



**OFFICER REPORT TO LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

**PETITION REPORT
PENDLETON ROAD, EARLSWOOD**

2 MARCH 2009

KEY ISSUE

To consider a petition prepared by Mrs J Maddox of 28 Earlswood Road, Redhill and signed by local residents.

SUMMARY

A petition has been received, with a covering letter dated 13 February 2009 and signed by 214 local residents.

The petition is headed "Pendleton Road Crossing near Abinger Drive" and states:

"We, the undersigned, are extremely concerned at the lack of a safe crossing on Pendleton Road near the junction with Abinger Drive. Many children and adults have to cross this road regularly to access both the primary and secondary schools, and the buses. As the road is long and straight many cars travel at excessive speed making it very dangerous for pedestrians, particularly the young, the elderly and those with disabilities, to cross. We are asking Surrey County Council to fund this crossing at the earliest opportunity as this safety measure is long over due."

OFFICER RECOMMENDATIONS

The Local Committee (Reigate and Banstead) are asked to note that:

- (i) A report was taken to the Reigate and Banstead Joint Transport Committee (which pre-dated the Local Committee) on 5 July 2001 with a range of proposals for Pendleton Road. This report included crossing proposals at the mid point of Pendleton Road near Abinger Drive.
- (ii) As the annual funding provided to the County for highway improvement schemes is limited, measures have had to be funded and constructed on a priority basis in phases as funding has become available.
- (iii) Consideration has been taken of the severity and number of personal injury collisions and various measures have to date been installed along Pendleton Road including traffic signal crossings in Woodhatch Road and at the southern end of Pendleton Road adjacent to Reigate School, on the A23 The Cutting and at the northern end of Pendleton Road adjacent to St Johns School.
- (iii) A report is due to come before the Local Committee (currently scheduled for June 2009) to seek agreement to the forward programme of highway improvement schemes. The Local Committee will be asked that consideration is given to include further measures for Pendleton Road in the forward programme.

1. INTRODUCTION AND BACKGROUND

- 1.1 A report was taken to the Reigate and Banstead Joint Transport Committee (which pre-dated the Local Committee for Reigate and Banstead) on 5 July 2001 concerning a range of proposals for Pendleton Road. This report included a proposed crossing facility at the mid point of Pendleton Road near Abinger Drive.
- 1.2 Due to the comprehensive nature of the recommendations of the original report, it has been necessary to implement the measures identified in phases. Given the level of annual funding made available for highway improvements, each recommended measure has been individually assessed and been awarded a priority set against the many other proposed improvements identified across the Borough
- 1.3 Schemes are prioritised using an assessment process which compares what may be delivered against the strategic aims of the County's Local Transport Plan (Congestion, Accessibility, Safety, Environment and Maintenance) to ensure that the limited available public funds are used effectively.
- 1.4 The first set of proposals to be implemented were traffic signal crossings in Woodhatch Road and at the southern end of Pendleton Road adjacent to Reigate School. This was of particular importance as there had been a fatal accident in this area.
- 1.5 A traffic signal crossing was also constructed on the A23 The Cutting to assist children from this direction to cross the busy A23 en route to schools in Pendleton Road.
- 1.6 The next element of the recommendations to be implemented was the recently installed traffic signal crossing adjacent to St Johns School. This was of particular importance due to the bend in Pendleton Road on the approach to the school, which had raised particular concerns from school teachers and parents despite the presence of a crossing attendant (lollipop man). The scheme also incorporated footway widening on the north side of Fountain Road and an uncontrolled crossing facility over Church Road.

2. ANALYSIS

- 2.1 In order to assess road safety, the Council has access to collision data collected by Surrey Police at the scene of any incident. Data stored relates only to those collisions resulting in personal injury.
- 2.2 It should be noted that the measures installed to date (traffic signal crossings at the northern and southern ends of Pendleton Road) were implemented taking into account the number and severity of personal injury collisions compared to that of other locations in Pendleton Road.

- 2.3 Since the beginning of 2004 there have been two collisions resulting in personal injury along Pendleton Road in the vicinity of the requested crossing, both took place in 2007 and resulted in slight injuries, one involved a cyclist and one involved a child attempting to cross the road.
- 2.4 Consideration would need to be made of existing vehicle speeds. Contemporary vehicle speed measurements have yet been obtained at this location.
- 2.5 The proposal to improve crossing facilities at the mid point of Pendleton Road near Abinger Drive can be included in the County's future programme of schemes awaiting funding. The inclusion and timescale for feasibility, design and construction is subject to consideration and approval by the Local Committee. It is currently anticipated that the next 5-year programme of schemes will be submitted to the Local Committee for consideration and agreement in June 2009.
- 2.6 It should be noted that proposed measures near Earlswood Common would need to be sensitive to the common environment and would be dependent upon agreement with Reigate and Banstead Borough Council's conservation officer.

3 OPTIONS

- 3.1 Detailed feasibility work has yet to be undertaken. At this stage options available in response to the petition are:
- 1 Do nothing.
 - 2 Investigate the feasibility of providing a footway on the northern side of Pendleton Road linking the crossing facility outside St Johns School with the existing footway opposite Abinger Drive.
 - 3 Investigate the feasibility of providing a pedestrian island on Pendleton Road in the vicinity of Abinger Drive linking existing footways on the north and south sides.
 - 4 Investigate the feasibility of providing a traffic signal crossing on Pendleton Road in the vicinity of Abinger Drive.
- 3.2 **Option 1**
As measures in the vicinity of Abinger Drive was included in the Joint Transport Committee report (5 July 2001), it is not proposed to "do nothing" until all other alternatives have been considered.
- 3.3 **Option 2**
The land on the north side of Pendleton Road in this area is predominantly common land (not part of the public highway). As such, the County Council has no authority to construct a new footway upon it and, given the constraints that exist relating to use of common land, it

is viewed as extremely unlikely that the necessary permission for such a proposal would be received from the Secretary of State.

3.4 **Option 3**

By utilising the existing bus laybys in the vicinity of Abinger Drive, it may be possible to widen the carriageway sufficiently to allow provision of a pedestrian island, without the need for costly utility diversions or acquisition of common land. An island would assist pedestrians when crossing the road as it allows individuals to concentrate their attention on one stream of traffic at a time and, by virtue of horizontal deflection, helps reduce average speeds. This option would be subject to a full topographical survey.

3.5 **Option 4**

A signal crossing could be considered. It should be noted, however, that this could be the most expensive option and may be opposed by the local common conservators in terms of impact on the common.

4. **CONSULTATIONS**

- 4.1 Development of the feasibility as to the most appropriate option would be subject to consultation with various groups. These include Reigate and Banstead Borough Council conservation officers, Surrey Police and Bus operating companies.

5. **VALUE FOR MONEY AND FINANCIAL IMPLICATIONS**

- 5.1 Of the potential options identified to date, a pedestrian island could be the most cost effective option and offer the greatest value for money.

6. **EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 Any design for a new crossing facility would incorporate tactile paving to assist the blind.
- 6.2 A signal crossing would provide benefit to blind and disabled users, as it would incorporate audible guidance and detectors, whilst a person remains on the crossing.
- 6.3 There are no other perceived equality or diversity implications.

7 **CRIME AND DISORDER IMPLICATIONS**

- 7.1 None identified at this time.

8 **CONCLUSION AND RECOMMENDATIONS**

- 8.1 The funding provided to Surrey County Council to undertake highway improvement schemes is extremely limited and there are a greater number of schemes that the County would like to progress than available annual funding levels. As such the County has to prioritise schemes over future years. The schemes that feature on this future

- programme and timescale for delivery are dependent upon its relative priority and approval by the Local Committee.
- 8.2 Consideration has been taken of the severity and number of personal injury collisions and various measures have to date been installed along Pendleton Road including traffic signal crossings in Woodhatch Road and at the southern end of Pendleton Road adjacent to Reigate School, on the A23 The Cutting and at the northern end of Pendleton Road adjacent to St Johns School.
- 8.3 A report is due to come before the Local Committee (currently scheduled for June 2009) to seek agreement to the forward programme of highway improvement schemes over the next 5 years and the Local Committee will be asked that consideration is given to include further measures for Pendleton Road in the forward programme.
- 8.4 Given the demands on the County Council's budget for highway improvements, the works undertaken on Pendleton Road to date and other highway schemes awaiting funding it should be recognised at this stage that a further crossing improvement on Pendleton Road may not necessarily proceed in the early years of the 5 year forward programme.
- 8.5 It is recommended that a scheme to consider a crossing facility on Pendleton Road in the vicinity of Abinger Drive be included in the forward programme of schemes but that this would be subject approval by the Local Committee.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The County is aware of this request and have draft proposals on a priority list. In addition the residents can be assured that the County have prioritised and implemented measures in Pendleton Road on a phased and structured basis and will seek future funding for further measures, subject to Local Committee approval.

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BACKGROUND PAPERS: Petition dated 13 February 2009

ANNEX 1 – LOCATION PLAN

