

**High Street, Leatherhead
Amendments to access restrictions**

**MOLE VALLEY LOCAL COMMITTEE,
23 October 2002**

KEY ISSUE:

Members are asked to consider objections that have been received in response to the statutory advertisement and consultation of a proposal to alter the vehicular access arrangements in High Street, Leatherhead.

SUMMARY:

At its meeting in January 2002, Members of the former Mole Valley Partnership Area Transportation Committee resolved to approve the advertisement of a proposal to amend the vehicular access restrictions in High Street and part of Church Street, Leatherhead. The new restrictions would prohibit all traffic between the hours of 10am and 4.30pm, Mondays to Saturdays only. One letter of objection and one letter of comment have been received to the proposals, to which Members are asked to give consideration to.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that approval be given to make a new permanent traffic order to allow access to all vehicular traffic after 4.30pm and before 10am on Monday to Saturday and all day Sunday, in part of Church Street and High Street, Leatherhead, as described in paragraph 2.2 of this report.

**REPORT BY:
MICHELLE ARMSTRONG**

**SURREY ATLAS REF:
(O.S.)Pg95,B5**

**MOLE VALLEY DISTRICT WARD:
LEATHERHEAD & FETCHAM EAST**

**COUNTY ELECTORAL DIVISION:
LEA'HEAD & FETCHAM EAST**

1. INTRODUCTION AND BACKGROUND

- 1.1 On 10th January 2002 the former Mole Valley Partnership Transportation Committee gave approval to advertise a new Traffic Order, amending the access arrangements in High Street and part of Church Street, Leatherhead. The statutory consultations have now taken place resulting in one letter of objection, which now needs to be formally considered by Members.

2. ANALYSIS AND COMMENTARY

- 2.1 Recent renewed pressure from parts of the community to increase vehicular access in Leatherhead Town Centre resulted in a report being presented to the former Mole Valley Partnership Transportation Committee in January 2002. The proposal to amend the access arrangements for vehicular traffic will help increase trade out of the restricted hours and hence improve the vitality and viability of the town.
- 2.2 The proposed Traffic Order covering High Street and part of Church Street would allow for access by all vehicular traffic after 4.30pm and before 10am, Monday to Saturday and all day Sunday. The restricted hours for all vehicular traffic between 10am and 4.30pm would have certain exemptions which would include access by emergency vehicles; access by any vehicle associated with Statutory Undertakers work; access by any vehicle used in service for the Local Authority and access for any vehicle requiring access who has the prior consent of the Local Transportation Manager. In addition, cyclists would be required to dismount during the restricted hours.
- 2.3 The report presented to the former Mole Valley Partnership Area Transportation Committee in January 2002 indicated that the most appropriate means of control would be an automatic rising bollard system. The minutes of that meeting show that some discussion took place as to whether other systems could be used and agreement was reached that a bollard system was the most appropriate installation to use at this location. Investigations have been underway as to what types of bollards could be used at this location and it will not now be possible to use an automatic system that will satisfy the needs of the emergency services, the County Council and G.O.S.E. who require both visual and audible signals of the bollards. It is therefore necessary to install a manually operated bollard system at this site.

3. CONSULTATIONS

- 3.1 Statutory advertisement and consultation was carried out in June and July 2002. One letter of objection was received to the proposals. The letter of objection is from the Leatherhead Community Association and the letter states the objection is made 'because there is no separation of pedestrians from vehicles during the period when the High Street will be open to all vehicles'. The Leatherhead Community Association consider this to be an extremely dangerous situation for pedestrians.

- 3.2 Since the objection was received, officers have contacted an independent safety auditor in order to gain an opinion as to whether the proposal is considered to be dangerous. The view expressed was that although there is potential for pedestrian / vehicle conflict the vehicle speeds are low, which is an important factor when considering the safety of pedestrians. In addition the Safety Auditor was aware of other similar sites where for periods of the day a road is pedestrianised and opened to traffic at other times and monitoring has indicated that the 'mixed' access has worked well. It is considered that the choice of materials plays an important part in keeping speeds at an acceptable level and that the road will not encourage 'rat running' traffic as there is a more suitable alternative route to use via The Crescent.
- 3.3 To physically segregate pedestrians from traffic would require the installation of railings or provision of a kerb face or similar. To do this, an ample width footway would be required on both sides of the road. In a town centre location, the footways would need to be at least 2 to 3 metres wide (on both sides of the road), which would encroach, in some locations, upon the running lane of traffic. Any form of 'barrier' would restrict movement across High Street and part of Church Street during the hours when no vehicles enter these roads. In addition, vehicle drivers may consider it safer to drive at a faster speed than they would normally as the lack of pedestrian movements may encourage drivers to feel they can travel along the road way unimpeded. Currently, investigations are underway to provide measures that will encourage parking to take place only at the locations where it is considered safe to do so. This may result in more street furniture being installed which could also help address the concerns of the Community Association. Whilst pedestrians would not be physically segregated from vehicles, the measures may provide areas where vehicles cannot access and hence pedestrians could choose to use these locations to walk if they feel vulnerable.

4. FINANCIAL IMPLICATIONS

- 4.1 The total cost of implementing the required Traffic Order and the design and installation of measures to control access would be in the region of £20,000. This sum has already been set aside from the LTP Capital Transportation budget as agreed at this Committee in April 2002.

5. ENVIRONMENTAL IMPLICATIONS

- 5.1 The introduction of more traffic into the High Street after 4.30pm and before 10am will potentially adversely affect the area with regard to the environment. The additional traffic will increase noise and air pollution. However, the bollard system would ensure the High Street and part of Church Street is free of traffic between 10am and 4.30pm.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications at this time.

7. EQUALITIES IMPLICATIONS

- 7.1 There are no equalities implications as this time.

8. CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

It is considered that the new vehicular access arrangements will not compromise road safety for pedestrians. Currently, access is not controlled and this leads to confusion. The changes will allow pedestrians to feel less vulnerable between the hours of 10am and 4.30pm Monday to Saturday, as it will be possible to keep the High Street and part of Church Street free of vehicular traffic at these times.

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BACKGROUND PAPERS:

Previous MVPATC papers
