



PETITION REPORT

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE (REIGATE AND BANSTEAD)

5TH JUNE 2006

KEY ISSUE

To consider a petition from residents of Banstead & Nork regarding the A217 junction with Burgh Wood

SUMMARY

A petition has been received containing 434 signatures from residents of Banstead & Nork requesting that the A217 junction with Burgh Wood be made safer.

OFFICER RECOMMENDATION

The Local Committee is asked to agree that:

- (i) An investigation be undertaken to introduce an experimental closure of the central reservation gaps on the A217 at Burgh Wood and at a second location approximately 500m to the north, as part of the A217 Route Study to be completed this year.
- (ii) A temporary Prohibition of All Traffic Order is made for the same period as the experimental gap closure
- (iii) In association with (i) a consultation is carried out with local residents.
- (iv) Consideration and resolution of any objections received are delegated to the East Area Transportation Group Manager in consultation with the Chair of the Local Committee and Local Members.
- (v) Following monitoring of the temporary closures, if found to be successful, the gap closures and Traffic Regulation Order are made permanent.

And to note the imminent placement of a safety camera sited immediately south of the Burgh Wood junction viewing northbound traffic.

1 INTRODUCTION AND BACKGROUND

- 1.1 The petition was submitted by Mrs Osman of 3 Burgh Wood and Mrs Shea of 2 Burgh Wood.
- 1.2 The residents of Banstead & Nork have requested that the Council either install traffic/pedestrian lights at the junction of Burgh Wood and the A217 or completely remove the gap allowing motorists to cross the A217 to or from Burgh Wood. The residents are concerned at the speed of traffic along this stretch of road and the recent fatal accident that has highlighted the dangers of this junction.

2 ACCIDENT HISTORY AND SPEED SURVEYS

- 2.1 The accident history at this site over the last 3 years is shown below. The accident data shows that the majority of the collisions at this junction have been caused by the speed of vehicles using the A217 and the traffic turning right into and out of Burgh Wood.

	Slight	Serious	Fatal
2003			
2004	1		
2005	2		
2006			1

- 2.2 On 13 April 2004 Surrey County Council's Executive approved the formation of a Safety Camera Partnership in Surrey. The Local Committee were informed of this new process at its meeting on 21 June 2004 along with a schedule indicating a review of current speed camera locations in the Reigate & Banstead and possible relocation.
- 2.3 The speed limit in this location is 40mph. Speed surveys undertaken in April 2004 showed the 85th percentile speed for the A217 northbound carriageway in the vicinity of Burgh wood to be 54mph. The 85th percentile speed is the speed above which 15 per cent of vehicles are travelling and is one of the criteria used in assessing speed limits.
- 2.4 As a result of this review a decision was taken to relocate the speed camera on the A217 south of Fir Tree Road to A21 south of the Burgh Wood junction. This camera will be bi-directional (e.g. it will be able to enforce in either north or south directions on different occasions but not at the same time). This was programmed to be undertaken during 2006, but had yet to be installed at the time of the fatality in 2006. The effectiveness of this speed camera will be monitored following implementation.

3 OFFICERS COMMENTS

- 3.1 As outlined in paragraph 3.4 a new northbound safety camera has been sited to the south of Burgh Wood, which should reduce traffic speed on the northbound approach to the junction.
- 3.2 It was agreed at the Local Committee in March 2006 that funding should be provided to undertake a route study on the A217 from the Borough Boundary to the M25 during the 2006/07 financial year. This junction is to be reviewed as part of this study.
- 3.3 This study will investigate various options at this junction. The initial view is as follows:

Option		Initial Assessment
1	Provide a roundabout at the A217/Burgh Wood junction	Would require land purchase, which would be costly and lengthy to undertake. The capital cost of the scheme is likely to require substantial funding and would likely need a separate bid to central government and compete with other national schemes – this is likely to be a lengthy process and may not be successful.
2	Provide traffic signals at the A217/ Burgh Wood junction	This should not require additional land purchase but would be costly and consume the majority of the annual Local Transport Plan budget for capital improvements. In addition the traffic signals may be too close to those at the Banstead crossroads.
3	Close the central reserve gap at the A217/Burgh Wood junction	This may have issues related to longer journey distances for local residents but would be a relatively quick solution to implement. Any rerouting could be assessed by implementing the closure on a trial basis.

- 3.4 It is important to recognise that option 3 would result in traffic in the Burgh Wood area requiring access to and from the A217 would have to pass along alternative routes (see Location Plan in Annex A). Traffic wishing to travel north along the A217 may use Nork Way/Fir Tree Road and Banstead Crossroads. Traffic wishing to travel south along the A217 may use Tattenham Way. As part of the feasibility study traffic flow surveys would need to be undertaken to assess the volume and potential impact of re-routed traffic.
- 3.5 Rationalisation of movements into/out of Burgh Wood should reduce the conflicts currently experienced. It is therefore recommended that that a feasibility study should be carried out to consider possible improvements.

- 3.6 In the short term it is recommended that an experimental closure of the central reservation gaps be introduced on the A217 at Burgh Wood and at a second location approximately 500m to the north, as part of the A217 Route Study to be completed this year. If this is successful a permanent closure of these two gaps could be constructed.

Report by: Mr David Stempfer, Reigate and Banstead Local Transportation Director

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BACKGROUND PAPERS:	Petition from Residents Nork & Banstead

LOCATION PLAN

