

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)**

DATE: 11 SEPTEMBER 2013
LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: HIGH STREET / NORTH STREET / WEST STREET, DORKING
 BANNED TURN TRAFFIC REGULATION ORDERS

DIVISION: DORKING HILLS
 DORKING SOUTH & THE HOLMWOODS

SUMMARY OF ISSUE:

Traffic signals were introduced at Pump Corner in 2004 as part of the Dorking Decongestion Study. As part of this scheme it was proposed to ban the left turn into High Street from North Street. Unfortunately there is no evidence that this order was ever made, although the signs were erected on site.

As part of the same scheme it was agreed that cyclists should be exempted from the existing Traffic Regulation Order banning the right turn from High Street into North Street. There is no evidence that this order was ever amended.

This report seeks approval to put the necessary Traffic Regulation Orders in place to enable the restricted movements at this junction to be enforced.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to agree:**

- (i) To prohibit the left turn out of North Street into High Street, Dorking.
- (ii) To permit cyclists to turn right from High Street into North Street.
- (iii) To authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to introduce a no left turn ban from North Street into High Street and to amend the existing traffic order to exempt cyclists from the right turn ban from High Street into North Street, and subject to no objections being upheld, the Order be made.
- (iv) To authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

The reasons for these recommendations are as follows:

- To ensure that there is a traffic regulation order in place to enable the police to enforce the existing no left turn signs.
- To ensure that cyclists turning right from High Street into North Street are doing so lawfully, and not in contravention of an existing traffic regulation order.

1. INTRODUCTION AND BACKGROUND:

1.1 Traffic signals were introduced at Pump Corner in 2004 as part of the Dorking Decongestion Study, in order to provide improved pedestrian crossing facilities, particularly across West Street. Subsequent monitoring of the signals determined that they could operate more effectively and reduce peak hour traffic delays if vehicles were prevented from turning left out of North Street into High Street.

1.2 The traffic signal layout incorporated a facility for cyclists to turn right into High Street from North Street. This facility was enables cyclists travelling westbound through Dorking to use North Street, Church Street and West Street to join up with Westcott Road, and was supported by the Mole Valley Cycle Forum. There was an existing TRO at this junction banning all vehicles from making this right turn which needed to be amended as part of this scheme to provide an exemption for cyclists.

1.3 A location plan showing the restricted movements is given in Annex 1.

2. ANALYSIS:

2.1 There are existing 'no left turn' signs in place on North Street to ban the left turn from North Street into High Street. However there is no evidence that an order was ever made to enable the police to enforce this banned turn.

2.2 While investigating the 'no left turn' signs in North Street, it was discovered that the exemption for cyclists from the Traffic Regulation Order banning all vehicles turning right from High Street into North Street had not been implemented.

3. OPTIONS:

3.1 Approve the making of appropriate Traffic Regulation Orders to provide legal authorisation so that the existing site arrangements at the High Street / North Street / West Street junction can be enforced by the police.

4. CONSULTATIONS:

4.1 Surrey Police do not object to the proposal to introduce a 'no left turn' restriction for all vehicles from North Street into High Street, or to the proposal to exempt cyclists from the existing banned turn from High Street into North Street. However they have suggested some improvements to the existing signing which will be investigated.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of making and amending the necessary Traffic Regulation Orders will be in the region of £3,000. This can be met from the Integrated Transport Scheme allocation for small safety schemes.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report/ Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report/ Set out below.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report/ Set out below.
Public Health	No significant implications arising from this report/ Set out below.

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime. The making of this order will allow the police the opportunity to enforce the existing on site arrangements.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report explains that the existing site arrangements at High Street / North Street / West Street are not supported by the appropriate Traffic Regulation Orders. Therefore it is recommended that:

(i) A traffic regulation order be made banning the left turn from North Street into High Street.

(ii) The existing traffic regulation order banning all vehicles making the right turn from High Street into North Street be amended to exempt cyclists.

10. WHAT HAPPENS NEXT:

10.1 The Traffic Regulation Order will be advertised and, subject to there being no objections, the order will be made.

Contact Officer:

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Consulted:

Surrey Police

Annexes:

Annexe 1

Sources/background papers:

- None
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