



**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

RESPONSE TO PETITION PUMP CORNER, DORKING

5 DECEMBER 2007

KEY ISSUE

To consider a response to the petition submitted on behalf of the Westcott Village Association about Pump Corner; and receive feedback from the stakeholder and Member meetings held on 7 November 2007.

RESPONSE

The petition was presented to highlight the Association's continuing concerns that the traffic lights were generating unacceptable traffic queues at Pump Corner.

The Committee will be aware via previously reported updates and responses to either Public or Member representations that Officer's continue to assess viable adjustments to the signal timing and phasing of the Pump Corner traffic signals. The post installation survey work has commenced to gather statistical rather than anecdotal information about the performance of the highway network.

However, being cognisant of the public concern about the signal Installation, County Councillor David Munroe, Environment portfolio holder, met a wide variety of community representatives to directly hear firsthand those concerns at a meeting on-site on 7 November 2007.

Subsequently, Officer's and Members of the Committee met to discuss potential options for further incremental adjustments to rebalance priorities at the junction; a briefing note from these meetings is attached Annex A to this response.

The Committee will continue to receive regular updates about Pump Corner at its future meetings.

OFFICER RECOMMENDATIONS

The Committee is asked to note the above and that reports will be forthcoming to future meetings of the Committee.

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ANNEX A

PUMP CORNER BRIEFING NOTE

1. **Purpose** - The purpose to this note is to list the issues raised from the stakeholders meeting in Dorking on the 7th November 2007, give voice to the officer/ member discussion after the stakeholder meeting and to give shape to a possible way forward.
2. **Stakeholder Meeting** – The stakeholder meeting held in Dorking included a wide number of concerned organisations and businesses from the Dorking area. The note does not list all of those that took part, but the meeting included eleven separate groups, local members, the Portfolio Holder for Transport from Surrey County Council and the Group Manager Highways East. The key issues that came out of the meeting were:
 - a. **Pedestrian frustration at the traffic lights;**
 - b. **Concerns over suitability of the existing puffin against a series or a singular zebra;**
 - c. **Air Quality Issues;**
 - d. **HGVs in West Street during peak travel and trading hours;**
 - e. **The use of Ashcombe Road as a town centre diversionary route;**
 - f. **Closure of North Street from the car-park to High Street;**
 - g. **Possible loss of trade;**
 - h. **General congestion issues;**
 - i. **Yellow Box at Vincent Lane;**
 - j. **Better enforcement of parking controls.**
3. **Outcome of Stakeholder Meeting** – All of those that came to the meeting were thanked for their time and the honesty of the views expressed. Some of the above issues were agreed upon as undeliverable for various reasons, these were: Ashcombe Road diversion route, North Street Closure and yellow box at Vincent Lane.

Ascombe Road was previously signed as a diversionary route to Dorking town centre, it would not be appropriate to use Ashcombe Road as a diversionary route due to the residential nature of the road and linking roads, but more importantly as the Ascombe School fronts the road with the possible risk to students attending the school with increased traffic volumes.

North Street Closure was considered too much of a throttle on residents and others using the area north of West Street if it was closed.

Yellow Box Junction at Vincent Lane had previously been investigated, and it has been viewed that it would give no benefit.

4. **Member Discussion** - A meeting took place after the stakeholder meeting between: County Councillors Ashton, Cooksey, Hall and Watson with District Councillor Burt. The Group Manager Highways East was also present. The meeting discussed the earlier meeting and sought to seek a way forward that was transparent, equitable and supported by all residents and business within Dorking as much as is possible. The meeting did not seek to find solutions to the engineering but a methodology that would allow changes to take place at Pump Corner that could be tested and measured both in traffic through put and

attitudinal terms. What does this mean? The following was agreed as a basis for moving forward subject to the Local Committee Transport being in support:

- a.** A further traffic survey to be undertaken prior to Christmas to monitor traffic queues so an accurate basis for change can be established;
 - b.** A member/ officer working party to be established to look at a sequential number of changes to the junction in “experimental form” to achieve the outcome of a free flowing junction to the benefit of all users of the highway. The member nominees to be those present at this meeting along with the Group Manager and any other officers as required.
 - c.** The establishment of a focus group ideally comprising local residents and representatives of the earlier stakeholder meeting to understand the attitudinal views of the present arrangement and changes.
- 5.** This note should form an appendix to a brief report to the Local Committee and act as a draft term of reference for any working group.