

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 17 JUNE 2020



LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL

Questions submitted by Mrs Hazel Watson:

1. The Mole Valley Local Transport Strategy dated September 2014 specifies the Westcott Road A25 eastbound approach to Dorking as one of the most congested roads in Mole Valley and apart from some traffic signal optimisation schemes - which have already been implemented - there have been no potential schemes identified in various Dorking Congestion studies carried out by SCC Highways since the 1990s that could mitigate this severe congestion. As a result, can an explanation be given as to what sort of scheme is to be brought forward to mitigate such congestion at the A25 Westcott Road signalised junction of Vincent Lane referred to in the Future Mole Valley Local Plan Strategic Infrastructure Implications report on the March Local Committee Agenda given that all previous attempts to mitigate congestion on the eastbound Westcott Road including at the junction with Vincent Lane have failed? Furthermore, if no potential schemes have been identified to mitigate congestion on the eastbound Westcott Road, why has SCC Highways not objected to the proposed developments on the Westcott Road in Dorking and in Westcott in the Mole Valley Draft Local Plan as it would be appropriate for these sites to be withdrawn from the Draft Local Plan process at this stage on highways grounds and not included as potential development sites in future consultations on the Draft Local Plan?

Response:

Mole Valley District Council is in the process of reviewing and updating the Local Plan in line with guidance included within the national Planning Policy Framework. The draft policies and associated spatial strategy continue to develop following a consultation undertaken earlier in 2020, and this followed a previous consultation undertaken in 2017. Consequently the Plan, and associated assessment work to assist with this process and provide evidence, is not yet at a stage where mitigation is considered. Further work has to be undertaken to understand potential movement patterns and the consequent effect on the transport network (active modes, passenger transport and highways). Surrey County Council did respond to the consultation, but this was at the strategic level commenting on the Plan as a whole, which is appropriate at this stage. Furthermore, Surrey County Council is not in a position to object to any specific sites identified within the Plan at the current stage. The next step, as part of the refinement of the Plan following the latest consultation, will be to undertake another strategic assessment including potential mitigation informed by more specific modelling to determine whether sites remaining for inclusion would have a significant impact on transport as a whole. There will be other opportunities within the planning process for Surrey County Council, and other parties, to make relevant comments commensurate with the particular stage of the process.

ITEM 4b

2. The Draft Local Plan includes a scheme for drop off and collection of Priory School pupils which has its access onto the Westcott Road in Dorking which will exacerbate the severe eastbound traffic congestion on the Westcott Road as the additional traffic generated by this scheme will mostly be turning eastbound when departing the drop-off point and this will further delay the traffic on the road. Why has SCC Highways not objected to this proposed developer funded scheme as it will only make the existing severe congestion even worse?

Response:

Surrey County Council will be taking a view on this detailed proposal once the relevant technical assessment work has been done, submitted and audited. Surrey County Council has responded to the consultation at the strategic level.

3. The two proposed sites for development in Westcott Village in the Draft Local Plan both anticipate the creation of new access junctions onto the A25 despite these proposed junctions having very poor and unsafe sightlines which are not capable of being mitigated and despite the proposed junctions being fundamentally unsafe due to the speed and volume of traffic on the A25 and, in the case of the Westcott House development, the proposed junction is on the brow of a hill on the A25 and the proposed exit from the development is on a very steep hill right up to the junction with the A25. As these junctions will be fundamentally unsafe, why has SCC Highways not objected to these proposals on highways safety grounds so that these sites can be withdrawn from the Draft Local Plan process at this stage and not included as potential development sites in future consultations on the Draft Local Plan?

Response:

These sites currently are being taken through the regulatory planning process. While this regulatory work is being undertaken, it is not possible to comment on these sites further other than to confirm that Surrey County Council has requested more information on the visibility splays. However, once this has concluded, Surrey County Council will be responding accordingly to Mole Valley District Council as part of the planning process.

4. The Future Mole Valley Local Plan Strategic Infrastructure Implications report should set out all significant infrastructure that is required in the area. The requirement for a controlled pedestrian crossing on Chalkpit Lane at Triangle Stores has been well documented and is listed on the ITS list as a future project that can only be implemented if significant funding is identified. Can a confirmation be given that County Highways will promote this project for inclusion in the proposed infrastructure plans which will be included in the Mole Valley Local Plan and, if not, can an explanation be given why this project, which is on our potential projects list, will not be promoted for inclusion as a necessary infrastructure project in the Mole Valley Local Plan?

Response:

It is not possible to confirm this. Whether this scheme is included within the Infrastructure Delivery Plan will depend on whether it is considered to be appropriate

mitigation to support the delivery of Mole Valley District Council's preferred spatial strategy. The Infrastructure Delivery Plan is a working document and officers from both authorities will be working together to update it, and will take due regard of potential measures within both the Mole Valley Local transport Strategy and the Mole Valley Local Committee's Forward Plan.

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