

Dear Sir/Madam,

I am writing to you in relation to a planning application for minerals mining on Leith Hill and Horse Hill, both of which, as you are surely aware, are extremely popular with cyclists.

As part of the planning application for the Leith Hill site the company has submitted Traffic Management Schemes (TMS). The decision on this first plan has just been deferred by Surrey County Council Planning committee (on the 2nd of August) and among the main reasons was the following:

- "Unaddressed threat to pedestrians, horse riders and cyclists".

Please note that according to information discussed with the committee, it appears that there will be a minimum of 4 HGV movements per hour. 75% of these movements will be of vehicles between 40 and 51 feet long, and 50% of them will also be over 9 feet wide and over 14 feet high.

These site vehicles can only travel one at a time. Lives will be put at risk as emergency services attending a call on the hill would either need to wait for massive site vehicles to negotiate the length of the Lane or meet additional traffic on the even narrower and longer alternative routes. The TMS simply says that in an emergency, site traffic will be stopped from entering the Lane; no comment is made for the case of a lorry already on the Lane). They also suggested that the delay time to emergency vehicles would be a maximum of 30 seconds, however, this is hard to believe! Detailed justification needs to be provided with, if necessary, alternative emergency access facilities being made available on standby with Europa footing the bill.

Also of note: the planning committee rejected the advice of planning officers to change two recommendations in the traffic safety audit. Councillors voted by eight to one to adopt all four recommendations, unedited, in the audit.

The two contentious recommendations involved cyclists.

- One recommended that HGV drivers should stop when they saw a cyclist. The officers proposed replacing this with a card in the cab advising drivers to be aware of cyclists.
- The audit also proposed specific warning signs for cyclists on the road. Officers said this could add to confusion and recommended cyclists follow the Highway Code.

In order for the TMS to be fit for purpose, specifically for vulnerable road users, particularly cyclists, we would suggest the following:

- An appropriate, independent risk assessment must be provided by the applicant, that is specially focused on the use of Coldharbour Lane by vulnerable road users, giving full traffic counts including of cycles and including weekend use data
- Signage to be placed throughout Dorking and the surrounding villages, particularly on routes popular with cyclists, informing them of the likelihood of HGV movements on Coldharbour Lane. This signage must be in place 3 months prior to operations starting, include dates of operation, route and the nature of potential disruption
- There should be a lead car traveling ahead of all HGVs with visual and acoustic alerts
- An obligation for all site vehicles to stop in the presence of cyclists

- The applicant must make efforts to communicate with all local cycling clubs and place large adverts in the local press and local magazines to ensure as many vulnerable road users as possible are informed of the potential risks and disruptions.
- Acoustic and visual alert system to be mounted and used by HGVs and site vehicles to alert vulnerable road users
- There must be no deviation from the prescribed route by site vehicles

The next scheduled Surrey County Council planning committee meeting when the TMS can be discussed is on 13 September 2017.

The Planning Committee references required in order to comment on the application are: MWCD@surreycc.gov.uk , the case officer Samantha.murphy@surreycc.gov.uk and the chairman of the Planning and Regulatory Committee tim.hall@surreycc.gov.uk . Quote SCC Ref 2017/0027.