



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

**Local Committee for Mole Valley
13 March 2006**

KEY ISSUE:

To reconsider the objections made, following the statutory consultation process, for the right turn ban of traffic entering into Chart Lane South from the A24 at North Holmwood.

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 was published. Objections to the proposal were received and brought to this Committee on 28th September 2005. At that meeting, a decision regarding the right turn ban was deferred. Following a further meeting with Members of the Local Committee, this report makes a recommendation as to the way forward.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- (i) the course of action as set out in paragraph 2.2 of this report**
- (ii) that following monitoring, a decision regarding whether any amendments should be made to the scheme, will rest with the Area Transportation Director or his representative, in consultation with the Chair and Local County Member of this Committee.**

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 has been undertaken by Cala Homes in association with the Starhurst School development and works are substantially complete.
- 1.2 The right turn ban was advertised on 23rd June 2005 for a period of one month and a total of 27 objections were received, including 16 signatories to a letter received from the Glenwood Residents' Association. These objections were brought to this Committee at its' meeting on 28th September 2005 and a decision regarding whether to progress or not with the right turn ban was deferred.

2.0 ANALYSIS AND COMMENTARY

- 2.1 Due to the level of strong objection to the proposal to ban the right turn, Members of the Committee have met with officers of the Local Transportation Service and Surrey Police, in order to better understand all the issues and consequences of either imposing the ban or not.
- 2.2 The meeting took place on 2 February 2006 and the conclusions of that meeting were: -
 - That there was a definite steer towards preserving all right turn movements at the junction and therefore these vehicular movements should be maintained.
 - That the scheme implemented by Cala Homes already goes some way to addressing the safety concerns of this site.
 - That monitoring at the junction should take place for a minimum of 12 months, unless a 'problem' emerges, in order to establish the current schemes' effect on the accident patterns.
 - Amendments to the proposals for the central hatching strip, in the vicinity of the junction, will require some minor redesign in order to maintain the right turn facility into Chart Lane South.

3.0 FINANCIAL IMPLICATIONS

- 3.1 The financial implications of the measures included within this report have been brought to this meeting previously and no substantial change to the cost of the overall scheme is envisaged.

4.0 CONSULTATIONS

- 4.1 County and District members of this Committee as well as Surrey Police have been consulted.

5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 Sustainable development implications associated with this report have been identified previously as part of the overall scheme.

6.0 CRIME & DISORDER IMPLICATIONS

- 6.1 Crime and disorder implications associated with this report have been identified previously as part of the overall scheme.

7.0 EQUALITIES IMPLICATIONS

- 7.1 Equalities implications associated with this report have been identified previously as part of the overall scheme.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

A number of objections to the right turn ban in to Chart Lane South were received and these have been carefully considered by Elected Members of this Committee. The strong objection to the proposal has resulted in a separate meeting being held between Officers and Members in order that all issues can be fully understood before deciding on the best course of action to take. The conclusions of the meeting are set out in paragraph 2.2 and it is recommended that this course of action be accepted as the best way forward at the current time.

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BACKGROUND PAPERS: Previous Committee Papers
