

Decision Notice

Committee: Mole Valley Local Committee

Date of meeting: Thursday, 20 January 2022

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 Thursday, 20 January 2022 and will take effect on 28 January 2022 unless the call-in procedure has been triggered. The call in procedure applies to executive functions of the local committee only. **CALL- IN DEADLINE: 27 January 2022.**

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 **Rowena Zelley, Partnership Committee Officer** on **07816 077116**.

7	HIGH STREET & CHURCH STREET, LEATHERHEAD - EXTENSION OF PEDESTRIAN ZONE HOURS & PERMITTING USE BY CYCLISTS (EXECUTIVE FUNCTION FOR DECISION)	<p>RECOMMENDATIONS: The Local Committee (Mole Valley) :</p> <p>i) Noted the results of the consultation set out in section 2, Annex 2 and Annex 3.</p> <p>ii) Agreed that, based upon the results of the consultation, changes be made to the pedestrian zone as follows;</p> <p>a) That the hours of operation of the pedestrian zone be extended from Monday to Saturday 10am to 4:30pm to Monday to Sunday 10am to 4:30pm and that the parking restrictions within the pedestrian zone be extended, from 8am to 6pm Monday to Saturday to 8am to 6pm Monday to Sunday</p>
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		<p>b) permit cyclists to cycle within the pedestrian zone as long as the cyclist follows the existing one-way system in Church Street and High Street, Leatherhead.</p> <p>iii) 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 changes to the pedestrian zone, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;</p> <p>iv) 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 proposal.</p> <p>v) Agreed that funding from the “Stage 3 Road Safety Audits/Accessibility Improvements/Small safety and improvement schemes/signs and road markings” allocation within the Integrated Transport Schemes budget be used for the Traffic Regulation Order.</p> <p>REASONS FOR RECOMMENDATIONS: To enable permanent changes to be made to the operation of the pedestrian zone within Church Street/High Street, Leatherhead.</p>
8	PROVISION & FORMALISING OF BUS STOP CLEARWAYS IN WESTCOTT, LEATHERHEAD AND FETCHAM (EXECUTIVE FUNCTION FOR DECISION)	<p>RECOMMENDATIONS:</p> <p>The Local Committee (Mole Valley) agreed that:</p> <p>(i) in Dorking Hills division bus stop clearways are formalised at the following stops: a) at both Westcott House bus stops and b) at both Parsonage Lane bus stops, on Guildford Road, Westcott with bus stop clearways to operate 24 hours a day, seven days a week</p> <p>(ii) in Leatherhead and Fetcham East division bus stop clearways are formalised at the following stops: a) at both All Saints Church bus stops, b) at Park Rise bus stop (Stop N) on Kingston Road, Leatherhead, c) at</p>

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		<p>North Street bus stop (Stop S) on North Street, Leatherhead, d) at Orchard Close bus stop, Cobham Road, Fetcham (towards Leatherhead) with bus stop clearways to operate 24 hours a day, seven days a week</p> <p>(iii) in Leatherhead and Fetcham East division, bus stop clearways are introduced at the Bridge Street, Leatherhead bus stops (Stop P and Stop Q) with bus stop clearways of 23 metres in length, to operate 24 hours a day, seven days a week, and that affected frontages are informed of the proposals and given time to feedback before any implementation</p> <p>(iv) in Bookham and Fetcham West division a bus stop clearway is formalised at Orchard Close bus stop, Cobham Road, Fetcham (towards Bookham) with the bus stop clearway to operate 24 hours a day, seven days a week</p> <p>(v) any objections from affected frontages will be addressed by delegated authority by the Strategic Transport Group Manager, in consultation with the relevant Surrey County Councillor and the Chair of the Mole Valley Local Committee.</p> <p>REASONS FOR RECOMMENDATIONS:</p> <p>It is recommended that Mole Valley Local Committee agree to the formalising or installation of bus stop clearways operating for twenty-four hours a day, seven days a week. This is to ensure that buses servicing these bus stops can provide passengers with step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers as well as aiding journey time reliability. These measures aim to support the use of public transport and to make the public transport offer more attractive by making it more accessible and reliable.</p>
9	SPEED LIMIT CHANGES ON A24 HORSHAM ROAD, CAPEL (EXECUTIVE FUNCTION FOR DECISION)	<p>RECOMMENDATIONS</p> <p>The Local Committee (Mole Valley) agreed that, based on the evidence:</p> <p>i) That the speed limit be reduced from 50mph to 40mph on A24 Horsham Road, Capel between the existing 50mph speed limit north of the Clarks Green</p>

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		<p>roundabout. New 40mph terminal signs will be installed to north of the West Sussex country boundary.</p> <p>ii) 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, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;</p> <p>iii) Authorised delegation of authority to the Highway Engagement & Commissioning Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the relevant local divisional member to resolve any objections received in connection with the proposal.</p> <p>iv) Noted that if the reductions in speed limit have not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.</p> <p>REASONS FOR RECOMMENDATIONS</p> <p>Reducing the speed limit on this roads will help to manage vehicle speeds to a level more appropriate to the use of road and will reduce the risk and severity of collisions. Lower speeds can also reduce air and noise pollution, and make it easier and more pleasant to walk, cycle and ride horses.</p>
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