

The council, which has assisted 44 rough sleepers since the start of lockdown, has been given an additional

£144,250 by the Ministry of Housing to not only continue its provision of emergency beds during, but also to add to it.

Councillor Elizabeth Daly, cabinet member for wellbeing, said: "To have secured additional funding to help ensure we can continue offering such vital support is so very pleasing and really important for those individuals we are helping to keep safe."

"I am also hopeful that a bid submitted together with East Surrey partners and Transform Housing for money from an additional £161 million fund will be successful. That money would help us acquire one-bed units where vulnerable residents could receive intensive support in the future."



St. Martin's school children and parents campaigning for a pedestrian crossing on Chalkpit Lane
GRAHAME LARTER



Over 720
signatures
on our
petition

Our Recommendations

This is the only exit from Meadowbank onto this road - it is a natural pinch point and transit / crossing point - a natural route to train stations, park, school - on the periphery to school, light industry, mixed with residential - it needs to be protected. This is one of the main arterial routes from the west and southwest of Dorking to the north, bypassing the town centre. Drivers appear to accelerate to “gather momentum” up the hill. This traffic crossing will naturally reduce the traffic speed.

We call for a feasibility study which we are confident will reinforce our assertions.

We suggest that a pedestrian controlled crossing could be built at the existing crossing site, thereby keeping costs down.

If it is not possible to convert the current site then we consider this a strategic issue both in terms of safety and contributing to the council’s environmental and community cohesion target, and therefore eligible for strategic CIL funding if necessary.

Taking account all of the above a feasibility study should be carried out to assess whether or not it is feasible to install a push button pedestrian crossing at this location. This would allow all of the factors above to be considered.

We all need to cross this road, so let's make it safer for everyone.

This will have a positive impact on our local environment and join up the Dorking community.





DORKING S△FE STREETS

View our petition at:

<https://www.change.org/dorkingsafests>

View our partners at:

<https://dorkingsafeststreets.com/partners>

Contact us:

dorkingsafest@gmail.com

View our video:

<https://vimeo.com/483762824>

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