

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 17 June 2020
at REMOTE.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

- * Mr Tim Hall (Chairman)
- * Mr Chris Townsend
- * Mrs Clare Curran
- * Mrs Helyn Clack
- * Mr Stephen Cooksey (Vice-Chairman)
- * Mrs Hazel Watson

Borough / District Members:

- * Cllr Nancy Goodacre
- * Cllr Rosemary Dickson
- * Cllr Raj Haque
- * Cllr Mary Huggins
- * Cllr David Hawksworth
- * Cllr Claire Malcomson

* In attendance

12/20 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

There were none

13/20 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting on 11 March 2020 were agreed as a true record.

14/20 DECLARATIONS OF INTEREST [Item 3]

There were none

15/20a PUBLIC QUESTIONS [Item 4a]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Statements, Questions: The questions and officer responses were provided within the supplementary agenda. Four written questions were received before the deadline and one urgent question

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received after that was tabled at the meeting and is attached as an annex to these minutes.

Question one was received from Mr Andrew Matthews. Mr Matthews did not attend the meeting nor ask a supplementary question.

Question two was received from Cllr Elizabeth Daly. Cllr Daly was present and asked the following supplementary question.

Thank you for the response to my question which you have agreed has been going on for some years. I think an except for access sign is a great idea and I would hope this could be implemented at the same time and prioritised as soon as funding permits.

It was noted by the AHM that it was her understanding the 'except for access' signs were already in place and that she would speak with Cllr Daly about this outside the meeting.

Question three was received from Cllr Paul Kennedy. Cllr Kennedy was present and asked the following supplementary question.

Thank you for the helpful response and for the logging the issue for further consideration. When this issue comes back up for consideration could you bear in mind that Fetcham and Bookham form their own little community and that a blanket 20mph zone is likely to give better compliance than a patchwork of different speed limits.

The AHM referred Cllr Kennedy to SCC's Setting Speed Limits Policy that detailed how types of road and their strategic nature were taken in to account when setting speed limits but added Cllr Kennedy's comments would be taken in to account when this was revisited.

Question four was received from Mr Roger Troughton. Mr Troughton was present and asked the following supplementary question.

We are rather disappointed with the response from Surrey Highways. This is not a new issue, and over the years a number of government publications have covered this. For example the Department for Transport's Cycling Infrastructure Design guide (LTN2/08) gives the following advice:

"Refuges and islands can create hazardous pinch points for cyclists. If they are introduced and it is not possible to provide a cycle bypass, the width available should either be sufficient to allow vehicles to overtake cyclists safely, or narrow enough to discourage overtaking altogether."

If we take as an example the pedestrian refuge just east of the Hillier Garden Centre on the A25 about 0.75mile east of Dorking (a pedestrian refuge which is not even in the desire line of pedestrians crossing at that junction), comments I have had from other cyclists include:

"...it has never been problems with the considerate motorist, but the high proportion of inconsiderate motorists or just the inattentive or plain stupid, especially when the M25 is closed and traffic is extra heavy."

"...dangerous overtaking at these places happens very frequently at least once on every trip I make..."

With the visible growth in new cyclists surely at the very least this, and other similar pinch points, need to have a proper risk assessment?

The AHM thanked Mr Troughton for his question and noted she had been able to get a bit of information from the Road Safety and Active Travel Manager. She added that the comments would be considered when moving forward with longer term active travel measures but as nothing had been agreed yet there was no further information to share. She noted from the Road Safety and Active Travel Manager's information that the refuge in question had been designed to the standard and provided an easier and safer route for pedestrians to cross the road from the bus stop to the garden centre. The AHM asked the committee if they would allow her to respond more fully to Mr Troughton separately and outside the meeting. The Chairman agreed this would be sensible.

Question five was received from Mr Mike Taylor. Mr Taylor did not attend the meeting nor ask a supplementary question.

15/20b MEMBER QUESTIONS [Item 4b]

Declarations of Interest: None

Officers attending: Jane Smith, Interim Planning Policy Manager (PPM), MVDC

Petitions, Public Statements, Questions: The questions and officer responses were provided within the supplementary agenda. Four written questions were received before the deadline.

All four questions were submitted by Mrs Hazel Watson, who asked the following supplementary question.

Following on from the Future Mole Valley Local Plan – Strategic Infrastructure Implications report that was received by the Local Committee at the March 2020 meeting. It was suggested that all the sites listed in the report were acceptable to Surrey Highways. Having seen the responses to my questions it is clear that more detailed work is to take place. My understanding is that some of these sites could now be excluded on highways grounds. Is my understanding on this correct?

The PPM confirmed the report that came to the Local Committee meeting in March was at a high level and focussed on district wide infrastructure implications rather than site specific ones. She added that the plan was still at the consultation stage and Mole Valley were still in the process of reviewing all the consultation responses. This needed to be done before work could begin on creating a detailed programme for Mole Valley to make the decisions on which sites would go in to the next draft local plan. This would again go out for public consultation. The PPM reiterated that there was a need to work within the National Planning Policy Framework and that MVDC and SCC would be working together where needed.

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16/20 PETITIONS [Item 5]

There were none

17/20 A24 DEEPDENE AVENUE, DORKING - SPEED LIMIT REDUCTION FROM 50MPH TO 40MPH [EXECUTIVE FUNCTION - FOR DECISION] [Item 6]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Statements, Questions: None

The AHM introduced the report, noting that it had come about in response to a petition received by the Local Committee in January 2020. She added that having looked at the speed data and SCC's Setting Local Speed Limits policy she was recommending this section of road for a speed limit reduction.

Key points from the discussion:

- The divisional member thanked the residents who had taken the time to start the petition and bring this to the Local Committee and also the Deepdene Trail organisers who had also helped to push this forward.
- A question was asked about the timescales for moving this forward and the procedures for doing so? The AHM confirmed this would be dependent on when funding was agreed.
- Members gave their full support to the recommendations.

Resolution:

The Local Committee (Mole Valley) agreed:

- i. To note the results of the speed assessments undertaken, shown in Table 1.
- ii. That, based upon the evidence, the speed limit be reduced from 50mph to 40mph on the A24 Deepdene Avenue, between the existing 40mph speed limit just to the south of the junction with Deepdene Drive and the North Holmwood roundabout junction, as shown in Annex 2, in accordance with the current policy;
- iii. To authorise 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 change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- iv. To authorise 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.

- v. To note that if the scheme has not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

Reason for Decisions:

The above decisions were made to enable the change in the speed limit from 50mph to 40mph, on the A24 Deepdene Avenue, Dorking in accordance with Surrey County Council's Speed Limit Policy.

18/20 ABINGER LANE, ABINGER SPEED LIMIT ASSESSMENT [EXECUTIVE FUNCTION - FOR DECISION] [Item 7]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Statements, Questions: None

Key points from the discussion:

- The divisional member gave her full support to the recommendations. She noted that the current speed limit was totally inappropriate and residents often had to walk in the road in places due to the road and footways narrow nature.
- Thanks was given to Abinger Parish Council who had funded the initial speed survey.
- The AHM confirmed the local member would use money that was residual from the ITS Capital money and that this had been agreed by the Chairman and Vice Chairman for use for this purpose.

Resolution:

The Local Committee (Mole Valley) agreed:

- i. To note the results of the speed limit assessment undertaken.
- ii. That, based upon the evidence, the speed limit be reduced from 60mph to 20mph in the section of Abinger Lane between Hollow Lane and a point 16m north-west of the north-west boundary of Rew Cottage; in the section of Sutton Lane between the junction with Abinger Lane and a point 67m west of the entrance to Abinger Manor; and in the entire length of Evelyn Cottages; and the speed limit be reduced from 60mph to 30mph in the section of Abinger Lane between a point 16m north-west of the northwest boundary of Rew Cottage and Raikes Lane, in accordance with the current policy;
- iii. To authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the

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proposed speed limit changes, revoke any existing traffic orders necessary to implement the changes, and, subject to no objections being upheld, that the order be made;

- iv. To authorise 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.
- v. To note that if the scheme has not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

Reason for Decisions

The above decisions were made to enable changes to the speed limit on Abinger Lane, Sutton Lane and Evelyn Cottages in accordance with Surrey's speed limit policy.

19/20 APPOINTMENTS TO TASK GROUPS AND EXTERNAL BODIES 2020-21 [EXECUTIVE FUNCTION - FOR DECISION] [Item 8]

Declarations of Interest: None

Officers attending: Jess Edmundson, Partnership Committee Officer (PCO), SCC

Petitions, Public Statements, Questions: None

The PCO introduced the report, noting that the Local Committee were being asked to reinstate all Local Committee Task Groups from the previous year and agree the various memberships that were proposed in Annex 1.

Resolution:

The Local Committee (Mole Valley) agreed:

- i. The terms of reference for the Property Task Group and the membership of this task group as set out in Annex 1.
- ii. The terms of reference for the Parking Task Group and the membership of this task group as set out in Annex 1.
- iii. The terms of reference for the Leatherhead Major Schemes Task Group and the membership of this task group as set out in Annex 1.
- iv. The terms of reference for the Dorking Major Schemes Task Group and the membership of this task group as set out in Annex 1.
- v. The nominations to outside bodies (Community Safety Partnership) as set out in Annex 1.

Reason for decisions:

The above decisions were made update the list of representatives on Task Groups and nominations to outside bodies.

20/20 RECOMMENDATIONS TRACKER [Item 9]

The Local Committee noted the contents of the decision tracker; agreeing to remove any items marked as complete and shaded in grey.

It was noted that some progress had been made on the item relating to Pippbrook Mill Path but this had not been reflected in the current update on the tracker. It was requested this be included for the next meeting.

21/20 FORWARD PLAN [FOR INFORMATION] [Item 10]

The Local Committee noted the forward plan of items expected to be received at future meetings.

22/20 PROVISION OF BUS STOP CLEARWAYS FOR THE PARK BUS STOPS IN CHURCH ROAD, BOOKHAM [EXECUTIVE FUNCTION - FOR DECISION] [Item 11]

Declarations of Interest: None

Officers attending: Alison Houghton, Senior Transport Officer (STO), SCC

Petitions, Public Statements, Questions: None

The STO introduced the report, thanking the divisional member for bringing this to her attention. She noted the reasoning for the report was because cars were often parked in and around the bust stop, resulting in buses often being unable to pull in properly and passengers having to walk in the road to get on or off the bus.

Key points from the discussion:

- The divisional member thanked officers for bringing this forward for a Local Committee decision so quickly. She noted that the issue had been raised many times by residents. The recommendations, if agreed would improve safety.

Resolution:

The Local Committee (Mole Valley) agreed that bus stop clearways be introduced at The Park bus stops, Church Road, Bookham, operating for 24 hours a day, seven days a week, to include a 23 metre bus cage (at southbound stop) and the existing 19 metre bus cage (at northbound stop).

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Reason for decision:

The above decision was made to enable the installation of bus stop clearways for The Park bus stops, Church Road, Bookham, operating for twenty-four hours a day, seven days a week. This is to ensure that buses servicing these bus stops are able to provide passengers step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers.

Meeting ended at: 2.48 pm

Chairman