

MINUTES: of the meeting of the Mole Valley Local Committee held at 14.00 on Wednesday 23 February 2005 in the Council Chamber at Mole Valley District Council Offices, Pippbrook, Dorking

Surrey County Council Members

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

Mole Valley District Council Members

Hubert Carr
Rosemary Dickson
Valerie Homewood
John Northcott
Jean Pearson
Ben Tatham

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

PART ONE - IN PUBLIC

- 15/05 **APOLOGIES FOR ABSENCE** [Item 1]
Apologies of absence were received by Jim Smith and Helyn Clack.
- 16/05 **DECLARATIONS OF INTEREST** [Item 2]
Hazel Watson declared a personal interest in item 11 as Governor of The Ashcome School. John Northcott declared a personal interest in item 10 as he lives on a road affected by the proposals.
- 17/05 **URGENCY**
The Chairman accepted a petition from Mrs Nicola Brooks, whose children were waiting outside the Chamber. Mrs Brooks choose not to speak to committee. The petition was accepted without comment by the Chairman, who confirmed that a written response would be tabled at the next local committee meeting on 15 June 2005.
- 18/05 **MINUTES OF THE LAST MEETING** [Item 3]
The minutes of the last minute were approved and signed by the Chairman. A briefing note on Regional Transport Boards was circulated as referred to in the minutes at 78/04.
- 19/05 **PUBLIC AND MEMBER QUESTIONS** [Item 4]
A total of 6 questions were received from members of the public. Written responses to all questions were tabled at the meeting.

LOCAL COMMITTEE FOR MOLE VALLEY, 20 JULY 2005, **ITEM 04**

- 20/05 Responses to questions received by Chris Hunt and Hazel Watson were tabled at the meeting. Neither Member asked any supplementary questions.
- 21/05 Three questions were asked by members of the public during the open public question time. Trevor Porritt, a prospective county council candidate, and Steve Willoughby asked questions in relation to the proposals outlined in Item 8. Mr Smith asked a question on rural bus services and was informed of the soon to be launched taxi voucher scheme.
- 22/05 **PETITIONS** [Item 5]
A second petition bearing 100 signatures was presented by Hubert Carr requesting residents parking zones to be established in Leatherhead town centre. The Chairman accepted the petition without comment and informed the petitioner that officers would prepare a response to the next transportation committee meeting on 15 June 2005.
- 23/05 **MEMBERS' LOCAL ALLOCATION** [Item 6]
The county members of the committee approved the four remaining proposals outlined in the report. An additional proposal by David Timms for upto £5000 (the remainder of his local allocation) towards self-reliance / community development work in North Holmwood. Unfortunately, the paperwork for this additional proposal was not available in time for committee. Members, agreed in principle to the £5000 proposal already, and agreed to discuss the matter further when the local committee next meets in task group mode.

RESOLVED

The local committee agreed to:

- (i) Approve a contribution of £2,287 towards the cost of a metalwork training for young people in North Leatherhead**
- (ii) Approve a contribution of £2,142 for North Holmwood Village Hall**
- (iii) Approve a contribution of £385 towards the cost of creating a Village Plan for Capel**
- (iv) Approve an additional contribution of £1,666 towards the replacement of the Playaway Pre-School's Horsa Hut roof**

- 24/05 **FOOTPATH 218 CAPEL** [Item 7]
The Chairman welcomed Debbie Spriggs, Rights of Way Officer to the meeting. An additional map was tabled at the meeting to show the proposed extension to the route.

RESOLVED

That an Order be made under Section 257 of the Town and Country Planning Act 1990 to divert Public Footpath No. 218 (Capel) as shown on Drawing No. 3/1/46/H21 and either confirmed as an unopposed Order or, if objections are received, submitted to the Secretary of State for the Environment, Food and Rural Affairs, for determination.

25/05 **A24 DEEPDENE AVENUE, RESPONSE TO PETITION** [Item 8]

In introducing the report, the LTD confirmed that this was a holistic scheme, which would address four key issues associated with this particular stretch of the A24; namely, to prevent overtaking, to implement a no right turn ban, to install a crossing facility between the two footpaths, and to reduce the speed limit between the two roundabouts. The LTD stated that agreement from members on the scheme would make the reduction of the speed limit more likely because it would conform to DFT guidance.

A report showing the outturn for 2004/05 and budget for 2005/06 will be presented to the committee in June 2005. However, the LTD stressed the need for agreement, in order for the contractor to progress a detailed scheme.

The Chairman welcomed Caroline Salmon, as local member, to participate in the discussions. Members expressed thanks to officers for the overall scheme. During a lengthy discussion, members of the committee raised a number of points:

- There are concerns from the community about the no right turn ban, and the impact of diverting traffic and the possibility of dangerous U-turns being attempted on the A24.
- Officers were asked to consider the placing of bollards if there is agreement on the no right turn ban.
- There was a 40mph limit to be extended as on other parts of the A24.
- A request for early warning signs to be installed as approach to the traffic islands

In response, the LTD offered clarification on the following issues:

- The junction where the no right turn is proposed is unsafe, as there have been several slight injury accidents and 3 serious injury accidents in the last six years.
- Officers would be happy to move bollards, subject to the necessary safety audits being undertaken.
- Traffic flow data shows that there were less than 100 right turns (entering and exiting Chart Lane South) during peak hours.
- Speed and visibility has been looked at by officers from highways and the police, and is deemed appropriate between the two footpaths.
- The no right turn ban would exclude public service vehicles.

RESOLVED

The Committee agreed to:

- (i) Approve the design and construction of the scheme shown in Annexe 1 and detailed in paragraph 4.3, subject to safety audit.**
- (ii) Approve the advertisement of the Legal Traffic Regulation Order to bring into effect the right turn ban at Chart Lane South.**
- (iii) Authorise the Local Transportation Director, in consultation with the Chairman and local members to consider and resolve any objections to the statutory consultation, in ii) above**

- (iv) **To approve, in principle and subject to safety audit requirements, the phased approach to be adopted with the overall scheme (detailed in section 4.0).**

26/05 **A24 HORSHAM ROAD JUNCTION WITH MILL ROAD – PROPOSED SAFETY IMPROVEMENTS** [Item 9]

The LTD informed that this was a deliverable and cost effective scheme, given that it was unlikely that there would be funding for a roundabout at Mill Road. For clarity the LTD suggested two minor changes to the report. Firstly, that the number 3 should be inserted after the word “option” in line 2 of paragraph 5.2 of the report. Secondly, that the word “are” be replaced by “will be” in recommendation number (iii).

RESOLVED

The committee agreed to:

- (i) **Approve the design and construction of the scheme shown on drawing 2283-154B attached as ANNEXE 3 (option 3).**
- (ii) **Agree that post construction monitoring of the junction improvement is undertaken.**
- (iii) **Note that the results of this monitoring along with any further improvements will be reported to a future meeting of the Committee.**

27/05 **ASHTEAD WAITING RESTRICTION REVIEW – STAGE TWO** [Item 10]

The Chairman congratulated officers on their report and asked for comments from Members on each of the annexes. No comments were made on annexes A and B. John Northcott requested that officers re-examine the 5 metre length referred to in No. 25 of Annexe C. Officers confirmed that they would be happy to review whether a 3 or 4 metre length would be acceptable. A request was made for officers to include the MVDC Parking Manager in any discussions on parking restriction reviews, following the appointment of MVDC as enforcement agents.

The committee agreed the recommendations subject to revision of No. 25 by officers at a later stage.

RESOLVED

(i) that proposals to amend the “Surrey County Council (Various Roads in Ashtead) (Consolidation of Waiting Restrictions and Free-on street Parking Places) (No2) Order 2004” as detailed in Annexe 1 to this report be published and if no objections are maintained the Order be made.

(ii) that authorisation is given to the Local Transportation Director in consultation with the Chair, Vice-Chair and Local Members to consider and resolve any objections to the proposals.

28/05 **DORKING DECONGESTION STUDY** [Item 11]

The report was introduced by the LTD, who announced he was planning to make changes to the PowerPoint presentation at Annexe A. It was also

noted that the recommendations had been incorrectly numbered – there were 14 recommendations in the report rather than 13.

The LTD explained that the recommendations, if accepted, would increase movement through the Pump Corner junction. This could be the first stage as part of further improvements to Pump Corner improvements. Members agreed that the present measures have made an enormous difference to the junction.

The local county member, David Timms, welcomed the report but commented that the long and complex list of recommendations left little time for debate on individual recommendations. The Chairman confirmed that the Task Group would be used to discuss detailed design, and that acceptance of recommendation (v) would give the LTD the delegation to proceed on design.

Given changes to ward boundaries, the Members Working Group referred to in recommendation (xi) of the recommendations, it was noted that this could not be set up under the same terms as previously.

RESOLVED

The committee agreed to:

- (i) Approve the continued appointment of the Travel Management Executive presently engaged in promoting non-car forms of transport with local companies.**
- (ii) Approve the progression and implementation of proposals for Dene Street as per the recommendations detailed in Annexe E**
- (iii) Approve advertisement of a Road Traffic Regulation Order to make part of Dene Street one-way only (northbound), and if no objections are maintained the order be made.**
- (iv) Approve in principle and subject to safety audit, the measures for Vincent Road and South Street, as set out in the conceptual design under Annexe F.**
- (v) Authorise the Local Transportation Director, in consultation with the Chairman and Local Members, to consider and agree the detailed design and implementation of the measures detailed in (ii) above.**
- (vi) Approve implementation of a gateway scheme in West Street as detailed in Annexe G**
- (vii) Approve, if deemed suitable, the advertisement of a Road Traffic Regulation Order to reduce the speed limit in West Street from 30 to 20 mph. and if no objections are maintained the order be made.**
- (viii) Approve progression of 'phase 2' of the Pump Corner experiment to implementation as detailed in Annexe C**
- (ix) Approve, in principle the additional cycle measures that may be added later, to the Pump Corner scheme, as detailed in Annexe D**
- (x) Approve the advertisement of a Road Traffic Regulation Order banning the left turn from West Street into North Street, and if no objections are maintained the order be made.**
- (xi) Approve reconvention of the Members' Working Group to investigate and review parking restrictions in and around Dorking.**

- (xii) **Agree a Town Centre Access Study is progressed within this project.**
- (xiii) **Give authorisation to the Local Transportation Director in consultation with the Chair, Vice-Chair and Local Members to consider and resolve any objections to the proposals, detailed in (iii), (vii) and (x) above.**

29/05 EPSOM ROAD, LEATHERHEAD – PROPOSED PEDESTRIAN CROSSING
[Item 12]

The traffic data for Epsom Road was circulated at the meeting. Officers confirmed that Surrey Police have no objections to the scheme at this time. Local members are also supportive of the proposals.

A request was made for a bell type facility (??) to be installed at the Knoll roundabout, as cars often cut across the footway where parents and children walk. The LTD confirmed he would look at the site and ascertain need.

RESOLVED

- (i) **That, subject to safety audit approval, the proposals to implement a signal controlled crossing on the Epsom road as shown in ANNEXE 1 of this report be approved for progression and advertisement.**
- (ii) **That if deemed necessary and as described in paragraph 6.3 of this report, objections are formally considered by the Local Transport Director, the Chairman of this Committee and Locally Elected Members.**

30/05 LTP SCHEME PROGRESS [Item 13]
This item was for information only.

31/05 ANNUAL REPORT [Item 14]
This item was for information only.

32/05 FORWARD PROGRAMME [Item 15]
This item for information gave dates for future local committee meetings throughout the 2005/06 municipal year.

[Meeting ended: 16.32]

Chairman.