

MINUTES: of the meeting of the Mole Valley Local Committee held at 14.00 on Wednesday 23 July 2003 at Mole Valley District Council Offices (Pippbrook)

Surrey County Council Members

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

Mole Valley District Council Members

Hubert Carr (substituting for Michael Anderson)
Rosemary Dickson
Valerie Homewood
Janet Marsh
Jean Pearson
Ben Tatham

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

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

57/03 APOLOGIES FOR ABSENCE AND NOTICE OF SUBSTITUTIONS [Item 1]

Apologies for absence were received on behalf of Michael Anderson, who was substituted by Hubert Carr.

58/03 DECLARATIONS OF INTEREST [Item 2]

No declarations of interest were advised by County or District Council members.

59/03 PUBLIC QUESTION TIME [Item 3]

No written questions had been submitted but a number of questions were asked during the open public question session. These were all in respect of Item 6, Pixham Lane, and included a written submission to which a direct response was promised. Given the level of public interest in this item, arrangements had been made for individual comments or questions to be registered for later response. A significant number of people took advantage of this opportunity.

60/03 MEMBER QUESTION TIME [Item 3]

No Member questions had been notified

61/03 PETITIONS [Item 4]

One petition was received, from St Stephens House surgery, Woodfield lane, Ashted, requesting half hour parking spaces adjacent to the surgery to enable patients to park legally

62/03 MINUTES OF THE LOCAL COMMITTEE MEETING HELD ON 2 APRIL 2003 [Item 5]

The minutes were agreed as a true record and signed.

63/03 PIXHAM LANE EXPERIMENTAL CLOSURE [Item 6]

The Local Transportation Director introduced this item and reiterate his professional concerns about the three options identified in the report - continuation of the experimental closure, unrestricted reopening, or partial, time variable opening. He clarified that, in his view the latter was the most appropriate way forward but conceded that there were significant technical obstacles.

In response to the level of public and Member concern the report was being brought to committee earlier than originally envisaged and, as a result, some detailed information on the experimental period was not yet available. The Committee was advised that the officer recommendations in the published report had been withdrawn to leave Members with an open decision.

Members were given the opportunity to ask for clarification before engaging in a more detailed discussion of the issues arising from the experimental closure. As part of the discussion it was noted that any decision to change the current status should allow for any response to later changes in traffic flows and should therefore be reversible as far as is practical. It was confirmed that, should the decision be to reopen Pixham Lane the rising bollards could be retained, though the restoration of the full road width would require the removal of the extended kerbs.

Hazel Watson proposed a motion which augmented the original published officer recommendation:

- I. That, subject to resolving any safety audit concerns and to obtaining the agreement of Surrey police, authorisation be given to advertise an amendment to the traffic order that permits the passage of all vehicles through the point of closure at peak times, as detailed in paragraph 4.6 of the officer report under agenda item 6
- II. That, if deemed appropriate, authorisation be given to advertise a right turn ban from Pixham Lane into Reigate Road
- III. That the above be funded (£30,000) through a reduction in funding for the Fetcham, Bookham and Effingham study as outlined in the projects capital Budgets Update report at Item 12 of the agenda for the meeting of 23 July 2003

The motion was not seconded and was therefore lost.

BenTatham then proposed a motion, seconded by Helyn Clack, as follows:

- I. Pixham Lane should be re-opened as soon as possible after any necessary safety audit
- II. the rising bollards should, if possible, be retained so that if in the future the capacity of the Deepdene roundabout is increased, closure of Pixham Lane can be reconsidered
- III. a ' No Right Turn' prohibition be progressed for traffic exiting Pixham Lane at the A25 end
- IV. consideration is given to alternative traffic calming measures for Pixham Lane
- V. the total cost of implementing, re-opening and any further traffic calming measures should not exceed £30,000
- VI. a public consultation protocol be drawn up so that representative views of all those affected by future traffic schemes are sought instead of just those in the immediate vicinity
- VII. transparent authorisation and reporting of expenditure on road schemes be introduced

Following debate, and assurances from officers, the final two points were withdrawn and it was agreed that each of the remaining 5 points would be put to the votes separately:

- Point 1: Carried with 10 votes for and 1 against
- Point 2: Carried with 9 votes for and none against
- Point 3: Carried with 11 votes for (unanimous)
- Point 4: Carried with 11 votes for (unanimous)
- Point 5: Carried with 6 votes for and 4 against

Hazel Watson requested that her vote against Point 5 be put on the record.

The Committee therefore resolved that:

- VIII. Pixham Lane should be re-opened as soon as possible after any necessary safety audit**
- IX. the rising bollards should, if possible, be retained so that if in the future the capacity of the Deepdene roundabout is increased, closure of Pixham Lane can be reconsidered**
- X. a ' No Right Turn' prohibition be progressed for traffic exiting Pixham Lane at the A25 end**
- XI. consideration is given to alternative traffic calming measures for Pixham Lane**
- XII. the total cost of implementing, re-opening and any further traffic calming measures should not exceed £30,000**

64/03 LOWER ROAD BOOKHAM – PROPOSED PEDESTRIAN CROSSING FACILITIES [Item 7]

Councillor Tony Moore had requested the opportunity to speak to this item and complimented the officers on the work undertaken, and commended the scheme to the Committee. His views were echoed by other local Members.

The Committee:

- I. approved the proposals to implement a signal controlled crossing in Lower Road as shown in Annexe 2 of the report for progression and advertisement**
- II. agreed that, if deemed necessary, and as described in paragraph 6.3 of the report, objections are formally considered by the Local Transportation Director, the Chairman of the Local Committee and locally elected Members**

65/03 WESTHUMBLE STREET – WEIGHT LIMIT RESTRICTION AT 'BOXHILL AND BURFORD' BRIDGE [Item 8]

An additional paper discussing the feasibility of an overbridge (appended), together with a revised 2nd recommendation were circulated. The Local Transportation Director advised the Committee that , since the original 2nd recommendation had been drawn up, the feasibility study had shown the overbridge option to be less viable.

The Committee agreed:

- I. that a new weight limit order be advertised to prohibit all vehicles over 7.5 tonnes from crossing the Boxhill and Burford Bridge in Westhumble Street, and, if no objections are maintained, that the order be made**
- II. that the Executive Member for transportation and the Head of Transportation be requested to make Westhumble Street Bridge a priority and advance it in the bridge strengthening programme**

66/03 WESTCOTT WAITING RESTRICTION REVIEW [Item 9]

The Local Transportation Director advised that Surrey Police had now confirmed their support for the proposal.

The Committee agreed:

- I. that proposals be published to amend the SCC (various roads in Westcott) (Revocation and prohibition of waiting) (Consolidation) Order 1990 for Furlong Road, St John's Road, Broomfield Park, Logmore Lane and Guildford Road, Westcott, all as detailed in the report and, subject to funding, that the Order be advertised and that, if no objections are maintained, the Order be made**

67/03 BOOKHAM WAITING RESTRICTION REVIEW [Item 10]

A new Annexe 1 was circulated and is appended to this minute.

The Committee agreed:

- II. that approval be given to publish proposals to amend the SCC (various roads in Mole valley)(Free street parking places) (disabled persons) (No.4) Order 2000: and the SCC (various roads in great Bookham) (Consolidation of waiting, loading and unloading prohibitions and restrictions and free street parking places) Order 1992) Amendment no. 2) Order 2000, all as detailed in the report, and that if no objections are maintained, the Order be made**
- III. that authorisation is given to the Local transportation Director, in consultation with the Chairman, Vice-Chairman and local Members to consider and resolve any objections to the proposals**

68/03 RESPONSE TO THE DAWNAY SCHOOL FOOTPATH PETITION [Item 11]

A revised recommendation was circulated and members agreed to add a second one, recognising the facet that petitioners had brought this issue to the committee. It was agreed that this was a good opportunity to do something that affects the heart of that community. The petitioners thanks were conveyed to the Committee and it was agreed that a further report would be brought at a later date.

The Committee:

- I. agreed that continue to explore the possibility of opening the Library footpath with a view to implementing the scheme as soon as is practical**
- II. requested officers to respond positively to the presenters of the petition, thanking them for their proposal and outlining the committee decision**

69/03 **PROJECTS CAPITAL BUDGETS UPDATE** [Item 12]

A NEW Annexe C was circulated (and is appended), together with revised recommendations.

The Local Transportation Director advised that, in the light of the earlier decision on Pixham Lane (Item 6), the £30,000 needed would need to be identified from the list of approved projects for the year. However, it was also noted that only about half of this would be needed in the short term to undertake the physical work. The other costs relate to other processes which require extended statutory processes and may not complete until after the end of the year. It was agreed that some of this might be found from slippages in other projects and that the Local Transportation Director would keep Members informed about how the cost was being covered.

A number of other points were made about other aspects of project progress. It was agreed that the Local Transportation Director would correspond with the Surrey Hills project to clarify a number of issues about the Quiet Lanes initiative

The Committee:

- I. noted the progress of the schemes being undertaken and detailed in the report in Annexe C (handed out)**
- II. agreed the establishment of a Members' working group in order to help steer the Dorking Congestion Management Project forward, as detailed in paragraph 2.3, as amended, and to report back to this Committee.**

The Committee agreed that the working group would include David Timms, Hazel Watson and Ben Tatham from its own membership, with an invitation to one District member each from Dorking South, Dorking North and Westcott to join them.

70/03 **DECRIMINALISATION OF PARKING ENFORCEMENT** [Item 13]

One alteration to the recommendation was advised. Sue Threader, of the District Council, was welcomed to speak to the Committee on this issue. She advised that Mole valley, Guildford and Reigate & Banstead had all responded to the County Council on their position regarding DPE. A meeting was being scheduled for a few weeks time with a view to finding a common agreement for use in all three areas, though with the flexibility for some local variation as needed.

It was also clarified that DPE generally affects only those roads with speed limits of 40mph or lower.

The Committee agreed:

- I. that the Local Transportation Director, in consultation with the Chairman of this Committee, be authorised to negotiate and agree the suggested terms of the Agency Agreement with the District Council for the implementation and management of DPE throughout the District of Mole Valley**

71/03 **S.T.A.R. (STRATEGIC TRAFFIC ACTION IN RURAL AREAS) PROJECT IN HOOKWOOD** [Item 14]

This was noted

72/03 **WASTE TRANSPORT WORKING GROUP REPORT** [Item 15]

This was noted

73/03 **FORWARD PROGRAMME** [Item 16]

This was noted

[Meeting Ended: 4.45 pm]

Chairman

Feasibility of over-bridging Boxhill and Burford Bridge

Present Situation

At present, the carriageway is 4.76m wide over the bridge and carries two lanes of traffic. It is not wide enough for two lanes of traffic in accordance with current standards but traffic over the bridge is very light and there is no accident history at the site.

Overspanning the bridge

There is not sufficient width, particularly on the approaches, for an over-bridge with a 6m wide carriageway and so only a single way bridge could be installed. The surface of the new deck would be at least 500mm higher than the existing bridge and this, together with the presence of the parapets to the new bridge, would reduce visibility significantly.

Traffic signals would be needed to control the flow over the new bridge.

To tie-in the 500mm step onto the new bridge, a ramp or a section of realigned carriageway would extend for some distance on the approaches.(5m for a 1 in ten gradient on a flat road and longer in this location where the road is already on a rising gradient.)

There is a junction immediately to the west of the bridge where the road fans out and splits into three (Crabtree Lane, Camilla Drive and Chapel Lane) and so the approach ramp would need to fan out to allow traffic to access the over-bridge.

Preliminary Cost Estimate

Temporary bridge	£68,000
Foundations	£20,000
Regrading/ramps on approaches	£30,000
Traffic signal installation	£20,000
	£138,000

Advantages

No need for weight restriction

Disadvantages

New traffic signal installation needed

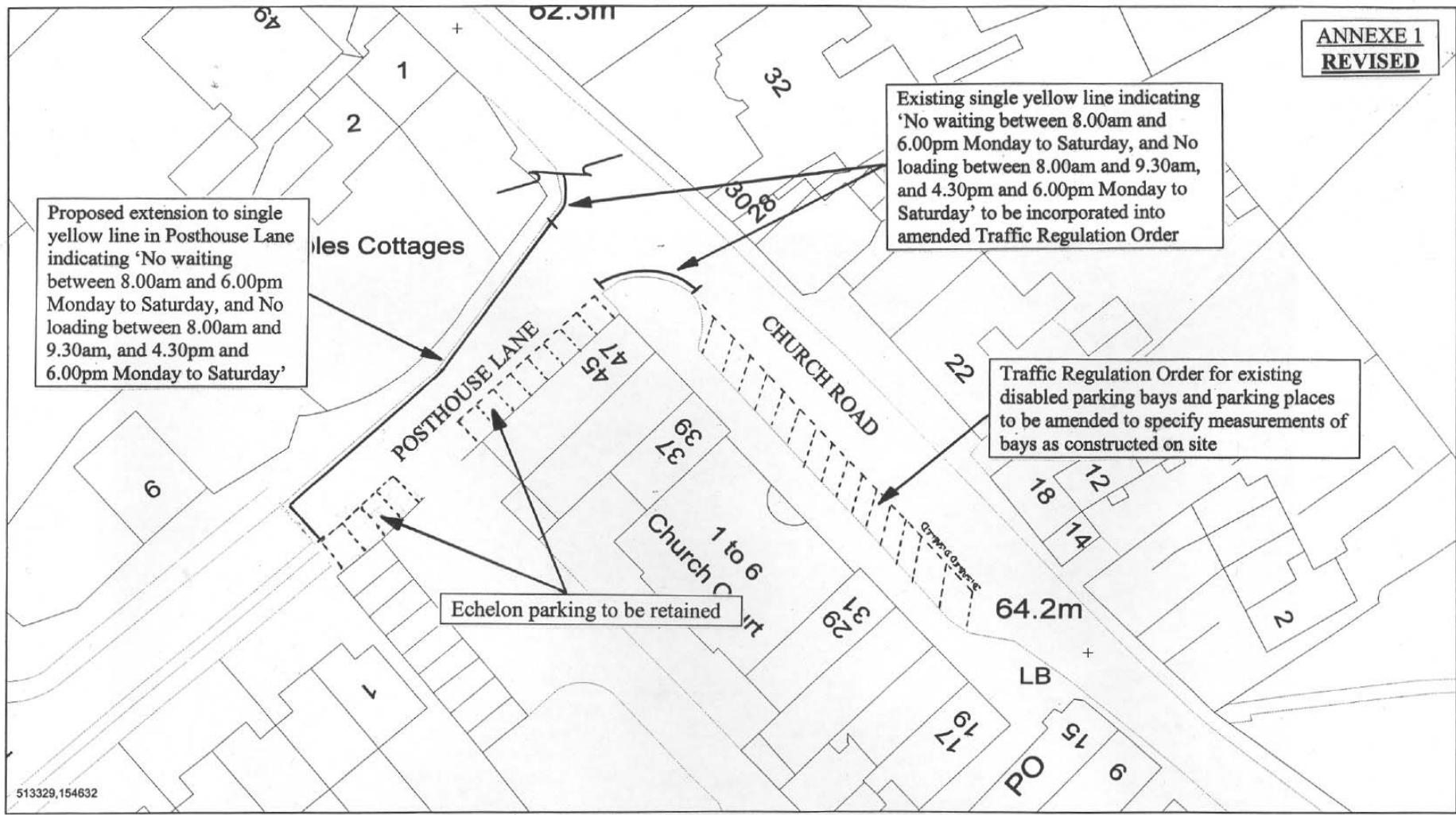
Unightly bridge and approaches

Very expensive temporary measure

Conclusion



At this stage, it would seem that placing a temporary bridge over the existing bridge would not be a desirable interim measure but to come to a final conclusion it will be necessary to do determine how long it would take to implement a permanent solution.

**ANNEXE 1
REVISED**



513329, 154632

Church Road, Bookham

	Date: 07/07/2003	Scale 1:500	<p><small>'Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.'</small></p>  <p>Surrey County Council, LA076872, 1996.</p>
	Printed by: GJB		
	Drawing No.: 10706/A/GJB		

SCHEME INFORMATION AS AT JULY 2003 – ANNEXE C

Scheme	Value of funds allocated during 2003/4	Brief Description	% towards completion (from initial feasibility work to construction on site.	Issues / comments
Dorking Town Centre Decongestion Study	£50,000	To analyse the congestion issues within Dorking and find solutions.	3 year programme 15% 1 year programme 25%	Paramics model complete. Options being investigated.
Leatherhead Town Centre Decongestion Study	£50,000	To analyse the congestion issues within Dorking and find solutions.	3 year programme 20% 1 year programme 30%	Paramics model complete. Options being investigated.
General Parking Management, Leatherhead Implementation Area	£70,000	This scheme covers the ongoing parking reviews that are already in existence. Much of work is necessary due to pending Decrim parking scheme for Mole Valley.	3 year programme 40% 1 year programme 40%	Delivery is dependant upon Traffic Regulation Order work being achievable.
General Parking Management, Dorking Implementation Area	£20,000	As above.	3 year programme 75% 1 year programme 75%	As above.
Community Interest Group Schemes, Leatherhead Implementation Area	£7,500	These schemes are identified during the course of the year and funds will enable issues (mainly addressing accessibility) such as dropped kerbs etc. to be installed for Mole Valley Access Group / Mole Valley Cycle Forum or other groups.	3 year programme 5% 1 year programme 10%	Investigation underway.
Community Interest Group Schemes, Dorking Implementation Area	£7,500	As above.	3 year programme 5% 1 year programme 10%	As above.
Chart Lane (north), Dorking Traffic Calming Scheme	£90,000	This scheme has already been approved at committee and is nearing construction phase.	3 year programme 50% 1 year programme 50%	One land issue to resolve.

Scheme	Value of funds allocated during 2003/4	Brief Description	% towards completion (from initial feasibility work to construction on site.	Issues / comments
Safer Routes to School Programme – Dorking Implementation Area	£50,000	Schemes are identified through the priorities identified as part of the overall SRtS programme. Schools considered to be of higher priority 'attract' funding first. See annexe B of report for more info.	3 year programme 10% 1 year programme 20%	
Safer Routes to School Programme – Leatherhead Implementation Area	£50,000	As above. This year the main priority is for a crossing on Lower Road.	3 year programme 10% 1 year programme 25%	
A25 Route Study	£15,000	Study will consider issues for all Modes of transport. A Members task group has been set up to aid the process of development of measures in the Mole Valley District.	3 year programme 5% 1 year programme 10%	Feasibility work only – at this stage.
Old London Road, Dorking –Improvement Scheme	£15,000	Scheme originally progressed as part of the Quality Bus Spine route. Objectives of scheme have since been widened to include issues relating to walking / cycling / accessibility.	3 year programme 20% 1 year programme 25%	Needs to be fed into paramics work.
Cycle Links to Therfield School, Leatherhead	£165,000	Overall scheme has been progressing for some years. There are many walking / cycling links to Therfield School that could either be improved or provided. Some have land issues to resolve. Most work has been carried out on the Barnett Wood Lane link to the school.	3 year programme 10% 1 year programme (Barnett Wood Lane section) 20%	
Punchbowl Lane, Dorking – Traffic Management Scheme	£22,000	A traffic management scheme designed to help reduce the negative impact of traffic.	3 year programme 50% 1 year programme 50%	

Scheme	Value of funds allocated during 2003/4	Brief Description	% towards completion (from initial feasibility work to construction on site.	Issues / comments
Pixham Lane, Dorking – Experimental Traffic Order	£3,000	Experimental part closure to improve safety of the lane and reduce negative impact of traffic.	3 year programme 90%. 1 year programme (If no changes) 95%. (If subject to change) 50%	
Fetcham, Bookham and Effingham Study – Additional Schemes	£30,000	Review of FBE highlighted various issues. Pedestrian facilities are now to be investigated in and around Penrose Road / Kennel Lane as well as alternative measures to physical traffic calming in Ridgeway (i.e. low cost measures).	3 year programme 5% 1 year programme 5 %	Allocation of funds maybe be withdrawn and assigned to Pixham Lane.
Speed Management (General) – Whole of District	£5,000	Review of a small number of speed limits (new or to ensure existing comply to enable enforcement). Traffic orders to be progressed as well as implementing measures to aid compliance with speed limits.	3 year programme 10% 1 year programme 15%	
Low Cost Remedial Measures – Whole District	£2,000	LCRM's are generally funded centrally although it is usual for insufficient funding to be available for all schemes identified in the District. It is also expected that all schemes below the value of £500 are funded locally	3 year programme 2-5 % 1 year programme 10%	
Burford Bridge Roundabout – Anti Spectator Measures	£30,000	Motorcycle activity on a Sunday encourages spectators to gather on the central reservation as well as the verges along the A24 which obviously causes safety concerns.	3 year programme 1 year programme 30%	
Committed Sum	£20,000	A number of schemes/projects already in progress at April2003.	1 year programme 50%	Committed - In line with LTP procedures.