



**NETHERNE-ON-THE-HILL  
NETHERNE LANE ROAD CLOSURE**

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

**5<sup>TH</sup> MARCH 2007**

**KEY ISSUE**

To review the results of the consultation into the implementation of an experimental closure of Netherne Lane where it meets the Netherne-on-the-Hill housing development and agree whether to progress an alternative solution or pursue the experimental closure contrary to the objections received.

**SUMMARY**

The Local Committee on 20<sup>th</sup> November 2006 considered a report detailing an 18 month experimental prohibition of all vehicles (exception of cyclists) of Netherne Lane where it meets the Netherne-on-the-Hill development.

Further, the report recommended that consultation with, among others, the Highways Agency and emergency services be undertaken and any objections discussed and resolved in consultation with the Chairman and County Councillor for the Division. In addition that the Local Committee considers the receipt of any objections to the legal orders received during the first six months of the experiment, before any decision is made to make the experiment permanent.

This report summarises progress to date, results of the consultation and additional representations (in the form of a petition) from the residents of the Netherne-on-the-Hill development.

**OFFICER RECOMMENDATIONS:**

The Local Committee is asked to agree **either**:

- (i) In light of the results of the consultation and representations, Officers seek an alternative solution to the issues raised in this locality within available financial constraints; **or**
- (ii) To continue to pursue the experimental closure contrary to the objections received from the emergency services.

## **1 INTRODUCTION**

- 1.1 At the Local Committee meeting on 20<sup>th</sup> November 2006 Netherne Lane/Dean Lane residents submitted a petition signed by 44 residents requesting a closure of Netherne Lane to address safety and amenity issues regarding the increase in traffic using the Netherne Lane/Dean Lane exit onto the A23 now that the Netherne Village is built.
- 1.2 A public meeting was held in 2000 where local residents were informed that Netherne Lane would be closed to through traffic on an experimental basis and traffic counts undertaken to assess the impact of such a closure. This was also confirmed in a letter dated 20<sup>th</sup> July 2000 from Surrey County Council's Transportation Development Control Group to Reigate and Banstead Borough Council's Environmental Services, (which was later copied to Netherne Lane residents).
- 1.3 A report in response to this petition was tabled at the meeting (see Annex A), which recommended that a road closure be progressed on an experimental basis and that consultation be undertaken with the Highways Agency and emergency services and any objections discussed and resolved in consultation with the Chairman and County Councillor for the Division.
- 1.4 In addition that the Committee considers the receipt of any objections to the legal orders received during the first six months of the experiment before any decision is made to make the experiment permanent.
- 1.5 This report summarises progress to date, the results of the consultation and additional representations (in the form of a petition) from the residents of the Netherne-on-the-Hill development. In light of the results of the consultation and representation the Local Committee are asked to consider whether to progress an alternative solution or pursue the experimental closure contrary to the objections received

## **2 PROGRESS SINCE NOVEMBER 2006**

- 2.1 A meeting was held with the Local Transportation Manager, County Councillor Mrs Fraser and the Netherne-on-the-Hill Residents Association (NOTHRA) Chairman on 9<sup>th</sup> November 2006. During this meeting the experimental closure was discussed and the NOTHRA would act as a conduit for informing and consulting the Netherne-on-the-Hill residents.
- 2.2 The experimental closure and consultation was subsequently approved at the Local Committee meeting on 20<sup>th</sup> November 2006. It was anticipated that the closure would be in the form of a gate or removable bollards with access maintained for cyclists / horseriders and pedestrians with a key provided to the emergency services for access.

- 2.3 Officers subsequently met with the developers and their consultants and agreed in principle the proposed location of the closure features and two turning heads either side of the closure. A drawing was subsequently produced which was sent with a consultation letter to the emergency services, London Borough of Croydon, Reigate and Banstead Borough Council, Transport for London and the Highways Agency. At the time of writing a formal response is awaited from the Highways Agency (although they have made initial comments) and from Transport for London.
- 2.4 A copy of the drawing was also sent to the owner of Alstead Manor Farm who had previously confirmed that he would be prepared to dedicate/offer part of his land to allow a vehicle turnaround facility to be provided. It was planned to use an existing access to the farm as a turning area rather than construct a new turning area that may subsequently not be required if the experiment is not made permanent. A meeting was planned to be arranged with the owner of Alstead Manor Farm to discuss any concerns.
- 2.5 Officers have also sought legal advice regarding the process for the dedication of land for the turning area. An issue exists if agreement cannot be reached to use the existing access to Alstead Farm and a new turning head has to be constructed as this was to be an experiment at this stage.
- 2.6 Surrey County Council Officers have also been in discussion with the developers (Gleesons) who have to undertake remedial works to the Netherne Drive carriageway. As a result this may require temporary traffic management and possible temporary closures on Netherne Drive. As such the experimental closure cannot be implemented until these works are complete. Surrey County Council Officers have approved Gleesons proposals and are currently awaiting a date for these works (anticipated late February/early March).

**3 RESULTS OF CONSULTATION**

- 3.1 A summary of the results of the statutory consultation are tabled below:

CONSULTEE	ISSUES RAISED
Surrey Police	<p>“Traffic from Chalden/Caterham that can at present access the development through Dean Lane and Netherne Lane will now be signed to use Shepherds Hill, the A23 and Dean Lane. If vehicles do not use this route, which is considerably longer, they will continue in Dean Lane to the junction with the A23 and will be turning right out of what is a particularly difficult junction. Checking the collision statistics for A23 in the vicinity of Dean Lane there have been 10 slight injury accidents in the last 5 years and we would not want to see this figure increase. The Police would be interested in receiving copies of traffic counts before and after any closure.</p> <p>We (the Police) have many more vehicles than other emergency services and the longer route round could make a difference to Police response times to the new development. In addition, how many keys can we be provided with to allow as many vehicles as possible access through the closure if required?</p>

CONSULTEE	ISSUES RAISED
	<p>Will the turnaround facility be large enough to cope with large vehicles as there are often issues with large vehicles with Satellite Navigation when making deliveries to areas they do not know.</p> <p>Would Surrey County Council be willing to suspend the experiment until the Highways Agency proposals for the Hooley Interchange (and hence A23/Dean Lane) are known?"</p>
Surrey Fire and Rescue	<p>"Providing emergency access is maintained through suitable means the proposed road closure would still increase our attendance times. Even if a key was provided depending on the nature of the incident crews may opt to cut the lock, any delay would of course increase our response times. Crews would not be responsible for securing/replacing the lock if cut. If the emergency access is not maintained then we would be concerned that attendance times may significantly increase to certain areas of the development at Netherne, with limited options available for access."</p>
South East Coast Ambulance	<p>"We do not support the proposal as response times would be increased by some considerable time and that is just to get to the heart of Netherne Village as access will be restricted to just two roads. Issue with emergency access - the ambulance service cannot cope with more keys - it takes time to find the right key, especially in the dark. It delays us even more and we would not close the access gate. If we could not find the right key we would cut the padlock as seconds count. We would not be responsible for replacing the padlock. Will the turnaround circle be policed to stop people parking there and causing an obstruction to the emergency access gates?"</p>
Highways Agency	<p>Awaiting formal response.</p> <p>Initial concerns re: Netherne-on-the-Hill residents returning home from Caterham/Chalden using the A23/Dean Lane junction resulting in an increase in traffic flows at this junction where there are already problems.</p> <p>Traffic in this direction could use Alderstead Road and Shepherds Hill (B2031). This, however, is seen as a longer diversion and may not be used by residents who would use the Dean Lane/A23 junction, which already has safety concerns.</p> <p>Would like origin-destination traffic surveys over a wider area undertaken.</p>

CONSULTEE	ISSUES RAISED
Reigate and Banstead Borough Council	Concerns regarding refuse vehicles, which use Netherne Lane in part to access the Netherne-on-the-Hill development.
London Borough of Croydon	<p>“No objections to the scheme being introduced using experimental powers, but reserve the right to comment further during the statutory period.</p> <p>Would ask Surrey County Council to extend the traffic monitoring to include a survey in Woodplace Lane at the borough boundary. This would provide us with a measure of the impact of the scheme, positive or negative, on our borough road network but should also help Ward Members and officers to respond more authoritatively to any comments made by residents of Coulsdon. This could involve a volumetric count at the borough boundary before the scheme is implemented.</p>
Transport for London	Awaiting response

#### 4 NETHERNE-ON-THE-HILL RESIDENTS REPRESENTATION

- 4.1 As outlined in paragraph 2.1. a meeting was held with the Netherne-on-the-Hill Residents Association (NOTHRA) Chairman on 9<sup>th</sup> November 2006 where the experimental closure was discussed. At this meeting it was stated that there would be statutory notices in the press and on site and that the NOTHRA could assist in the consultation. It was unclear at that stage as to whether Netherne-on-the-Hill residents would raise issues of reduced access or be supportive due to the reduction of traffic and quieter environment; and that this could be confirmed during the consultation. It was planned that this consultation would take place in early 2007 due to proximity of the Christmas period.
- 4.2 In advance of the consultation, concern was expressed by Netherne-on-the-Hill (NOTH) residents (through the NOTH website [www.netherne.net](http://www.netherne.net)). NOTHRA (in partnership with Surrey County Council Officers) subsequently undertook the distribution of a short questionnaire outlining the reasons for the proposed closure and asking if this was supported or not supported. If not supported reasons were asked as to why. This questionnaire was sent out on 11<sup>th</sup> January 2007 and returned within 7 days.

- 4.3 It is understood that the questionnaire was delivered to all houses on the NOTH development (580 houses). In summary, the results were as follows:
- A total of **114** responses were received (20%)
  - There were **3** incomplete forms
  - **9** responses were **in favour** of the proposed closure
  - **102** responses were **against** the proposed closure
  - **43** responses were of the opinion that increased traffic/congestion on the A23 would occur particularly at the A23/Dean Lane junction
  - **47** responses were concerned regarding difficulty in respect of access to/from the village following the closure (particularly to/from Caterham/Coulsden)
  - **45** responses cited longer travelling times
  - **33** responses although against the closure would favour calming measures (including signs, size/width restrictions) on Netherne Lane
  - **8** responses stated that repairs to Netherne Lane would improve matters
- 4.4 In addition to the questionnaires, **19 detailed letters** were written opposing the scheme with a range of issues raised. A summary of the concerns expressed is tabled in Annex B.

## 5 POTENTIAL ALTERNATIVE OPTIONS

- 5.1 In light of the results of the consultation and representations, the Local Committee may resolve that officers seek an alternative solution to the issues raised in this locality within available financial constraints.
- 5.2 Such alternatives may include improved signing and lining or the possibility of a width restriction. This would require a revised consultation with the residents of Netherne Lane, the Netherne-on-the-Hill Residents Association, the emergency services, London Borough of Croydon, Reigate and Banstead Borough Council, Transport for London and the Highways Agency.

## 6 FINANCIAL IMPLICATIONS

- 6.1 There is no funding within the Section 106 Planning Agreement to cover the cost of this work. It was estimated that the experimental closure would cost in the region of £12,500 and that this funding be taken from the A23 Hooley to Horley project within the 2006-07 programme. Any alternative solutions identified would either need to fall within this amount or be allocated from the 2007/08 Local Transport Plan settlement subject to Local Committee approval.

## 7 CONCLUSIONS

- 7.1 The proposed experimental closure of Netherne Lane and statutory consultation was submitted to the Local Committee on 20<sup>th</sup> November 2006 to meet the commitment made in the public meeting held in 2000 and the letter dated 20<sup>th</sup> July 2000 from Surrey County Council's Transportation Development Control Group to Reigate and Banstead Borough Council's Environmental Services, (copied to Netherne Lane residents).
- 7.2 Following the approval of the experimental closure by the Local Committee officers have undertaken consultation with the emergency services, London Borough of Croydon, Reigate and Banstead Borough Council, Transport for London and the Highways Agency. From the responses received, the emergency services are not in support of the experimental closure and the Highways Agency have concerns.
- 7.3 In addition, although objections are not invited prior to the implementation of the experiment, a petition of 102 signatures and 19 letters have been received from the Netherne-on-the-Hill residents opposing the experimental closure.
- 7.4 In conclusion the Local Committee is asked to agree **either**:
- (i) In light of the results of the consultation and representations, Officers seek an alternative solution to the issues raised in this locality within available financial constraints; **or**
  - (ii) To continue to pursue the experimental closure contrary to the objections received from the emergency services.

**Report by: David Stempfer - Reigate and Banstead Local Transportation Manager**

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<b>ANNEXES</b>	A Local Committee Report 20 November 2006 B Issues Raised By Netherne-On-The-Hill Residents

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**NETHERNE-ON-THE-HILL  
NETHERNE LANE ROAD CLOSURE**

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

**20<sup>TH</sup> NOVEMBER 2006**

**KEY ISSUE**

To approve the implementation of an experimental closure of Netherne Lane, where it meets the Netherne-on-the-Hill housing development, to address concerns of Netherne Lane residents of additional development traffic volume and speed.

**SUMMARY**

Netherne Lane and Dean Lane residents have over many years expressed concern regarding the increase in traffic using Netherne Lane/Dean Lane once the Netherne-on-the-Hill housing development is built. As a result, in 2000, correspondence between Surrey County Council and Reigate and Banstead Borough Council stated that Netherne Lane would be closed to through traffic, but was not progressed at that time. Following recent correspondence with Netherne Lane residents it is proposed that this closure now be progressed on an experimental basis, monitored and, if successful, made permanent.



## OFFICER RECOMMENDATIONS

### The Local Committee is asked to agree that:

- (i) An 18 month experimental Prohibition of all vehicles (exception of cyclists) of Netherne Lane where it meets the Netherne-on-the-Hill development is progressed for amenity and safety reasons and the associated legal processes undertaken;
- (ii) Consultation with the Highways Agency and emergency services is undertaken and any objections discussed and resolved in discussion with the Chairman and County Councillor for the Division;
- (iii) The impact of the experimental closure is monitored through traffic counts taken before and after implementation and that, if successful, the closure made permanent and the necessary legal processes undertaken;
- (iv) The Local Committee considers the receipt of any objections to the legal orders received during the first six months of the experiment before any decision is made to make the experiment permanent;
- (v) The A23 Hooley to Horley budget is used to fund this experimental scheme should funding not be secured from the developer.

## 1 INTRODUCTION AND BACKGROUND

- 1.0 The Netherne-on-the-Hill housing development is located on the site of a former hospital in Hooley. Construction of this development commenced in the late 1990's and is currently nearing completion and full occupation of the housing units.
- 1.1 During the construction of the development (in November 1999) residents of Netherne Lane and Dean Lane expressed concerns regarding the increase in traffic using the Netherne Lane/Dean Lane exit onto the A23 once the Netherne Village is built. As a result local residents of Netherne Lane and Dean Lane requested a road closure of Netherne Lane at a point near to where it meets the new development.
- 1.2 A plan of the development and location of the recommended experimental road closure is shown in **Annex A**.
- 1.3 A public meeting was held in 2000 where local residents were informed that Netherne Lane would be closed to through traffic on an experimental basis and traffic counts undertaken to assess the impact of such a closure. This was also confirmed in a letter dated 20<sup>th</sup> July 2000 from Surrey County Council's Transportation Development Control Group to Reigate and Banstead Borough Council's Environmental Services, (which was later copied to Netherne Lane residents) and is shown in **Annex B**. This letter stated that this work would be funded and implemented by Gleasons, the developer of Netherne-on-the-Hill and a report would be submitted to the Local Committee for approval of the closure. It is understood, however, that no further action was undertaken at that time.
- 1.4 The purpose of this report is to provide an update on recent progress on this issue and to seek approval for an experimental road closure of Netherne Lane.

## 2 RECENT PROGRESS AND CONCERNS OF NETHERNE LANE RESIDENTS

- 2.1 At the end of 2005 the County Council's East Surrey Highways Service received renewed correspondence from local residents from Netherne Lane and Dean Lane regarding this issue. Following this correspondence East Surrey Highways Service made contact with Gleasons to progress the necessary traffic counts in order that a possible experimental road closure could be investigated.
- 2.2 Following various discussions these traffic counts were not undertaken as, contrary to local understanding, the Section 106 Planning Agreement only included for traffic counts on Woodplace Lane. This caused further concern with local residents.
- 2.3 In order to progress these issues a meeting was arranged by East Surrey Highways Service with residents of Netherne Lane (south) and Dean Lane, the County Councillor for the division (Councillor Fraser), officers from Surrey County Council's Transportation Development Control and Reigate and Banstead Borough Council, and a representative acting on behalf of Gleasons. This meeting was held on 27<sup>th</sup> July 2006 where local residents raised the following concerns:

- (i) There was concern regarding the increased volume and speed of traffic using Netherne Lane rather than Netherne Drive as the main access to the new development. Now that the development is nearing completion, residents feel that vehicle flows have increased substantially with the addition of extra traffic from the new development in addition to visitors, delivery vehicles etc. now using the Lane (to/from the north and south). Residents felt this was compounded by safety issues due to the lack of footways and limited street lighting along Netherne Lane.
- (ii) Residents were concerned that large vehicles and in particular vans, trucks and large lorries serving the development were now using Netherne Lane, many of which were using the lane as a short cut rather than use Netherne Drive. In conjunction with this there was concern regarding the impact of this additional traffic on the condition of Netherne Lane, which residents considered had deteriorated significantly and represented an additional safety hazard.
- (iii) Residents stated that Netherne Lane is a narrow, residential country lane with no footways and very limited street lighting, whereas Netherne Drive, which was upgraded as part of the development, includes new traffic signals at its junction with the A23 and widening of the existing bridge and carriageway (all at substantial expense) was non-residential and designed specifically to take the additional traffic flow to and from the new development. As such residents feel that unless Netherne Lane is closed to through traffic, Netherne Drive will not be used by many new development residents and their visitors as was expected and intended.
- (iv) As had been requested in 2000, residents requested a road closure of Netherne Lane near Alstead Manor Farm. The owner of the farm who was present at the meeting confirmed that he would be prepared to dedicate/offer part of his land to allow a vehicle turnaround facility to be provided. Netherne Lane/Dean Lane residents would not favour traffic calming on Netherne Lane as an alternative due to the narrowness of Netherne Lane. Netherne Lane/Dean Lane residents have submitted a petition signed by 44 residents requesting a closure of Netherne Lane.

2.4 It is anticipated that the closure would be in the form of a gate or removable bollards. Access through the barrier would be maintained for cyclists / horse riders and pedestrians. A key would be provided to the emergency services for their access.

### **3 WAY FORWARD**

3.1 A way forward was discussed and agreed at the meeting on 27<sup>th</sup> July 2006 as follows:

- (i) Install an experimental closure of Netherne Lane as originally intended in 2000. The intention that this is in place for an 18-month period and the impact evaluated by comparing the traffic flows on Netherne Lane and Netherne Drive before and after the implementation of the closure. This would show the changes in traffic patterns. As limited pre-development traffic flow surveys are available it is difficult to accurately estimate the impact of installing a permanent road closure.
- (ii) Progress an experimental Prohibition of Traffic. This requires a legal Traffic Order and should the experiment prove to be successful the

Traffic Order would need to be made permanent. To obtain such an Order requires approval by the Local Committee.

- 3.2 Netherne Lane (south) residents were informed that apart from consultation with organisations such as the emergency services, the Traffic Order process legally requires the placing of notices on site, and in the press, prior to the implementation of the experimental proposal, which invites any objection during the first six months. For example, if an objector believes the correct procedure has not been followed or if they object to the experiment being made permanent. Any objections would be brought back to the Local Committee for consideration before the Order was made permanent.
- 3.3 It should be noted that objections are not invited to the experiment. If the experiment is to be varied it must be undertaken within the first 12 months, as there is a need to allow a further 6 months for a repeat of the same procedure mentioned above. In addition a decision has to be taken at the very latest within the last 6 months to confirm outcome of experiment. This is why a period of 18 months is used for such experimental schemes.

**4 IMPLICATIONS OF AN EXPERIMENTAL CLOSURE OF NETHERNE LANE**

4.0 A Design Brief appended to the Section 106 Planning Agreement states that *“In order to minimise through traffic and encourage use of the main access road (Netherne Drive), Netherne Lane has been remodelled. The lane has been closed to the north and south of the village green forcing traffic along the new residential road network and then on to the main access route. It is intended that, with the opening of the new traffic signal controlled junction at the A23 making access onto the A23 much easier than present, Netherne Lane and Woodplace Lane will not readily be thought of by the residents as an alternative to the A23”*. This reinforces the intention that Netherne Drive should be the main point of access, although the actual experience by Netherne Lane residents is that traffic is entering/exiting the development via Netherne Lane. To assess these flows and allow post scheme monitoring East Surrey Highways Service commissioned a classified 7-day traffic flow and speed survey between 15<sup>th</sup> and 22<sup>nd</sup> October 2006 with the following results:

Road	AM Peak (8am-9am)	PM Peak (5pm-6pm)	24 hour total	24 hour (HGV's) 2-way flow	85%ile speed
Netherne Lane development traffic northbound	26	60	454	844 (6)	30
Netherne Lane development traffic southbound	54	23	390		31
Netherne Drive northbound	88	38	735	1522 (12)	42
Netherne Drive southbound	24	76	787		40
<b>Netherne Drive northbound with the closure</b>	<b>142</b>	<b>61</b>	<b>1125</b>	<b>2366 (18)</b>	-
<b>Netherne Drive southbound with the closure</b>	<b>50</b>	<b>136</b>	<b>1241</b>		-

4.1 It can be seen from the above that between 41-55% of traffic uses Netherne Lane to access/exit the development. At the time of the planning application it

was understood that only 10% was assumed to use this route. In addition HGV usage appears to be relatively low.

- 4.2 Should a road closure of Netherne Lane be provided, Netherne-on-the-Hill traffic would use Netherne Drive as the main point of access/egress to the development. Taking into account the above flows and traffic capacity calculations previously undertaken by the developer's consultants indicates that Netherne Drive and the new traffic signals at the junction of A23/Netherne Drive would have sufficient capacity for 100% of the traffic to and from the development. The capacity of this junction, however, may also need to be confirmed by the Highways Agency as it falls under their area of control.
- 4.3 An area for vehicles to turn around that have inadvertently used Netherne Lane to access the Netherne-on-the-Hill development would need to be provided. The owner of the Alstead Manor Farm has confirmed that he would be prepared to dedicate/offer part of his land to allow a vehicle turnaround facility to be provided.
- 4.4 If an occurrence arose whereby Netherne Drive were impassable access/egress to and from the development could take place via Woodplace Lane to the north although this is a relatively tortuous route through the development. In an emergency it is also anticipated that the emergency services could unlock the proposed gated closure on Netherne Lane (south) to allow access/egress.
- 4.5 An analysis of accidents has been undertaken along Netherne Lane and at the A23/Dean Lane junction. This shows that there has only been **1** accident on Netherne Lane (a serious accident in 2003 where a vehicle slid on ice).
- 4.6 There have, however, been **9 slight** accidents and **1 serious** accident at A23/Dean Lane junction over the last 5 years. This junction suffers from HGV's using this junction to U-turn from the A23 to the M23 and vice-versa due to the lack of an all movements junction at the northern end of the M23. A reduction in traffic flows to/from the Netherne-on-the Hill development using this junction may result in an accident reduction due to a reduction in turning movements.

## 5 CONSULTATION

- 5.0 To date consultation has taken place with Netherne Lane/Dean Lane residents and Gleasons. Consultation should also be undertaken with Netherne-on-the-Hill residents. A meeting has been arranged with the Chairman of the Netherne-on-the-Hill Residents Association to discuss various issues, which could include the proposed closure and method of consultation, although there would be statutory notices in the press and on site. Netherne-on the-Hill residents may raise issues of reduced access or may be supportive due to the reduction of traffic and quieter environment; this could be confirmed during the consultation.
- 5.1 Consultation has yet to be undertaken with the emergency services and the Highways Agency as the A23 falls under their responsibility in this area. Early discussions, however, have been undertaken with representatives of the Highways Agency and no objections have been raised to date. These

consultations will be undertaken prior to the experimental closure being implemented and any objections discussed and resolved with the Chairman and County Councillor for the Division.

**6 FINANCIAL IMPLICATIONS**

- 6.0 There is no funding within the Section 106 Planning Agreement to cover the cost of this work. It is estimated that the experimental closure would cost in the region of £12,500 (including construction, legal costs and monitoring costs). It was previously understood that Gleesons had indicated that they would contribute to the costs of this work, this was not confirmed in writing, however, and as such are currently unwilling to contribute.
- 6.1 If this contribution is not forthcoming or available to cover the total costs of the closure, it is proposed that funding be taken from the A23 Hooley to Horley project within the 2006-07 programme. Whilst not included in the previous Local Committee approval for this scheme (on 23<sup>rd</sup> May 2005), it is believed that this scheme could improve traffic flow and safety at the A23/Dean Lane junction in Hooley, in close proximity to the development.

**7 CRIME & DISORDER, SUSTAINABLE DEVELOPMENT AND EQUALITIES IMPLICATIONS**

- 7.1 The closure of Netherne Lane could improve the safety for all road users in Netherne Lane/Dean Lane and at the A23/Dean Lane junction due to the reduction in traffic flows.

**8 CONCLUSIONS AND REASONS FOR RECOMMENDATION**

- 8.1 Approval is sought to proceed with an experimental closure of Netherne Lane and, if successful and no objections are maintained, made permanent. This recommendation is based upon the fact that 844 vehicles per day from the Netherne-on-the-Hill development are now using Netherne Lane, whereas it was intended that this traffic should use the new upgraded access to the development via Netherne Drive. In addition Netherne Lane is narrow, has no footways, and approximately 1% of this traffic are heavy goods vehicles.
- 8.2 It is understood that a commitment was given to Netherne Lane/Dean Lane residents that an experimental road closure would be progressed in 2000, but did not take place.

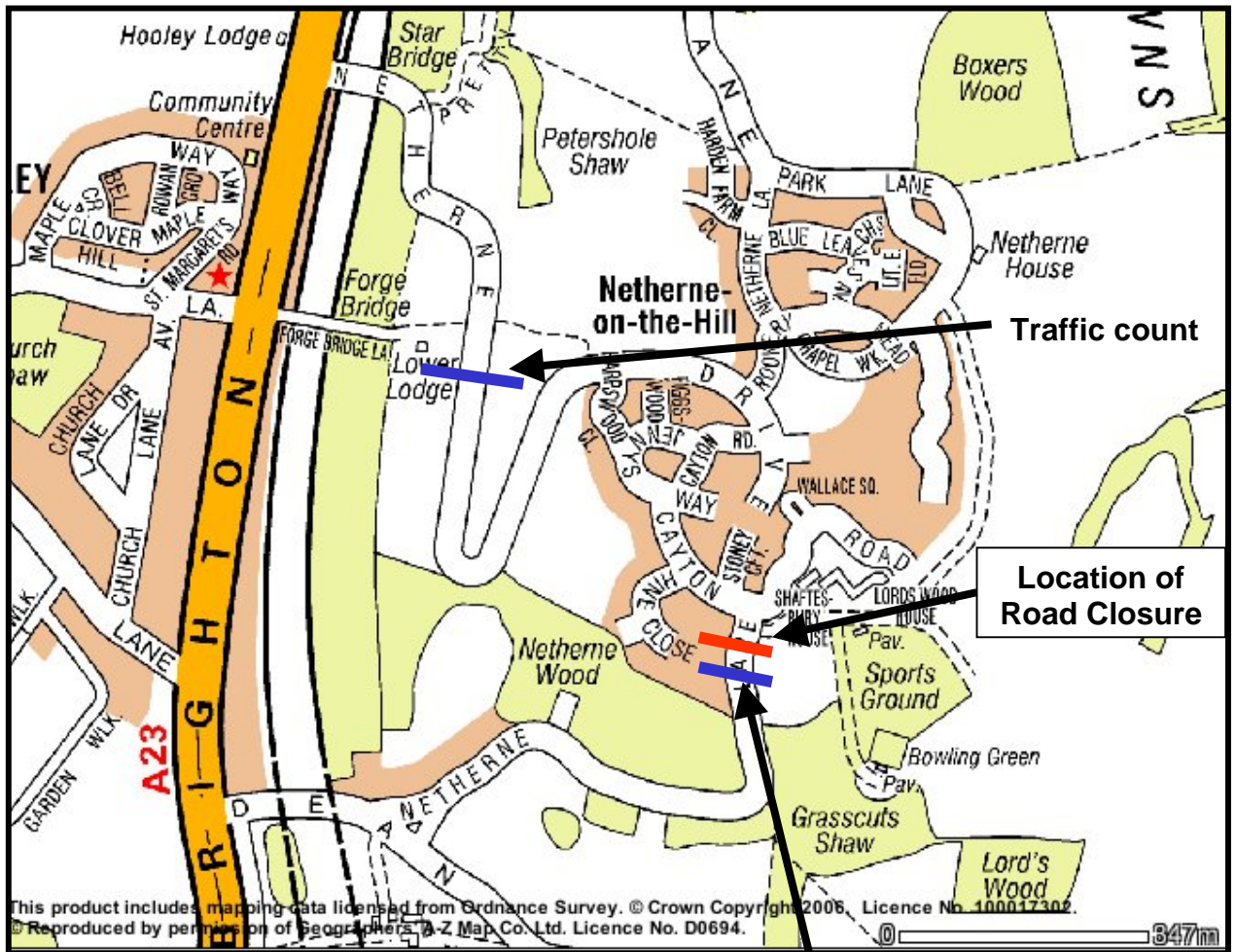
**Report by: David Stempfer - Reigate and Banstead Local Transportation Manager**

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LOCATION PLAN



Traffic count on Netherne Lane

## ISSUES RAISED BY NETHERNE-ON-THE-HILL RESIDENTS

ISSUES RAISED
Who gave undertaking / authority to progress the closure?
Why was closure not progressed in 2000 as many people have now moved in based on the access available?
Why the lack of communication on the closure, why weren't NOTH residents invited to 27 July meeting?
Since 2000 eight of the eleven homes in Netherne Lane and Dean Lane have been sold – so they were aware of development and were not part of the original commitment
Significant traffic is Gleesons staff/contractors in Netherne Lane who have caused the problem. This will reduce after the development is complete
Gleesons have not met their obligations and SCC not willing to fund this but are willing to fund closure?
Install a width restriction instead to deal with large vehicles
Resurface Netherne Lane
Speed survey not on bends on Netherne Drive were on straight section, also traffic counts should be taken when the contractor is off site, additional counts required on Dean Lane between A23 and Netherne Lane
How will the closure be monitored?
Failure to address why traffic uses this Netherne Lane? A23 rat-runners, NOTH residents to Caterham
Accidents occur on Netherne Drive not reported as damage only
Fly-tipping on Netherne Lane could increase?
NOTH residents not made aware of this when purchasing their properties?
Congestion will occur on A23/Netherne Drive
How will the Cattery park on Netherne Lane South be accessed
Suggest restrict Netherne Lane to access only?
Issue in the winter Netherne Drive icy and suffers from leaves from overhanging trees
Netherne Drive was closed when train derailment occurred, Dean Lane and Netherne Lane South used by emergency services
A23 is often closed when there has been criminal activity at the BP garage
Traffic will still use Dean Lane in eastbound the A23/Dean Lane junction – there are safety concerns at this junction
If the experiment has to be implemented cut trial down to 3 months
S106 does not state a closure will be provided
Implement traffic signs, width and weight limit and undertake maintenance on Netherne Lane instead
Heavy Goods Vehicles and SatNav causes the problems – install width restriction
Traffic when Hospital was in place must have been comparable
Did the traffic surveys include diverted traffic when the A23 was closed?
What are the safety concerns of Netherne Lane residents?
Why the sudden action with no consultation?
SCC acted on small number of residents wishes
What is the legal basis for the closure? / May seek legal advice in objection to the closure
SCC not looked at alternative measures on Netherne Lane first
Were Netherne Lane residents consulted as part of NOTH development planning application this was their chance to object, why also did SCC not raise this at that time?
Suggest cannot close Netherne Lane until Netherne Drive is adopted
Will closure affect HA's proposals for A23?
The proposed closure is an Infringement of Human Rights