

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 4a – Officer Response for
Petition to: Provide for a
crossing that prioritises
pedestrians and bicycles over
traffic at the junction of
Wheatfield Way and Cycle
Route 21.

Item 4b – Officer Response for
Petition to: Improve pedestrian
safety at entrances to St
Anne’s Catholic Primary
School, Banstead

Item 5 – Written Public
Questions



Venue

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

Date: Monday, 2 December
2019

Time: 2.00 pm

SUPPLEMENTARY AGENDA

4 PETITIONS

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.

- a PETITION TO: PROVIDE FOR A CROSSING THAT PRIORITISES PEDESTRIANS AND BICYCLES OVER TRAFFIC AT THE JUNCTION OF WHEATFIELD WAY AND CYCLE ROUTE 21** (Pages 1 - 2)

The full wording of the petition and officer response will be provided within the supplementary agenda.

- b PETITION TO: IMPROVE PEDESTRIAN SAFETY AT ENTRANCES TO ST ANNE'S CATHOLIC PRIMARY SCHOOL, BANSTEAD** (Pages 3 - 4)

The full wording of the petition and officer response will be provided within the supplementary agenda.

5 FORMAL PUBLIC QUESTIONS (Pages 5 - 8)

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.

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 DECEMBER 2019

SUBJECT: PETITION TO: PROVIDE FOR A CROSSING THAT
PRIORITISES PEDESTRIANS AND BICYCLES OVER TRAFFIC
AT THE JUNCTION OF WHEATFIELD WAY AND CYCLE
ROUTE 21

DIVISION: HORLEY EAST

PETITION DETAILS:

Every day many dozens of children cross Wheatfield Way, Horley going to and from school and nurseries. Children from The Acres going to Oakwood Secondary and Langshott Primary schools and children from Smallfield Road and the Langshott estate going to the Acres school make good use of the Route 21 cycle and footpath to avoid walking near main roads. At one point, this path crosses Wheatfield Way which is a narrow yet increasingly busy road. This junction is also situated on a bend, reducing sightlines and increasing the risk of an accident further. In addition to children commuting to school, this crossing is also frequently used during the day and evening by dog walkers and by many elderly people from the nearby flats in wheelchairs and scooters. Installing a crossing that would prioritise pedestrians and cycles over traffic would significantly reduce the risk of crossing at this junction and would calm the traffic travelling on Wheatfield Way

RESPONSE:

Wheatfield Way links the roads Langshott Wood in the north with Smallfield Road in the south. It is the main estate road through the Langshott estate and has many residential roads leading from it. It is acknowledged that some drivers use Wheatfield Way as part of a route between Smallfield Road and the A23, which allows them to avoid Horley Town Centre.

The National Cycle Network route 21 runs north to south through the Lanshott estate as an off road segregated footway/cycleway. It crosses Wheatfield Way at an informal crossing point on a raised road table just to the west of the junction with Harvestside.

An investigation has been carried out into the reported personal injury collisions on Wheatfield Way during the period January 2016 and March 2019 (the latest period for which data is available). During this period there has been one collision involving slight personal injury at the junction of Wheatfield Way and Langshott Wood. This collision was between two vehicles and did not involve a pedestrian or a cyclist.

The raised road table acts to slow traffic speeds on Wheatfield Way at the informal crossing. There are signs warning of both the raised road table and cyclists on both approaches to the crossing.

It is accepted that pedestrians and cyclists feel safer when crossing at a formal pedestrian crossing such as a zebra or signalised crossing, than at an informal crossing, as traffic is more likely to stop to allow them to cross the road. It is proposed that a scheme to investigate the provision of a formal crossing of Wheatfield Way be added to the Integrated Transport Schemes list for consideration for future funding. There are currently many more requests for schemes of this nature than there is funding available. Currently no funding has been identified for feasibility design, detailed design or construction of this scheme.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Note the officer's comment.*
- (ii) *Agree that a proposed scheme for a formal pedestrian crossing where National Cycle Network Route 21 crosses Wheatfield Way be added to the Integrated Transport Scheme List for consideration for future funding.*

Contact Officer:

Philippa Gates, Traffic Engineer

SURREY COUNTY COUNCIL



SURREY

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 DECEMBER 2019
SUBJECT: PETITION TO: IMPROVE PEDESTRIAN SAFETY AT ENTRANCES TO ST ANNE'S CATHOLIC PRIMARY SCHOOL, BANSTEAD
DIVISION: BANSTEAD WOODMANSTERNE AND CHIPSTEAD

PETITION DETAILS:

An e petition with 276 signatures has been submitted to the Local Committee for Reigate and Banstead for consideration.

The petition states:

We the undersigned We the undersigned petition Surrey County Council to Improve pedestrian road safety at the entrances to St Anne's Catholic Primary School, Banstead. To improve road safety for pedestrians and reduce speed of traffic through the installation of the following measures: Protective guardrails on Court Road at the entrance to St Anne's school. Extension of the current protective guardrails on Holly Lane at the entrance to St Anne's school. A staggered guardrail at end of the alleyway leading from Banstead village car park to Court Road. Installation of a raised zebra crossing on Court Road and a level zebra crossing on Holly Lane providing safer crossing points. Traffic calming measures to reduce speed on Court Road. Repainting of the road markings outside the school on Court Road.

RESPONSE:

Surrey County Councils Safer Travel Team will investigate concerns using the Road Safety Outside Schools Policy. This process includes a site visit which will look at the physical highway features outside the school with key stakeholders including Police, highways engineers and parking colleagues. An internal audit is carried out with the schools management team to look at what the school does in order to promote road safety and sustainable travel to their pupils and wider school community.

At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution.

The perceived danger to children on the school journey, especial in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

Following the site visit, a Road Safety Outside Schools report outlining recommendations will be presented to the school and the local County Councillor.

A Local Highways Officer will also assess the existing road markings in the vicinity of the school and if any road markings need to be refreshed, they will arrange for this work to be carried out.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Agree to allow the county councils Safer Travel Team to investigate concerns raised by the petition using the Road Safety Outside Schools Policy*
- (ii) *Agree to the outcome of the safety assessment being reported to the school and local divisional member as well as the Chairman and Vice-Chairman of the local committee, containing the results of the road safety education assessment and a description of any potential highway improvements and estimated costs.*

Contact Officer:

Rebecca Harrison – Safer Travel Team Leader – Road Safety & Active Travel Group
01483 517515

Questions from members of the public

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 2 DECEMBER 2019
LEAD JESS EDMUNDSON, PARTNERSHIP COMMITTEE
OFFICER: OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL

Question 1: Katie Fulbrook

In relation to Horley Road (A23):

1. Residents have observed that there have been recent changes in the sequencing of the lights causing further tailbacks. What changes were made approximately 6 months ago to the phasing of the lights? What have been the impacts of these changes? Has a traffic survey been done since then?

Response:

There is currently an issue with a faulty vehicle detector loop at the traffic lights at the Three Arch Road junction. The detector loop was recut into the carriageway about 6 months ago, but unfortunately an issue was found with the cable connecting the detector loop with the controller cabinet. It was not possible to replace the cable at the time as there was a problem with the duct under the road where the cable runs. Since then another detector loop has failed and this one also has issues with the duct beneath the road. The replacement of the ducting and cables has been ordered through the contractor, however these works have not yet been programmed, and so a date for the works is not currently known. It is anticipated that traffic flows through the junction will improve once the ducting and cables have been replaced.

A validation survey was carried out on the Three Arch Road junction traffic signals in March 2019. This is a survey to monitor traffic flows, enabling engineers to make minor changes to the timings and configurations of the traffic lights in order to maximise vehicle flows through the junction.

ITEM 5

Questions from members of the public

2. What is the traffic speed in terms of speed survey data on this stretch of road? Is this safe? Many residents report the whole house shaking in the early hours of the morning and feel that their parked cars are a buffer for these heavy lorries passing by?

Response:

There have been no speed surveys carried out on the section of Horley Road between Wimbourne Road and the Three Arch Road junction. It is not good practice to carry out speed surveys on the approaches to traffic lights. This is because vehicles queuing at the traffic lights affect the results of the surveys meaning that the reported mean traffic speeds are artificially low.

The A23 forms part of the principal road network, and carries all types of traffic including HGVs, and this has not changed. If residents feel that their properties are affected by passing traffic they should contact their house insurers and ask them to investigate.

3. How will the safety of pedestrians walking along the pavement be assured? Is there a minimum pavement width and distance from the road required on a busy A road? Currently the pavement is 1.5m wide at lights but by time get to no 16 it is only 1.25m wide. This narrow pavement on such a busy road will not afford children walking to local schools much protection?

Response:

When new roads are constructed or there are changes made to existing roads there is guidance from the Department for Transport as to the width of pavements. However this does not apply to existing roads or to parts of existing roads where changes have not been made. There have been no changes made to the northbound pavement of Horley Road.

The widths of pavements on existing roads varies and is a result of the extent of public highway rights that have been acquired over the road and pavement. Officers can confirm that the width of the northbound pavement on Horley Road is 1.2m outside no.16 and 2.1m at the stop line at the traffic lights.

It is acknowledged that many pedestrians would prefer to walk on wider pavements next to busy roads such as the A23 Horley Road. However the current situation with the width of the northbound pavement on Horley Road is no different to many other A class roads across Surrey. An investigation has been made into recorded personal injury collisions on Horley Road between Wimbourne Road and the Three Arch Road junction from January 2016 to March 2019 (the latest dates for which information is available). During this period there have been three collisions on this section of road all resulting in slight injury. All of these collisions involved vehicles not pedestrians or cyclists and all occurred at the junction of the A23 Horley Road with Three Arch Road.

Questions from members of the public

4. Can residents parking be considered for this stretch of road? This would mainly be used on evenings and weekends when the road is less busy.

Response:

Any changes to parking controls and restrictions are made by way of a process called a parking review, one of which takes place every 12-15 months in each borough and district in the county in turn. There is information about parking reviews, how they work and the timetable for them on the county council's website at <https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>. There is also information on the same page about how to apply for a residents permit parking scheme. It is worth noting that the council needs to have evidence of a high level of support for a permit scheme before it will even begin to consider whether or not it is appropriate to introduce one.

Although it is possible that residents parking could be considered for this stretch of road, the council would have to consider a number of factors, including the potential impact on parking on other roads in the area, many of which already experience high levels of parking, and whether a scheme is necessary, especially if it is mainly going to be used at times when the road is less busy and so there is less competition for the available parking space.

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