



**LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

PUBLIC QUESTIONS

18 JUNE 2012

A public question has been received on the subject of the experimental kerb build-out at High Road, Chipstead:

1. Mrs Angela Marshall asks:

“At the September 2011 meeting of the Local Committee, the Chairman reported on this scheme the following: “The County Council’s position is that it will be seeking reimbursement from the Chipstead Residents’ Association (CRA). Workload and resource issues combined with the summer holiday period has meant that a meeting with the CRA is yet to be held. In addition, the Area Team Manager wishes to seek legal advice before further discussions are held with the CRA. A meeting has been set up with the County Council’s lawyers, to be attended by the Area Team Manager and the Local Committee Chairman. A meeting with the CRA will be held after this meeting has taken place and, subject to diary commitments, is likely to take place in October.” Can the Committee please provide an update on the current position on this matter?”

The Chairman responds on behalf of the Committee:

There is a separate report on this agenda at Item 8 on the outstanding funding issues relating to the experimental kerb build-out in High Road, Chipstead. The Local Committee is being asked to make a decision on this matter.

A public question has been received on the subject of traffic issues in Wray Lane, Reigate:

2. Ms Deborah King, on behalf of Wray Lane residents, asks:

“Further to numerous emails to relevant parties from residents living in Wray Lane, we ask the Committee what is going to be done about the following dangerous traffic issues in Wray Lane, Reigate:

- Speed of traffic coming up the centre of the lane straddling the speed bumps, including emergency vehicles;

- Oversized vehicles and commercial traffic using the lane as a shortcut to the M25 and A217;
- Volume of traffic using the dangerous junction with the A217 at the top of Wray Lane which is a documented accident black spot

All of the above which cause a potential hazard to pedestrians and cyclists using the road, as vehicle speed and width restrictions are largely ignored. Wray Lane is a narrow road and totally unsuited to the volume, size and speed of traffic using it. We have email confirmation from the council that the lack of rubbish clearance in the road (which residents have to do themselves) is due to the road being unsuitable for council operatives without traffic calming measures, therefore suggesting that the council is aware of the problems.”

The Chairman responds on behalf of the Committee:

Traffic surveys were carried out at two locations in Wray Lane in May 2012 – in the 30mph two-way section in the vicinity of no.35 Wray Lane and in the 40mph one-way section, north of no.59 Wray Lane. Automatic counts were carried out over a continuous 7 day period, collecting data on volumes and vehicle speeds, classed by vehicle type. The data is still being analysed and should be available to report verbally at the meeting.

Wray Lane is used as an access route by the emergency services. Speed cushions allow emergency service vehicles to straddle the cushions to maintain speeds and hence response times. Emergency vehicles are also exempt from the speed limit when responding to an emergency, although they are still required to drive with due regard for public safety.

There is a legally enforceable 6’0” width restriction in place in Wray Lane. The Traffic Regulation Order covering this restriction includes exemptions for vehicles requiring access; the enforcement of which is the responsibility of the Police. In December 2011, Surrey County Council officers approached the Police to request that enforcement action be taken in Wray Lane. The Police reported that they had been to Wray Lane on a number of occasions but had not witnessed any offences. Surrey will continue to work closely with the Police and will request that they carry out further enforcement in Wray Lane as and when resources permit.

When problems are identified with specific hauliers, both the County Council and the Police have approached the company to ask them to instruct their drivers not to use Wray Lane. This approach has been successful in the past.

Traffic volumes have increased countywide in recent years. This has been exacerbated in Reigate and Banstead by the high level of housing development in the Redhill/Reigate area. Wray Lane provides a link between Redhill and the east and the east and the A217/M25 Junction 8. Problems on the M25 impact on the volume of traffic using Wray Lane. The junction of Wray Lane/Gatton Bottom/A217 Reigate Hill has suffered a large number of collisions over a number of years. It is an unusual junction layout and a number of improvements have been installed in the past to reduce the risk of collision. Following the unsuccessful scheme at the junction, work is continuing, in consultation with the Police, to see if there are any other interventions that can be implemented to make the junction safer.

The matter of street cleansing is the responsibility of Reigate and Banstead Borough Council. Surrey Highways has no records to indicate that the Borough Council has raised concerns regarding access to Wray Lane to carry out street cleansing.

A report will be presented to a future meeting of the Local Committee to update Members on the findings of the traffic survey and to suggest options for addressing any issues identified. Any future works in Wray Lane would be subject to consultation, Local Committee approval and the allocation of funding.

A public question has been received on the subject of container lorries using Nutley Lane, Reigate:

3. Cllr Christopher Whinney asks:

“At the last meeting of this Committee in March, I was allowed to ask a question before the meeting formally opened about container lorries using Yorke and Beaufort Roads in Reigate turning into Nutley Lane prior to going to the Albert Road Industrial Estate to unload. There was an accident involving such a container in mid-December 2011. Many vehicles were damaged, some were “write-offs”, and the front of a dwelling was also damaged but no-one was injured. This was described as a miracle, but in my words, unbelievably fortunate. In fact, residents report regularly on container lorries being stuck in these narrow roads.

The Area Highways Manager replied to my question stating to the effect that there would be a review of such traffic and then proposals would be prepared. One of his colleagues had visited the Rev John Scott earlier to discuss signage. Could the officer please advise on progress and what proposals he intends to put forward to deal with this problem?”

The Chairman responds on behalf of the Committee:

Background

Reigate Business Mews (RBM) is a long established trading estate in Reigate from which access to the strategic road network (A217/M25/A25) can only be gained through residential streets – Albert Road North, Nutley Lane (northern section) and Somers Road. Somers Road is wide with off-road parking but the constrained nature of Albert Road North and Nutley Lane mean that goods vehicles often attempt to access RBM through other less suitable streets.

Measures to resolve these issues have been installed at various times but have only been partly successful. The previous actions taken and proposed additional measures to address the outstanding issues are described below.

Previous Measures Taken

The southern section of Nutley Lane between its junction with Yorke Road and Upper West Street has been converted to a single lane home zone with one-way working from south to north. This section also has a 6ft6in (signed) width restriction starting at its junction with Yorke Road.

The footways at the corners for the junction of Nutley Lane/Yorke Road and Beaufort Road are protected from being over-run by large vehicles by the installation of steel bollards.

A physical build-out has been constructed in Yorke Road near its junction with A217 London Road to deter rat-running.

The footways at the entrance to Albert Road North from Nutley Lane are protected from being over-run by large vehicles by a double-height kerb and a pedestrian

barrier on the northern side (outside the pub) and steel bollards outside the shop to the south.

Lorry route signing has been installed on the A25 (eastbound) near its junction with Upper West Street to deter goods vehicles from attempting to access the trading estate through the residential roads to the south and directs them towards the junction with Somers Road.

Reigate Business Mews is then signed from the A217 along Somers Road, Nutley Lane (under railway bridge) and into Albert Road North.

Unresolved Issues

Despite previous efforts, goods vehicles are still attempting to access the trading estate from the south via Hardwicke Road and Yorke Road, as the recent incident with the runaway truck illustrates. Goods vehicles have also been observed turning right out of Albert Road North and attempting to join the wider road network via Yorke Road or Hardwicke Road.

Further Measures Proposed

A25/West Street/London Road; A217 London Road (east/northbound from Reigate) towards level crossing:

- At the entrances to Evesham Road, Hardwicke Road and Yorke Road install signs similar in appearance to that shown in figure 1, currently on Reigate Hill. To be fixed to existing posts of lampposts. The new signs will indicate:
 - Reigate Business Mews (straight on)
 - Advance warning of the width restriction within the red circle with an appropriate distance plate below
 - Supplementary unsuitable for HGV plates
- On Albert Road North on the approach to its junction with Nutley Lane install a sign similar in appearance to that shown in figure 1 indicating:
 - A217/A25 to the left
 - Advance warning of the width restriction within the red circle with an appropriate distance plate below to the right
- On the lamppost on Nutley Lane opposite the junction with Albert Road North:
 - Clear overgrown vegetation
 - Install lorry route sign directing goods vehicles towards Somers Road, unsuitable for HGVs to the right

It is proposed to audit existing road signs in the suggested locations to:

- Remove any redundant signing thus reducing future maintenance liabilities
- Reduce street clutter and ensure that new signs have sufficient impact

The proposed measures would not need any special authorisation or Traffic Regulation order to be progressed.

Estimated Cost

The proposed measures are estimated to cost between £2,000 - £3,000, depending on the suitability of fixing new signs to existing signposts of lampposts. It is not expected that the new signs would need illumination.



Figure 1 - Proposed sign format to be displayed at entrance from A25/A217 to Evesham Road, Hardwick Road and Yorke Road

NOTES:

- (i) Surrey County Council's constitution, (Standing Order 66) requires that public questions be sent in writing to the Local Committee and Partnership Officer at least 7 days before the meeting.
- (ii) At the discretion of the Chairman, a member of the public who has given notice of a question may ask one supplementary question relevant to the subject of the original.