



**A24 JUNCTION WITH CHART LANE
SOUTH, NORTH HOLMWOOD.
CONSIDERATION OF OBJECTIONS TO
RIGHT TURN BAN**

**Local Committee for Mole Valley
28 September 2005**

KEY ISSUE:

A Traffic Regulation Order to introduce a right turn ban on the A24 at Chart Lane South, North Holmwood has been advertised. This report considers the objections made to the statutory notice.

SUMMARY:

At the meeting of this Committee on 23rd February 2005, approval was given to install traffic management measures between Chart Lane South and North Holmwood roundabout on the A24. One element of the scheme was to impose a right turn ban on the A24 for traffic entering Chart Lane South and following approval to advertise this restriction, a Traffic Regulation Order has been Published. Objections to the proposal have been received and this report considers those objections and makes a recommendation as to the way forward.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that following formal consideration of the objections made, proposals to install a right turn ban on the A24 at the junction of Chart Lane South proceed.
- (ii) That Members note the amendment to the design of the overall scheme to address some of the concerns raised during statutory consultation.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 At the meeting on 23rd February 2005 Members agreed to the installation of measures to address safety issues on the A24. These works included an uncontrolled crossing point at footpath 96, traffic islands, street lighting, central hatching as well as a right turn ban at the junction of Chart Lane South. The scheme forms phase 1 of a package of measures that will hopefully be installed over a period of years. Phase 1 is being undertaken by Cala Homes in association with the Starhurst School development and works have already commenced.

2.0 ANALYSIS AND COMMENTARY

- 2.1 In order to impose a right turn ban it is necessary to formally publish the proposals and to consider any objections that are made. The right turn ban was advertised on 23rd June 2005 for a period of one month and a total of 27 objections have been received, including 16 signatories to a letter received from the Glenwood Residents' Association. A summary of these objections is shown in **Annexe A**. In addition, **Annexe A** sets out a response to the comments made.
- 2.2 Although the notice specifies objections are to be put in writing, Annexe A includes details of two objections sent by e-mail. The Council's Legal Department advise that e-mail communications may be regarded in the same way as objections received by post.
- 2.3 The initial response to objections has set out the procedure to be followed, an explanation for the reasons behind the proposed right turn ban and a request, following the explanation, that the correspondent confirm that their objection is maintained. An example of the initial response letter is given in **Annexe B**.
- 2.4 Although signed only by the Chairman, the Glenwood Association wrote to say their objection was maintained. Three further letters were received confirming that objections were maintained.

3.0 CONSULTATIONS

- 3.1 As part of the statutory consultation process it is necessary to consult with the emergency services. No objection from any of the emergency services has been received. The Police concur that the accident record at the Deepdene Avenue / Chart Lane South junction needs to be addressed. They have not expressed any unwillingness to enforce

the proposed ban or given any indication that it will pose any particular difficulties.

- 3.2 In response to the particular concerns expressed by members of the Glenwood Residents' Association, an early evening visit was arranged on 13th September with a representative of the Surrey Police Traffic Division and any resident who wished to attend. A record of the comments made at that meeting will be circulated to the Committee on 28th September.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The financial implications of the measures included within this report have been brought to this meeting previously and no change is envisaged.

5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 There are no sustainable development implications associated with this report that have not been identified previously as part of the overall scheme.

6.0 CRIME & DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications associated with this report that have not been identified previously as part of the overall scheme.

7.0 EQUALITIES IMPLICATIONS

- 7.1 There are no equalities implications associated with this report that have not been identified previously as part of the overall scheme.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

Whilst a number of objections to the right turn ban have been received a large number of them relate to the access and egress at the junction of Glenwood which is a residential cul-de-sac on the west side of Deepdene Avenue to the south of Chart Lane South. Residents have stated that, in many cases, they travel south from Glenwood by first turning left onto Deepdene Avenue (northbound) to then turn right into Chart Lane South to continue in a southerly direction. However it is considered by officers (SCC and Surrey Police) that this fear of 'vulnerability' can be partially addressed by the installation of an additional island to those proposed in the original design, immediately north of Glenwood. The new islands would serve to 'protect' motorists as they turn into or out of Glenwood. It is therefore recommended that the right turn ban is installed as originally proposed and that an additional islands is installed as part of the phase 1 works.

**Report by: ROGER ARCHER-REEVES,
AREA TRANSPORTATION DIRECTOR (SOUTH EAST)**

LEAD/CONTACT OFFICER: Steve Williamson, Senior Engineer

TELEPHONE NUMBER: 01372 832635

BACKGROUND PAPERS: Previous Committee Papers
