

Decision Notice

Committee: Mole Valley Local Committee

Date of meeting: Wednesday, 9 December 2020

Note: Decisions in **bold** type indicate a decision differing from the recommendation in the report.

The following decisions were approved by the Mole Valley Local Committee on Wednesday, 9 December 2020 and will take effect on Thursday 17 December 2020 unless the call-in procedure has been triggered. The call in procedure applies to executive functions of the local committee only.

CALL- IN DEADLINE: Wednesday 16 December 2020.

The following represents a summary of the decisions taken by the Committee. It is not intended to represent the formal record of the meeting but to facilitate the call-in process.

[The alternative options considered and rejected by the Committee in taking the following decisions are set out in the reports circulated with the agenda for the meeting.]

To request a call-in on any of these matters, please contact **Jess Lee, Partnership Committee Officer** on **01932 794079**.

6	HIGHWAYS FORWARD PROGRAMME 2021-22 AND 2022-23 [EXECUTIVE FUNCTION - FOR DECISION]	The Local Committee (Mole Valley): <u>General</u> i. Noted that the Local Committee's devolved highways budget for capital works in 2021/22, subject to approval by full Council in February 2021, was £240,400. ii. Agreed that the devolved capital budget for highway works be used to progress both capital improvement schemes and capital maintenance schemes. iii. Noted that should there be any changes to the programme of highway works as set out in this report, a report will be taken to a future meeting of Mole Valley Local Committee to inform members of the changes.
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		<p><u>Capital Improvement Schemes (ITS)</u></p> <ul style="list-style-type: none">iv. Agreed that the capital improvement schemes allocation for Mole Valley be used to progress the Integrated Transport Schemes programme set out in Annex 1;v. Authorised that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required;vi. Agreed that the remaining £24,000 from the £100,000 possible Capital Improvement Schemes (ITS) budget be split equally between members (£4,000 per member) to be used towards the funding of an ITS scheme, part match funding of a CIL funded scheme or as an additional contribution towards the Member's capital maintenance scheme (eg.LSR)vii. Agree that the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the local divisional Member are able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval. <p><u>Capital Maintenance Schemes (LSR)</u></p> <ul style="list-style-type: none">viii. Agreed that the capital maintenance schemes allocation for Mole Valley be divided equitably between County Councillors to carry out capital maintenance works in their divisions, and that the schemes to be progressed be agreed by divisional members in consultation with the Area Maintenance Engineer. <p><u>Revenue Maintenance</u></p> <ul style="list-style-type: none">ix. Noted that members will continue to receive a Member Local Highways Fund allocation of £7,500 per county member to address highway issues in their division; andx. Agreed that the Member Local Highways Fund be managed by the Area Maintenance
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		<p style="text-align: center;">Engineer on behalf of and in consultation with members.</p> <p><u>Reasons for Decisions:</u></p> <p>The above decisions were made in order to agree a forward programme of highways works in Mole Valley for 2021/22 – 2022/23, funded from the Local Committee’s devolved budget.</p>
<p>7</p>	<p>SPEED LIMIT ASSESSMENTS [EXECUTIVE FUNCTION - FOR DECISION]</p>	<p>The Local Committee (Mole Valley):</p> <ul style="list-style-type: none"> i. Noted the results of the speed limit assessments undertaken; ii. Agreed that, based upon the evidence, the speed limit be reduced to 40mph (from 60 mph or 50mph) in the section of the A29 Ockley Road/Beare Green Road and Stane Street, Ockley, for the length which extends from a point 60 metres south-west of the junction with the Beare Green Roundabout south-westwards to a point 260 metres north-east of the junction with Coles Lane. iii. Agreed that, based upon the evidence, the speed limit be reduced to 40mph (from 60mph) in the section of the A243 Kingston Road Leatherhead for the length which extends from a point 200 metres north of its junction with the Junction 9 Roundabout to a point 80 metres south of its junction with Epsom Gap. iv. Authorised the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit changes described above, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made; v. Noted that a speed limit order has already been advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement a change in speed limit from 50 mph to 40 mph on the A217 Reigate Road for the length of road which is currently 50 mph between the Westvale Park roundabout and the junction with Horse Hill, and to revoke any existing traffic orders necessary to implement the change. Note that part of the speed limit change proposal on the A217 described above falls within Reigate and Banstead. The Reigate & Banstead local committee have previously authorised the

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		<p>advertisement of this order.</p> <p>vi. Authorised delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposals described above.</p> <p><u>Reason for Decisions:</u></p> <p>The above decision were made because a reduced speed limit would help to reduce traffic speeds and therefore reduce risk and severity of collisions on the A29 Ockley Road/Beare Green Road and Stane Street, Ockley and the A243 Kingston Road, Leatherhead where there has been a history of collisions including death and serious injury.</p> <p>A reduced speed limit on the A217 Reigate Road, Hookwood would also reduce the risk and severity of collisions and would improve the consistency in the speed limits on this road.</p>
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