

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

**DATE:** 4 DECEMBER 2013  
**LEAD OFFICER:** JOHN LAWLOR, AREA TEAM MANAGER



**SUBJECT:** FORTY FOOT ROAD, LEATHERHEAD  
 PROPOSED ONE-WAY WORKING

**DIVISION:** LEATHERHEAD AND FETCHAM EAST

**SUMMARY OF ISSUE:**

In October 2013, the Cabinet Member for Transport, Highways and Environment has decided that Surrey County Council should adopt the main section of Forty Foot Road (from Poplar Road up to and include the gyratory serving Woodlands School) following completion of the necessary highway works to ensure the road meets the required adoptable standard. As an adopted road, one-way working in the gyratory section of Forty Foot Road could be implemented under the relevant legislation. One-way working would improve road safety for the vulnerable young people who attend Woodlands School, which is accessed from this section of Forty Foot Road.

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

- (i) Approve the introduction of one-way working in the gyratory section of Forty Foot Road, Leatherhead, as shown in Annex 1;
- (ii) Authorise the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which will be to make the gyratory section of Forty Foot Road a one-way street; and
- (iii) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposals.

**REASONS FOR RECOMMENDATIONS:**

To reduce the risk to vulnerable young road users who attend Woodlands School from traffic in the gyratory section of Forty Foot Road and maintain vehicular access to the school.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Fortyfoot Road Safety Campaign Group has been lobbying Surrey County Council to repair Forty Foot Road, bringing it up to an appropriate standard and then fully adopt the road, making it a publically maintainable road in the future.
- 1.2 In October 2013, the Cabinet Member for Transport, Highways and the Environment responded to a formal petition submitted by the campaign group at the July Environment and Transport Select Committee. The Cabinet Member decided that Surrey County Council adopt the main section of Forty Foot Road (from Poplar Road up to and include the gyratory serving Woodlands School) following completion of the necessary highway works to ensure the road meets the required adoptable standard.
- 1.3 The gyratory section of Forty Foot Road serves Woodlands School, a school for children aged 2 to 19 with severe or profound learning difficulties, and the headquarters of Mid Surrey Mencap at Fortyfoot Hall. Beech Holt, a residential road comprising six dwellings, is also accessed from this section of Forty Foot Road. As part of the discussions at the Cabinet Member meeting, the view was expressed that the gyratory section of Forty Foot Road should be made into a formal one-way section of road once the road has been adopted.

## **2. ANALYSIS:**

- 2.1 Parked vehicles in the gyratory section of Forty Foot Road reduce the width of the road to a single lane, which is of particular concern at the start and end of the school day. Providing a safe road environment in the vicinity of the school is particularly important given the special needs of the pupils. It is important that vehicular access is maintained to Woodlands School for school minibuses, which are used to transport some of the pupils to and from the school on a daily basis, and emergency vehicles. One-way working in this section of Forty Foot Road would remove the potential for opposing vehicle flows to block the road and reduce the risk to vulnerable young people from vehicle movements.
- 2.2 An enforceable one-way system cannot be introduced under the Road Traffic Regulation Act 1984 on an unadopted road. However, once Forty Foot Road has been adopted, a Traffic Regulation Order can be made and one-way working implemented.
- 2.3 It is proposed that one-way working is introduced in the gyratory section of Forty Foot Road on adoption of the road, to operate in a clockwise direction, as shown on the plan attached as **Annex 1**.

## **3. OPTIONS:**

- 3.1 **Option 1:** Introduce one-way working in the gyratory section of Forty Foot Road to reduce the risk to vulnerable road users from vehicle movements.
- 3.2 **Option 2:** Do nothing.

**4. CONSULTATIONS:**

4.1 No consultation has been carried out at this stage. If the Local Committee were to approve the implementation of one-way working in the gyratory section of Forty Foot Road, the views of the residents directly affected and the Police would be sought. In addition, statutory consultation would be carried out as part of the Traffic Regulation Order making process.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The cost of the design and implementation of one-way working in the gyratory section of Forty Foot Road will be in the region of £10,000. Officers will seek to identify external funding eg. developer funding, to meet the cost of implementing the proposed one-way working. If this is not possible, then the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, will seek to allocate funding from the Integrated Transport Scheme budget.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The gyratory section of Forty Foot Road is used frequently by vulnerable young people. The introduction of one-way working seeks to improve the safety of this group of road users.

**7. LOCALISM:**

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

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

**8.1 Crime and Disorder implications**

A well-managed highway network can contribute to reduction in crime and disorder.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The introduction of one-way working in the gyratory section of Forty Foot Road would help maintain vehicular access to Woodlands School and reduce the impact of traffic movement on vulnerable young road users. It is recommended that option 1, the introduction of one-way working, is approved and the legal process is carried out to implement this option.

<b>10. WHAT HAPPENS NEXT:</b>
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10.1 Design of the one-way working in the gyratory section of Forty Foot Road will be carried out. Following the adoption of Forty Foot Road as highway maintainable at public expense, the Traffic Regulation Order will be advertised. Subject to there no objections being maintained, the Order will be made and the scheme implemented.

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**Contact Officer:**

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**Consulted:**

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**Annexes:**

Annex 1: Proposed One-Way Working

**Sources/background papers:**

- Report to the Cabinet Member for Transport, Highways and Environment, 9<sup>th</sup> October 2013, Item 2c