

Supplementary Agenda

We welcome you to

Reigate and Banstead Local Committee

Your Councillors, Your Community
and the Issues that Matter to You

Supplementary Agenda

Item 5 – Petition: Mini
roundabouts along
Bletchingley Road, Merstham

Item 6 – Written Public
Questions

Item 7 – Written Member
Questions



Venue

Location: Reigate Town Hall,
Castlefield Road,
Reigate, Surrey RH2
0SH

Date: Monday, 3 December
2018

Time: 2.00 pm

SUPPLEMENTARY AGENDA

5 PETITIONS

(Pages 1 - 2)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

One petition was received

- a) Mini roundabouts along Bletchingley Road, Merstham

6 FORMAL PUBLIC QUESTIONS

(Pages 3 - 6)

To answer any questions from residents or businesses within the Reigate and Banstead Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon 4 working days before the meeting.

7 FORMAL MEMBER QUESTIONS

(Pages 7 - 14)

To receive any questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer before 12 noon 4 working days before the meeting.

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 3 DECEMBER 2018

SUBJECT: BLETCHINGLEY ROAD, MERSTHAM – MINI ROUNDABOUTS AT ALBURY ROAD AND PORTLAND DRIVE

DIVISION: MERSTHAM AND BANSTEAD SOUTH

PETITION DETAILS:

The petition's details read:

Portland Drive - cars coming out of Portland Drive onto the mini roundabout with Bletchingley Road do not give way to the cars coming from the right, they just pull out.

Albury Road – to see a clear view of cars coming from the right on Bletchingley Road you have to go onto the mini roundabout, due to parked cars.

At the moment there is a risk of injuries/fatalities

The petitioner is requesting:

1. Re-introduction of the T-junctions at these locations
2. Putting up signs saying "Give way to the right"
3. Mirrors so that drivers have a clear view of cars coming from the right
4. Relaying the road surfaces in Merstham

RESPONSE:

Bletchingley Road joins School Hill at the junction of Nutfield Road in Merstham and continues in an easterly direction to the Reigate & Banstead Borough/Tandridge District Boundary close to the M23 motorway. There are existing mini roundabouts at the junctions of both Albury Road and Portland Drive with Bletchingley Road. These roundabouts have been in place for many years. There has been recent development adjacent to the Bletchingley Road/Portland Road mini-roundabout junction. This will have affected the traffic using this junction, whilst construction work was being carried out, this construction work is now complete.

A review has been carried out of personal injury collisions that have occurred on Bletchingley Road at the junction with both Albury Road and Portland Drive between 1st September 2015 and 31st August 2018 (the most recent 3 year period for which data is available). During this period there have been 2 collisions resulting in slight personal injury at the mini roundabout junction of Bletchingley Road and Albury Road. However poor visibility at the junction was not a contributory factor in either of these collisions. The review of personal injury collisions that have occurred on the Bletchingley Road at the mini-roundabout junction with Portland Drive, show that no personal injury collisions have occurred at this junction over the most recent 3 year period for which data is available.

Surrey County Council receives a vast number of requests for changes to be carried out on the public highway, such as changing existing mini-roundabout junctions to T-junctions

ITEM 5

due to resident's concerns about road safety however there is very limited funding available for such changes. Changing the existing roundabout junctions to T-junctions would not be prioritised against other requests for schemes in the Reigate and Banstead area given the limited funding available.

Surrey County Council are only permitted to install signs on the public highway if they are contained within the Traffic Signs Regulations and General Directions 2016. There is no sign stating "Give way to the right" in the regulations and therefore Surrey County Council are not able to arrange for such a sign to be installed. There are roundabout signs on all approaches to the Bletchingley Road/Portland Drive mini roundabout junction and also on all the approaches to the Bletchingley Road/Albury Road mini roundabout junction. These signs convey to drivers that they must give priority to vehicles coming from the right.

Surrey County Council does not allow new mirrors to be installed on the highway. This is because experience shows that rather than improving safety, a mirror could increase safety risks, which include;

- Reflect light and interfere with a driver's vision.
- Reduce the ability to judge an oncoming vehicle's speed
- Create an unreasonable dependence on the mirror
- If dirty, distorts or restricts the view
- Be an easy target for vandals.

Surrey County Council is working against a backdrop of increased demand and reductions in funding. To maximise funding from central government Surrey prioritises schemes on its planned maintenance programme in accordance with best practice guidance on asset management.

All roads on the planned maintenance programme have been prioritised in accordance with the cabinet approved process. This process takes account of criteria including: condition; network priority; risk and network management.

C69 Bletchingley Road was assessed for planned maintenance works by officers and unfortunately did not prioritise when compared with other roads county wide which are on Horizon 2 programme. Albury Road and Portland Drive did not show significant signs of deterioration in condition surveys to warrant further assessment.

Full list of schemes is published on our website

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>

We will continue to inspect these roads for individual Safety Defects, and arrange repairs as appropriate.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Note the officer's comment.*

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer, 0300 200 1003

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 3 DECEMBER 2018
LEAD JESS EDMUNDSON, PARTNERSHIP COMMITTEE
OFFICER: OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL

Question 1 received from Helen Furr:

My question is with regards to the junction of Pebble Hill Road / Headley Common Road.

This is a dangerous junction that I use on a regular basis as does my family and feel something needs to be done about it. I repeatedly witness accidents or 'near misses' each and every day.

I have had previous correspondence with Surrey County Council on this matter and have been left dissatisfied with the response I have received.

I am shocked that even if you deem this a low risk area, that the local council isn't even prepared to make smaller low cost changes to the junction for example how much would it cost to;

- Erect a sign for traffic coming up the hill to warn that they are approaching a junction where it brings traffic from the left across their path?
- Erect a sign saying 'no right turn' for traffic who often do not use the earlier slip road and go to the end of Headley Common Road and turn right there?
- Erect a warning sign for traffic travelling from the Dorking Road that there will be traffic approaching from the right after the right turn into Headley Common Road?
- Amend the junction completely and look at ways to re direct traffic away from going across the lanes of traffic entering this junction.

So my question is would you consider making the changes, as there is so much room for this junction to be made safer, from private funds? For example if I was to get a local company / companies or even local parish councils for the changes to be made that this would be accepted? I see when I drive around the county that you allow private companies to sponsor roundabouts so would imagine you would think this an acceptable idea, after all - it could be saving a life.

www.surreycc.gov.uk/reigateandbanstead

Response:

Officers are aware of concerns about visibility at the junction of Pebble Hill Road and Headley Common Road, especially for drivers turning right out of Headley Common Road, due to the location of this junction in relation to the brow of the hill.

The Local Committee Chairman has discussed this junction with the Road Safety Team Manager. During this discussion a number of different options for the junction were considered, which will be explored further at the Road Safety Working Group on 29 November 2018. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

It is possible that, as a result of this discussion, design work for a scheme at this junction will be centrally funded from the Road Safety Team budget. Once designed any scheme will be added to the Road Safety Team's county wide list of schemes for prioritisation, taking into consideration the likely cost of the scheme versus the likely number of preventable casualties.

It is not possible to give an exact costing for sign installation as this is dependent on both sign and post size amongst other things. However the cost of installing a new warning sign on a new post is in the region of £300, excluding traffic management costs. Surrey County Council has a process by which private companies can sponsor roundabouts in some borough and district council areas. There is no similar process by which private companies can fund traffic signs.

Improvements to this junction were the subject of a bid to Reigate & Banstead Borough Council for Community Infrastructure Levy funding, unfortunately this bid was unsuccessful. Officers will continue to seek external funding to make improvements to this junction.

Contact Officer: Philippa Gates, Traffic Engineer, Contact: 0300 200 1003

Question received from Cycle Redhill and Reigate:

The local transport strategy has just been approved and details that one of the council's objectives is to "encourage more sustainable travel - on foot by bicycle and on public transport".

If the council aims to encourage increased cycle use, could they please explain why there appears to be limited action in ensuring the limited cycle infrastructure in Redhill is usable and whether they intend to take any action to improve?

- Example A: Bottom of Warwick Road, there is a marked area of shared footway to link to the Toucan crossing. It invariably has a motor vehicle parked in it. The Borough Council have confirmed that they are unable to enforce as the parking restriction markings do not match the published plan. They informed the County Council of this September 2017 - over a year ago, yet no action has been taken.

Response:

While we were made aware of some anomalies with parking signs in Warwick Road, we can find no record of a problem with the road markings. However we will

www.surreycc.gov.uk/reigateandbanstead

Questions from members of the public

investigate and if we find that the markings do not match the traffic regulation order plans, we will include the necessary alterations to our next works order, which we will be placing later this year.

Contact Officer: Rikki Hill, Parking Project Team Leader, 0300 200 1003

- Example B: Marketfield Way, with the construction of the flats on the old cinema site, the shared footway has been closed on the east side of the road (don't know for how long). The diversion for pedestrians and cycles uses the west side of the road but is not possible to cycle as it uses a footway (non-shared). This is against Department for Transport guidance and cannot see how it would have passed an equality impact assessment as it becomes impassable for anyone that uses a cycle as a mobility aid.

Response:

It is appreciated that the existing shared footway/cycleway on Marketfield Way has been temporarily closed in order for the construction of the flats on the old cinema site to be carried out. The shared footway/cycleway has been temporarily closed to for safety, to protect highway users. This shared footway/cycleway will be reopened once work to construct the flats is complete.

Pedestrians can be guided by the signs that have been erected on site to either use the western shared footway/cycleway which was installed as part of the Redhill Balanced Network scheme, and has been in place since 2015, or cyclists can also cycle on the carriageway if they are confident to do so.

An Equality Impact Assessment would not have been carried out as part of the work to implement the temporary traffic management measures for the development. Equality Impact Assessments are assessments that public authorities may carry out as part of the decision making process, prior to implementing or amending a policy in order to ascertain its potential impact on equality. They are not required by law but are a way of understanding the impact on equality of our policies and services. The Equality Act 2010 does not require Local Authorities to carry out Equality Impact Assessment of all works that are carried out on the highway.

Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer, 0300 200 1003

- Example C: The Greater Redhill Sustainable Transport, details that "Construction (through footway widening) of a shared pedestrian/cycle path along Princess Way" has been completed. However, its use is limited as there is no obvious way of knowing it is a cycle route as it doesn't appear to have any blue signs indicating shared use or to have been added to the Council's cycle infrastructure map.

Response:

A short section of footway has been widened on the east side of Princess Way from the junction of Ladbroke road going north past the Princess House site and retaining wall. This work was completed as part of the Greater Redhill Sustainable Transport Package (STP) with linkage to the work completed through the Redhill Balanced Network (RBN) scheme. The section of footway widening past Princess House is

www.surreycc.gov.uk/reigateandbanstead

complete as planned, however, the intended full route to connect to the existing ped/cycle routes at the Station Road roundabout end of Princess Way is not yet constructed. This remaining section of route for Princess Way is awaiting the Redhill Rail station site development to commence. This was originally expected to have taken place at the same time as the RBN scheme but is currently on hold until the rail station development is taken forward. Signing and marking of the route along Princess Way would be expected to be complete when the full route is constructed and available for use by peds/cyclists.

The comments have been noted and officers will ensure the published Redhill STP newsletter wording is updated to reflect more accurately the work completed for this short section of footway along Princess Way.

Contact Officer: Neil McClure, Transport Strategy Project Manager, 03456 009 009

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 3 DECEMBER 2018****LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM MEMBERS****DIVISION: ALL****Question 1 received from Ms Barbara Thomson:**

Have all the land issues and other associated design matters been dealt with concerning Woodhatch Junction so that (as with Maple Road Junction) we can be ready to go when monies become available from TfL, because we didn't have any time to put our bid in last time when we had the opportunity?

Response:

There is a longstanding history of collisions at this junction associated with vehicles turning right across the path of southbound or northbound vehicles. This is because the right turning vehicles are required to try to find a gap between two lanes of opposing traffic, one of which is also attempting to turn right. The desire for improved crossing facilities on the eastern arm of the junction (where there isn't currently any signalised pedestrian crossing facilities) has been the subject of a petition to the Reigate & Banstead Local Committee.

As part of a bid submission to the Department for Transport's "Safer Roads Fund" officers have completed detailed investigations into the options for solving the problem of right turn collisions and providing signalised crossing facilities on the eastern arm. The most feasible option is shown within Annex A. This design requires land to be taken from the south eastern corner and north eastern corner of the junction and would require common land. Traffic modelling has been undertaken to assess the likely impact on traffic flows of this design. This showed that the existing junction is already congested and that the proposed improvements in Annex A would increase congestion at this junction in the AM peak. However this does not take into account the expected increase in traffic that is likely to occur as a result of developments elsewhere in Reigate & Banstead.

Regrettably, following receipt of the cost estimates, it was determined that it was not possible to progress this junction safety scheme within the constraints of the Safer Roads Fund bid criteria provided by the Department for Transport.

It is appreciated that residents and councillors would like to see the proposed improvements to the Woodhatch junction be progressed like the improvements at the Three Arch junction which are being progressed as part of the Greater Redhill STP works. Unfortunately there is no funding available to continue to work on the proposed improvements at the Woodhatch junction, this junction was not included in the Greater Redhill STP works and therefore we are unable to use this funding to progress this scheme.

Unlike the Three Arch junction improvements, which traffic modelling has shown would decrease congestion, traffic modelling of the most feasible improvements to the Woodhatch junction showed that such improvements would increase congestion in the AM peak. As a result it is not possible to get funding from other sources such as the Horley Masterplan Section 106 developer funding, to carry out improvements to the Woodhatch junction. Officers will continue to look for other sources of available funding.

Because of concerns that the proposed improvements to the Woodhatch junction would result in increasing congestion in the AM peak an informal meeting was held with Cllr Derek Allcard and Cllr Barbara Thomson on 6 November 2017, to consider the best way forward. Cllr Allcard proposed changes to the operation of the existing signal junction, which would not require any changes to the existing kerb lines or layout of the junction (and so would not provide a crossing facility on the eastern arm). It was agreed that officers would commission work to redesign the operation of the existing junction and carry out associated modelling to assess whether or not his proposals would reduce congestion at this junction. Officers advised that these proposals would almost certainly result in increased congestion at this location, but agreed to commission a redesign of the operation of the signals and associated modelling nonetheless so that the implications could be weighed up. The county council's traffic systems team have been commissioned to undertake this work and officers will present the results to members in due course.

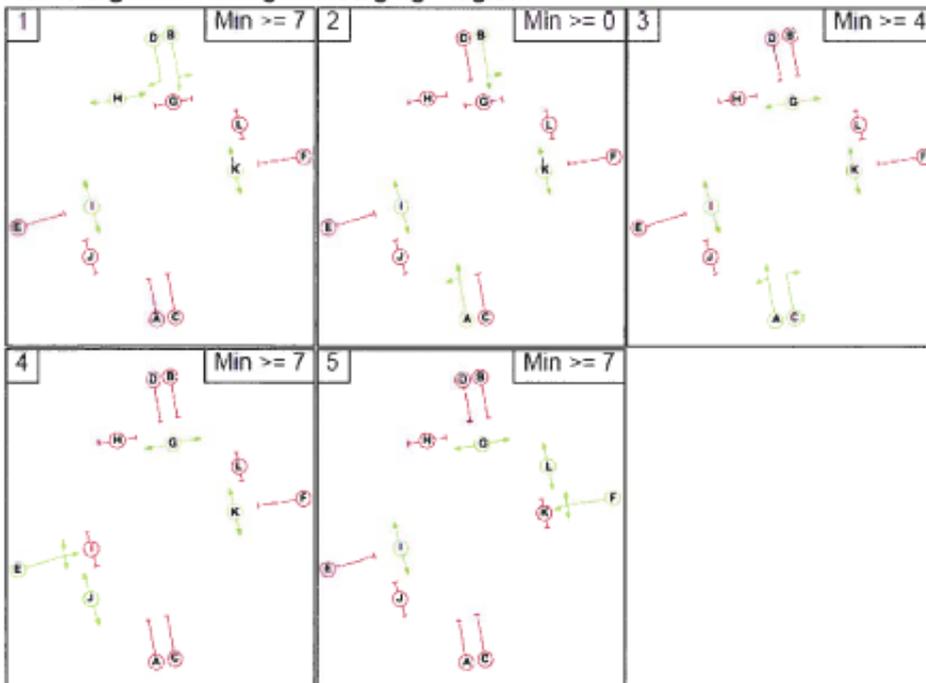
Contact Officer: Duncan Knox, Road Safety and Active Travel Team Manager
(Road Safety and Active Travel Team Manager), 0300 200 1003

Proposal to Improve Junction with Woodhatch Road (Note: this cannot be included within the bid to the Department for Transport)

General site layout



Traffic Signals Phasing and Staging Diagram



Question 2 received from Mrs Natalie Bramhall:

Officers are well aware of local Councillors concerns with regard to the safety of pedestrians at the narrow dangerous bend alongside St Johns Church on Pendleton Road plus the Sandpit Road/Pendleton Close junctions and Church Road. Having met with a large number of concerned residents at a community meeting, we have the following suggestions we wish to put forward for consideration:

Extend the 20mph zone from the school to the junction with the A23, to be in continual operation. If this is not possible then at the very least have the 20mph signs in operation during the extended school hours.

The junction of Sandpit Road and Pendleton Road is incredibly dangerous for pedestrians crossing and particularly during peak hours where cars undertake traffic queuing to access the A23, can chevrons be painted at the junction to alert drivers to slow down, textured rumble strips installed, what other suggestions do officers have to improve safety at this junction?

Owing to double yellow lines being installed in Woodlands Road and surrounding roads on the opposite side of the A23, as I predicted this has displaced the problem of commuter cars parking to our Division, the situation is such, that pedestrians have to walk in the road on a blind bend on a bus route as the road is now effectively a single lane. The double yellow lines on the opposite side of the A23 need to be removed, or parking restrictions need to be installed urgently in Church Road.

Residents and businesses would prefer a single yellow line with a time restriction of 9-10am Monday to Friday. An advisory yellow line would also be needed on the opposite side of the road.

Both Cllr White and I believe the above changes and parking restrictions are necessary to slow traffic down and remove the commuter parking in the vicinity of the School and Church and would be interested in receiving officer's comments.

Response:

Pendleton Road, Redhill is an urban road connecting the A23 Brighton Road in the east with A2044 Woodhatch Road in the west. There are residential properties on both sides of the road on Pendleton Road between the junctions of the A23 Brighton Road and the junction with Abinger Drive where there is an existing 30mph speed limit in place. St. John's Primary School is located within this section of Pendleton Road. A variable speed limit is currently in place, which is supported by 20mph variable message signs, on Pendleton Road outside of the school. This variable speed limit is supported by a Traffic Regulation Order and operates between the hours of 8:30am – 09:30am, 11:45am – 13:15pm and between 2:45pm and 3:45pm. Outside of these hours the existing speed limit is 30mph. A pelican crossing is also in place within this variable 20mph speed limit.

The existing pavement on the southern side of Pendleton Road is almost continuous with a short section missing on the bend alongside St. John's Church although pedestrians are able to use the church's access road along this section. The

pavement on the northern side is piecemeal, there is no formal footway on the northern side of Pendleton Road between the junctions of Mountview Drive and Kings Avenue. Informal unmade pavements have been created on the common land, set back from the road along this section of Pendleton Road.

The existing bend outside St. John's church is located just to the north of the school, the bend is highlighted by a series of bollards on the verge on the outside of the bend. A review has been carried out of the personal injury collisions that have occurred on this bend between 1st September 2015 and 31st August 2018 (the most recent 3 year period for which data is available). During this period there have been no personal injury collision on this bend. This data does not include the incident that occurred on 14th October 2018 where the driver left the scene following the collision and no injuries were reported. However it has been noted that there are no bend warning signs on the approach to this bend, therefore these signs will be added to the list of requested signs for future funding, when available.

The existing 20mph speed limit operates between the hours of 8:30am – 09:30am, 11:45am – 13:15pm and between 2:45pm and 3:45pm. These times of operation are contained within the existing Traffic Regulation Order for this variable speed limit and cannot be extended without updating the existing order. In order to assess if the existing 20mph can be extended and/or made permanent, speed surveys would need to be carried out to assess whether or not such a proposal would meet Surrey County Council's speed limit policy. Therefore this section of Pendleton Road has been added to the list of speed surveys that have been requested for future funding.

There are two types of chevron markings, those that are installed on one-way streets in order to separate traffic travelling in the same direction, and those installed on motorways in order to remind drivers to keep a safe distance from the vehicle in front. Neither of these road markings are suitable for Pendleton Road. Experience shows that rumble strips are noisy when driven over and therefore they are restricted to rural locations and they also would not be suitable for Pendleton Road. Surrey County Council are only permitted to install road markings contained within the Traffic Signs Regulations and General Directions 2016 document. SLOW road markings and junction warning signs contained within this document, to warn drivers to slow down, are installed on Pendleton Road on both approaches to the Sandpit Road/Pendleton Close junction. A review has been carried out of the personal injury collisions that have occurred at this junction between 1st September 2015 and 31st August 2018 (the most recent 3 year period for which data is available). During this period there has been no personal injury collisions at this junction.

There seems to be ever increasing pressure on the available on street parking space in Redhill. Any existing yellow lines would only have been put in place because there was seen to be a need for them. However the parking team are about to start a review of parking in the borough of Reigate & Banstead. This will give them an opportunity to both look at the parking restrictions in Woodlands Road and surrounding roads and see whether or not there is any scope for removing any of them, and to consider the situation in Church Road and surrounding roads and

develop the most appropriate solution. The report on the outcome of the review will be presented to the committee on 4 March 2019.

Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer (Local Area Team), and Rikki Hill, Parking Project Team Leader (Parking Strategy and Implementation Team), 0300 200 1003

Question 3 received from Cllr John Stephenson:

My question concerns the high volumes and speed of traffic in Chipstead Village and the lack of footpaths, which endangers all non-motorised road users.

The roads particularly in question are those in the centre of the village i.e. Coulsdon Lane, the High Road, Hazelwood Lane and How Lane. Only the High Road has any footpath and this is not continuous.

For more than 10 years there has been mounting concern amongst village residents about the volume and speed of through traffic as the result of 'rat-running' (between the A23, A 217 and M25). This is likely to be worsened by the imminent opening of the access to the large housing development at Cane Hill (600 plus houses) onto Portnalls Road which leads into Coulsdon Lane.

Traffic surveys were undertaken in 2015 and 2017, which show very high volumes of traffic in the peak periods and a significant increase between the two surveys.

In this time, the Chipstead Residents Association (CRA) has appointed a Highways Consultant and been investigating possible methods of traffic calming, to reduce speeds and make it possible for walkers, cyclists and horse-riders to use the roads without fear of their lives.

This resulted in a request on 16 October 2018 for a meeting (on behalf of the CRA, County Councillor and Borough Councillors) with the Highways officers, to consider the technical issues relating to various proposals and which may or may not be acceptable to Surrey Highways.

This was rejected on the grounds that it is not currently prioritised by the Reigate and Banstead Local Committee and that Surrey Highways has limited resources which need to be focussed on Local Committee priorities rather than externally promoted schemes.

Will the LC recognise the urgent need for traffic calming measures in Chipstead Village and make it a priority for Surrey Highways to consider such schemes?

Response:

Chipstead Residents Association have commissioned a Transport Consultant to develop proposals for traffic calming measures on various roads in Chipstead.

Officers are aware of and appreciate the concerns of residents in Chipstead about traffic speeds and volumes, and lack of pavements on roads in Chipstead. It is acknowledged that the development at the Cane Hill hospital site may result in increased traffic through Chipstead village. As part of the planning process for this

development Surrey County Council made a case for developer funding for highway mitigation measures in Surrey. Unfortunately no developer funding was made available for such measures.

The South East Area Highway Team receives large numbers of requests for road safety measures on the public highway network, and has very limited funding for such measures. The requests that are received are prioritised and those that are deemed to be broadly feasible are added to the Integrated Transport Schemes (ITS) List of schemes for possible future funding. The schemes are prioritised using CASEE (Congestion, Accessibility, Safety, Environment and Economy) scoring for members of the Reigate & Banstead Local Committee to consider. The Reigate & Banstead Forward Programme of funded schemes is made up from schemes on the ITS list.

Officers welcome Residents Associations and other publicly accountable groups promoting schemes for self-funding, and officer resource has been used to provide guidance to both Chipstead Residents Association and their constituents. With limited resources it is unfortunately not possible, given the large number of requests that are received, to be able to carry out more extensive work with Chipstead Residents Association on these proposals, at this time.

Although these proposals do not currently prioritise above others in Reigate & Banstead for the limited funding available the Residents Association could progress these with their consultants.

Contact Officer: Philippa Gates, Traffic Engineer, Contact: 0300 200 1003

This page is intentionally left blank