

MINUTES: of the meeting of the Mole Valley Local Committee held at 14.00 on Wednesday 23 October 2002 at Mole Valley District Council Offices (Pippbrook)

Surrey County Council Members

David Gollin - Chairman
Helyn Clack - Vice-Chairman
Bob McKinley
Jim Smith
David Timms
Hazel Watson

Mole Valley District Council Members (Part B only)

Michael Anderson
Rosemary Dickson
Valerie Homewood
Janet Marsh
Jean Pearson
Ben Tatham

[All references to Items refer to the Agenda for the meeting]

PART A - IN PUBLIC (County Council and District Council Members)

73/02 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received on behalf of Rosemary Dickson, who was substituted by Peter Seabrook.

74/02 DECLARATIONS OF INTEREST [Item 2]

Hazel Watson declared an interest as LEA Governor of Ashcombe School, in relation to Item 11.

75/02 PETITIONS [Item 3]

The Committee received a petition from Mr Michael Foulston of Reigate Road, Dorking expressing concern about the speed and safety of traffic using Reigate Road and seeking speed restriction and enforcement measures.

76/02 PUBLIC QUESTIONS [Item 4]

The Committee heard a question from Mr Keith Deacon to which a written response was provided. The question and response are appended for information.

77/02 MEMBER QUESTIONS [Item 5]

The Committee heard questions from Rosemary Dickson and Ben Tatham, both in relation to the A24 at Mickleham, to which a composite written response was provided. The questions and response are appended for information. Ben Tatham took the opportunity to emphasise the concerns of local people and the need to keep them informed and find a solution. Inspector Sandy Horvath advised that the new police enforcement of public nuisance powers was expected to show results soon.

78/02 MINUTES OF THE LOCAL COMMITTEE MEETING HELD ON 24 JULY 2002
[Item 6]

The minutes were agreed as a true record and signed subject to an amendment to the Committee membership to indicate the attendance of Rosemary Dickson rather than Peter Seabrook.

79/02 REVIEW OF ROAD TRAFFIC CASUALTIES 2001 [Item 7]

The Committee welcomed Inspector Sandy Horvath and discussed the report. It was agreed that this was an important issue and that regular reports, with greater analysis and detail where appropriate would be provided in future. The general declining trend was welcomed and officer responses to specific questions included:

- Current main concerns are the A24 from South Holmwood to Givons Grove, and parts for the A25 and A246
- The indications of an increasing number of accidents on the A24 Dorking bypass would be explored in greater detail
- Information on non-injury accidents would also be helpful
- Inspector Horvath will provide data on accident records in the District's Red Zones before and since they were set up
- Accident Reduction Officer responds to complaints and acts where investigations reveal a real problem
- There was concern that the report indicated that some records were missing. The Local Transportation manager will register the Committee's concern with the central unit responsible.

The Committee congratulated Inspector Horvath on his new appointment.

80/02 A25 GUILDFORD ROAD – RESPONSE TO PEDESTRIAN CROSSING PETITION [Item 8]

The positive officer response to this petition, which was presented to the 24 July meeting, was welcomed. As recommended, it was

Agreed:

- i) that officers continue to assist the Westcott school in exploring ways of employing school crossing patrol staff;
- and
- ii) that a feasibility study be undertaken to ascertain the likely cost and impact of a signalled pedestrian crossing

81/02 A24 CONSULTATIONS ON GAP CLOSURES / PROVISION OF ROUNDABOUTS [Item 9]

The Committee made a number of specific suggestions and comments on the detailed plans within this report. These were noted though it was also emphasised that the drawings remain conceptual at this stage and that details relating to farm access, bridleways and other issues would be considered at the next stage. It was also noted that aspects of the proposals would be considered for inclusion as part of the major funding bid for A24 works currently being consulted upon.

David Timms, seconded by Valerie Holmwood, proposed an amendment to the first officer recommendation that, with a further amendment, was agreed by the Committee. With this amendment it was:

Agreed:

- i) to progress detailed design and construction of the revised A24 improvements (detailed in Annexes 4 – 7) subject to the completion of statutory procedures and the availability of adequate funding, in conjunction with the approval of local elected Members and
 - a) subject to further informal consultation with Mid Holmwood residents on the revised scheme for Mid Holmwood and
 - b) subject to gaps in the central reservation of the A24 not being closed until after the roundabouts and other major engineering works relevant to these gap closures have been constructed;

and

- ii) to authorise officers to use the appropriate statutory procedures to progress any appropriate Traffic Regulation Orders and / or acquisition of land necessary for each aspect of the scheme, subject to consultation with local elected Members.

82/02 MEMBER GROUP TO EXPLORE TRANSPORT IMPLICATIONS OF WASTE MANAGEMENT ISSUES [Item 10]

Helyn Clack, seconded by Jim Smith, proposed an amendment to the second officer recommendation which was agreed. With this amendment it was:

Agreed:

- i) to approve the proposal for the establishment of a Member group to consider the transport implications of waste management as set out in the report,

and

- ii) that three Members from each Council form that group.

83/02 DORKING WAITING RESTRICTIONS REVIEW (STATION AREA) [Item 11]

officers had presented a number of alternative options for Recommendation 2 in the report. Hazel Watson, seconded by David Timms, proposed that the Committee should support the second of these options and this was agreed. As a result the Committee:

Agreed:

- i) that the proposed 'no waiting at any time' restrictions in Lincoln Road at the junction with A24 London Road be amended from 20m to 15m on both sides of the road;
- ii) that the proposed curfew waiting restrictions in Lincoln Road be extended by 5m on each side to a point 15m from the junction with London Road;
- iii) that all the other proposals for Lincoln Road, Calvert Road, Chichester Road, Croft Avenue, A24 London Road and Mowbray Gardens proceed as published in June 2002 and that the Order be made;
- iv) that if parking increases in Keppel Road and Yew Tree Road as a result of the measures, advice and assistance will be given to residents of those roads to enable them to provide measures to help deter all day parking;
- v) that communication continues with Stanway School and Ashcombe School to encourage them to commit to site parking facilities..

84/02 HIGH STREET LEATHERHEAD – AMENDMENTS TO ACCESS ARRANGEMENTS [Item 12]

A letter had been received by the Chairman in respect to this issue and this was circulated at the meeting (and is appended for information). The Local Transportation Manager answered a number of queries and it was:

Agreed:

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

85/02 CHART LANE DORKING TRAFFIC CALMING SCHEME [Item 13]

A revised Annexe 3 was circulated at the meeting and is appended. It was:

Agreed:

- i) that the proposed traffic calming scheme shown in Annexe 2 be approved for implementation;

and
- ii) that the proposed waiting restrictions shown in the revised Annexe 3 be implemented as part of the scheme should no objections be maintained following their advertisement

86/02 MINOR HIGHWAYS IMPROVEMENTS / LOCAL TRANSPORTATION PLAN SCHEMES PROGRESS REPORT [Item 14]

The Committee noted the update on progress and asked a number of specific questions some of which were noted for later, more detailed response.

A number of questions were raised in respect to recent developments in the Leatherhead town centre Phase 2 works to which a more detailed response was given by the Local Transportation Manager. The main points of this response were:

- There has been significant, but unavoidable slippage in the laying of paving slabs. Additionally unexpected design difficulties with the subterranean plant for the water feature have been encountered.
- As a result the October deadline for completion cannot be met.
- In order to minimise disruption to Christmas trade it was decided that the plant would be removed temporarily and the whole area made useable before works resumed in the new year. The paving is expected to be completed by the end of November.
- This is not an abandonment of the scheme but a pragmatic approach to the current difficulties which is sympathetic to the needs of local traders, for whom an information session would be held on 24 October.

87/02 PROGRESS IMPLEMENTING THE LOCAL TRANSPORT PLAN DURING 2001/02 [Item 15]

The Committee received and noted this as an information report.

88/02 PETITION REPORT [Item 16]

The Committee were advised of the receipt of one petition since the 24 July meeting.

89/02 FORWARD PROGRAMME [Item 16]

This was noted. Members were reminded that the Transportation meeting had been re-instated for 11 December and would be concentrating on the Capital programme and ranking.

[Meeting Ended: 17.14]

Chairman

MOLE VALLEY LOCAL COMMITTEE, 42 July 2002.

Appendix of additional papers circulated at the meeting:

Three Papers are appended:

1. Public question and answer (Item 4)
2. Member questions and answer (Item 5)
3. Revised Annex 3 (Item 13)

1. Public question and answer (Item 4)

Question received from Mr Keith Deacon, of Keppel Rd, Dorking

“ Given that any vehicles displaced from Calvert Road or Chichester Road and trying to park in Keppel Road or Yew Tree Road will be turned away and thereby simply increase traffic congestion (itself the subject of a report to be published in February 2003), what benefits to the local community as a whole do you think will actually be achieved by going ahead with this scheme? ”

Response:

The roads around Dorking Station have for many years been subjected to all day parking. This parking when close to schools will increase the risk of accidents and lead to congestion problems. The level of congestion in the Calvert / Chichester Road area has been a concern for a number of years hence the original report to the former Mole Valley Partnership Committee in June 2001.

The introduction of the parking restrictions will remove the congestion being experienced in the Calvert / Chichester Road area and thereby generally improve road safety and the environment. It is understood by officers that the residents of Keppel and Yew Tree Road are concerned about the proposals, but it is believed that commuters are unlikely to park in these roads in view of the distance from the rail stations. Officers are not unsympathetic as I have said to the residents in Keppel / Yew Tree Road, which is why recommendation IV to item 11 (Dorking Waiting Restrictions Review) is:

“ that if parking increases in Keppel Road and Yew Tree Road as a result of the measures, advice and assistance will be given to residents of those roads to enable them to provide measures to help deter all day parking,”

What the scope of those measures could be, will very much depend on what happens, officers as I have said are confident that they will not be required. Regardless I will ask the Local Transport Manager to keep Members informed of the results of this scheme if it is approved by committee today.

Therefore to answer Mr Deacons question, the benefit to the community will be an improved environment and safer streets for all of the users of Calvert and Chichester Road.

2. Member questions and response (Item 4)

Question received from Ben Tatham, MVDC Councillor for Mickleham & Westthumble & Pixham

“ Why has there been no action plan produced following the great concern expressed in June 2002 by the County Highways Department, the County Countryside Estates department, the police and the District Council after viewing a video showing the dangerous behaviour of motorcyclists and some car drivers on the A24 near the Burford Bridge roundabout?

Why has there been no response to concerns that if nothing were done an accident is likely to occur causing many deaths? Is the Chairman aware that recently a motorcyclist left the road at the point in question? Is the Chairman aware that serious accidents continue to occur because of the excessive speed of the north bound traffic and the non-standard arrangement of the roundabout?

On 1 August 2002 I received an e-mail from Roger Archer Reeves saying "Please find attached a briefing note with regards to the A24 Burford Bridge. I intend taking a report to the October Local Committee (Transport) on this matter and would appreciate any constructive feedback." I asked if I could pass on the briefing note to local people and was told that this could be done. I now understand that there will not be a report to the Local Committee. Why? What am I meant to say to my electors to explain why this important matter is not being addressed by the Committee? ”

Question received from Rosemary Dickson, MVDC councillor for Leatherhead South

“ I understood from a letter from Roger Archer-Reeves dated 31/07/02, that a report would be coming to this committee about the anti social behaviour of motor cyclists on the A24 Mickleham Bends as evidenced by the video submitted by a member of the public. In view of the serious concerns of Members, residents, road users and indeed the police, why has this item not received top priority? “

A composite response from the Local Transportation Manager to the issues raised by these two Members is set out below.

I would confirm that a briefing note was sent out to Members of the Local Committee (Transport) in August by our Local Transport Manager (Roger Archer-Reeves) and it was his intention to put a report before Members for this Committee. At the “Agenda Setting” Meeting of this committee the item was discussed. The group (Local Committee Members) decided that as there was no decision to be taken now and that a possible scheme or schemes could be progressed first through consultation with local groups. No member requested that the item be included on this agenda. I should add that the decision as to what reports go to this committee is one for Members alone.

Regardless of the above it might be useful to explain what progress has been made to date on Burford Bridge and Mickleham Bends.

Feedback from Briefing Note

To date there has been very limited feedback from the Briefing Note, our Local Transport Manager is meeting with the Mickleham Parish Council in December to discuss ideas coming out of the feasibility work to date.

Burford Bridge

A feasibility design has been drawn up for discussion and the meeting with Mickleham Parish Council is the first part of this process, it is hoped to engage local members (County and District) in the process to take a sounding on the proposals. If there is a positive response then the scheme could be progressed to initial safety audit for comments. The proposed scheme is broadly in line with the suggestion proposed in the Briefing Note. The aims of the proposals are to reshape the junction so that its form is more consistent with what road users expect to see, and thereby minimise the risk of collision at this junction. It is felt that the arrangement will also discourage the use of the junction by individuals undertaking "stunts" etc with the associated anti social aspect to their activities.

Mickleham Bends

A lining scheme has also been drawn up in association with the Burford Bridge junction to reduce the A24 north bound down to a single lane. This proposal also needs to go through a similar initial consultation and audit process. The aims to the lining scheme are to reduce speeds through the bends and the associated risk of accidents.

Any such proposal for reducing a dual carriageway down to a single lane must take on board the possibility of increased congestion due to the reduction in road space. Therefore some traffic modelling will need to be done.

A24 The larger Picture

Members will be aware that there are proposals to realign the existing A24 from south of the county boundary with West Sussex to Capel, this was the subject of a recent exhibition. It is my desire that a bid is made by this Committee to the Executive for a major bid from Clarks Green Roundabout to the M25 to resolve the other issues attached with this stretch of road, of which Burford Bridge and Mickleham Bends are two components. I have asked the Local Transport Manager to take this work onboard for the December Committee. It is worth while drawing Members attention to item 9 on this agenda (A24 Consultation on Gap Closures / Provision of Roundabouts) and restating here paragraph 2.3:

" The accident patterns identify that between January 1996 and July 2001, 228 people have been injured (in 157 accidents) along the study length. Six people have been killed. Of the 157 accidents 36 occurred at the gaps, 49 occurred on the existing 3 roundabouts and 14 at the numerous side roads. The principal cause of accidents with motorist joining or crossing the carriageway was their failure to gauge the speed of approaching vehicles. The actual speed of the approaching vehicles was relevant in only a small percentage of accidents."

Police Activity at Burford Bridge

Surrey Police have been actively engaged in enforcement at Burford Bridge throughout the summer. We have not had the opportunity to talk to the local commander regarding this issue, but I understand that some legal proceedings are now underway. I am sure that Members will understand that the Police must now be consulted before further progress can be made.

Summary

In summary much work has been done by both officers of the Local Transport Team and the Police. I am aware of the recent accident. I would repeat my view that a major bid for improvements along the whole length of the A24 from Capel to M25 is the most likely approach to secure the necessary resources to implement the improvements that we all strongly desire.

3. Revised Annexe 3 (Item 13)



**Chart Lane / Cleardene / St. Pauls Road East
Proposed Waiting Restrictions**

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