

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 5a – Petition to: Make changes to the roads around St Johns Church, Redhill to make the area safe for pedestrians and motorists

Item 6: Written Public Questions

Item 7 – Written Member Questions

Item 12 – Active Neighbourhoods Presentation [Agenda item only]



Venue

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

Date: Monday, 2 March
2020

Time: 2.00 pm

SUPPLEMENTARY AGENDA

5 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: MAKE CHANGES TO THE ROADS AROUND ST JOHNS CHURCH, REDHILL TO MAKE THE AREA SAFE FOR PEDESTRIANS AND MOTORISTS** (Pages 1 - 2)

The full wording of the petition and officer response is included within.

6 FORMAL PUBLIC QUESTIONS (Pages 3 - 8)

Three questions were received before the deadline. The full wording and officer responses are included within.

7 FORMAL MEMBER QUESTIONS (Pages 9 - 10)

One question was received before the deadline. The full wording and officer response is included within.

12 ACTIVE NEIGHBOURHOODS PRESENTATION [AGENDA ITEM ONLY]

To receive a presentation from representatives of Cycle Redhill and Reigate discuss their work and involvement in the recent Active Neighbourhoods project.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



SURREY

DATE: 2 MARCH 2020
SUBJECT: ROAD SAFETY – ST JOHN’S AREA, REDHILL
DIVISION: REDHILL WEST AND MEADVALE

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 petition Surrey County Council to make changes to the roads around St John’s Church in Redhill to make the area safe for motorists and pedestrians. The area round St John’s Church in Redhill is a notorious spot for locals. The church and the local school bring a high level of individuals on foot and by vehicle who need to park as well as overflow parking for Earlswood Station. Pendleton Road, Church Road and Fountain Road all struggle to cope with two way traffic. Narrow pavements, a lack of pavements, parking reducing long sections to single carriageway, blind spots and an increase in usage, particularly by larger vehicles, since the last review of traffic flow all contribute to the issues. We ask the Council to review the issue and suggest improvements and changes to improve safety of pedestrians and motorists using these roads and implement them.

RESPONSE:

St John’s Church in Redhill is surrounded by roads on three sides. Pendleton Road to the north and west which links the A2044 Woodhatch Road with the A23 Brighton Road, Church Road to the east which links the A23 Horley Road with Pendleton Road and Fountain Road to the south which links Church Road with Pendleton Road.

There is a pavement on the southeastern side of Pendleton Road, but not the northwestern side, similarly there is a pavement on the east side of Church Road but not the west side. There is a section of pavement along the majority of the north side of Fountain Road, this pavement links at both ends with stone surfaced paths through common land. There is pavement along the south side of Fountain Road. The provision of any additional pavements along Pendleton Road, Church Road and Fountain Road in the vicinity of St. John’s Church would require the use of common land. If common land is to be included as part of the highway to provide a pavement, it is a requirement to provide exchange land to replace the common land used for the pavement. Surrey County council do not own any land in this area and therefore we would not be able to provide the necessary exchange land to provide any additional pavements on these roads.

It is acknowledged that there is a considerable amount of on street parking on both Church Road and Fountain Road, which restricts the available road width. A large number of pedestrians uses these roads, particularly at the start and end of the school day.

As assessment of the personal injury collision history for Church Road, Fountain Road and Pendleton Road in the vicinity of St John’s Church has been carried out. During

the period October 2016 to September 2019 (the latest 3 year period for which data is available) there have been two recorded personal injury collisions, both of which occurred at the junction of Fountain Road and Pendleton Road and both resulted in slight injury. Neither of these collisions involved a pedestrian.

During the 2008/09 financial year, a number of improvements were carried out for pedestrians in Pendleton Road, Fountain Road and Church Road. These improvements included, a signalised pedestrian crossing on Pendleton Road, which linked the pavement on the south east side of the road to the footpath to St John's primary school. The pavement along the north side of Fountain Road next to the churchyard wall was also widened and an informal pedestrian crossing point, consisting of a kerb build out, was provided on Church Road to make it easier for pedestrians to cross the road at this point.

Additional parking restrictions are currently being implemented in Church Road. Double yellow lines have been laid on the south west side of Church Road between the A23 Horley Road and St John's. Single yellow lines with no waiting between 8am and 10am Monday to Friday are to be laid on the inside of the bend on Church Road opposite The Plough public house. The lining contractor has laid part of this single yellow line, but was not able to lay it all due to the presence of parked cars. The contractor will revisit the road to finish laying this single yellow line. These additional parking restrictions should help to reduce times when certain sections of Church Road are narrowed to a single carriageway due to the parked vehicles, whilst still allowing some on street parking for residents.

At the December 2019 meeting of Reigate & Banstead Local Committee the 2020/21 forward programme of funded schemes for design and construction was approved by the committee. One of the schemes included in the 2020/21 forward programme is for a study to be carried out on the feasibility of introducing an environmental weight limit to prohibit large vehicles from accessing Pendleton Road unless they are accessing land or property on Pendleton Road.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Note the response and the planned works that have already been approved and those that are to be carried out in the coming financial year.*

Contact Officer:

Philippa Gates – Traffic Engineer – South East Area Highways Team
0300 200 1003

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 MARCH 2020

LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF PUBLIC

DIVISION: ALL



1. Question from Mr Tom Wright:

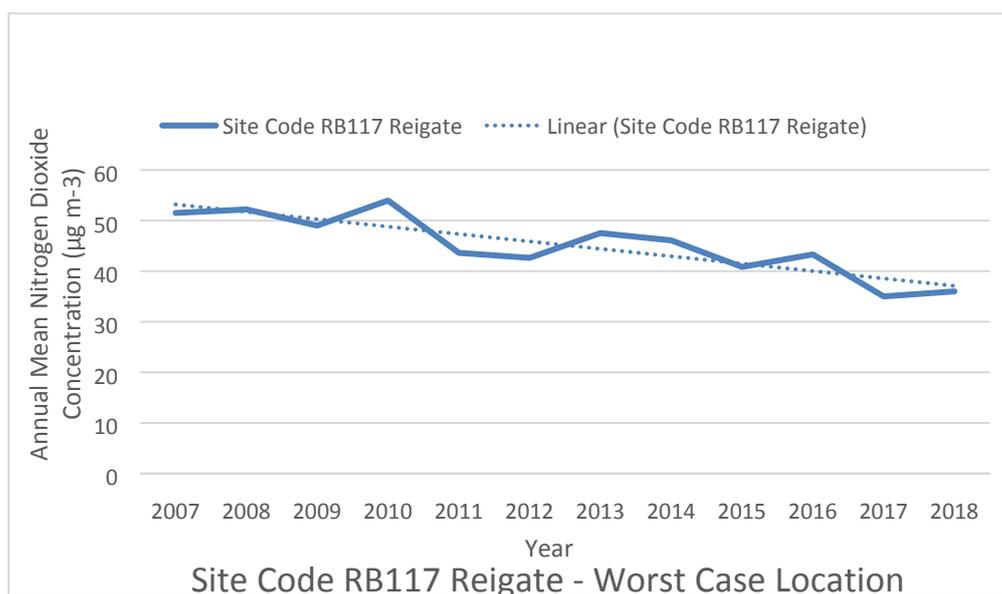
As Reigate town centre has more traffic & worse air pollution than Farnham and has been an AQMA for over 12 years why doesn't the town have a similar commitment from Tim Oliver to generating and implementing a masterplan to reduce traffic and improve air quality in the borough? Why is Reigate being left behind when it comes to air pollution?

Response:

Based on monitoring data from 2018 (the latest available data) the highest measured nitrogen dioxide concentration in Farnham is around $38.9 \mu\text{g m}^{-3}$, this compares to the highest measured concentration within the Reigate AQMA of $36 \mu\text{g m}^{-3}$ over the same period. The annual average legal limit value is $40 \mu\text{g m}^{-3}$, so it is unclear where the statement Reigate has 'worse' air pollution has come from.

Since the declaration of the AQMA the council has undertaken various measures aimed at improving air quality, starting in 2008 with work on signal timings and the pedestrian crossings. At present much of the work is focused on electric vehicles, and it is worth noting that Reigate (along with Elmbridge) were the first local authorities in Surrey to introduce rapid electric vehicle charging back in 2015.

The graph below shows the overall trend in nitrogen dioxide pollution on Reigate High Street to 2018 based on the worst-case receptor (note the year to year variations are driven primarily by the prevailing weather conditions):



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2. Question from Mr Tom Wright:

Isn't it time that Reigate LC wrote to both SCC's Cabinet & Reigate's MP, Crispin Blunt urging them to use all their influence to get the J8 work suspended until Highways England and SCC can come up with a masterplan to guarantee that the air quality in Reigate's AQMAs does not further deteriorate. Don't your constituents deserve to not be poisoned while visiting the High Street?

Response:

The Reigate & Banstead Local Committee and Surrey County Council have been readily engaged with Highways England on the Junction 8 scheme throughout the process. The latest information about the scheme can be found in the committee's highways update report, on the Highways England website or in one of the updates circulated by your local divisional member.

3. Question from Sophia Oliver:

Please could you set out the specific actions Reigate and Banstead and Surrey Councils are taking to protect public health, particularly for children, by:

- reducing vehicle emissions in Reigate;
- creating safer streets for children to walk and cycle along to school;
- providing the infrastructure for active travel solutions; and,
- encouraging and supporting the community to switch to less polluting travel options.

Response:

Reducing vehicle emissions in Reigate

Air pollution can have an impact on public health and impinges on the lives of people who already suffer from breathing problems. Consequently, a series of objective limit values have been set by Central Government and the European Union for a range of pollutants and Council's across the country review their air quality against these limits, including Reigate & Banstead Borough Council.

The Borough Council has been engaged in a phased review process to identify the most significant pollutants in the air locally, and the areas where they are most prevalent.

In Reigate & Banstead air pollution in most areas of the borough are well below the Government limits for all pollutants. However, the pollutant identified as a potential problem in certain areas of the borough is Nitrogen Dioxide (NO₂) and following computer modelling and subsequent monitoring the Borough Council has nine Air Quality Management Areas (AQMAs) which can be found on Reigate & Banstead website using the following link;

http://www.reigate-banstead.gov.uk/downloads/file/1567/aqma_order_1_and_map_pdf

AQMAs can also be viewed on the surrey interactive map using the following link;

<http://maps.surreycc.gov.uk/maps/viewer.asp>.

Information about air quality and pollutions levels in the borough, and what Reigate & Banstead Borough Council are doing to improve air quality locally can be found on Reigate & Banstead's Borough Council website using the following link;

http://www.reigate-banstead.gov.uk/info/20333/air_quality/423/air_quality

One of the strategies within Surrey's Transport Plan is the Air Quality Strategy, the Air Quality Strategy is available on Surrey County Council's website here;

https://www.surreycc.gov.uk/data/assets/pdf_file/0020/90254/Air-Quality-Strat-15th-Update-rebranded.pdf

This strategy highlights that road traffic is one of the main contributors to air pollution in Surrey's AQMAs, therefore the aim of the Air Quality Strategy is to improve air quality in Surrey's borough and districts in order to reduce the number of AQMAs.

The objectives of this strategy are as follows;

Objectives:

1. Working with the accountable borough or district council for each designated AQMA, to incorporate physical transport measures in the borough or district council's Infrastructure Delivery Plan, agree options for the enforcement of existing regulations and agree options for supporting smarter travel choices, for future implementation as and when funding becomes available, in order to reduce air pollution from road traffic sources;
2. To provide assistance to the borough and district councils in producing their review and assessment reports, and Action Plan progress reports; and,
3. To consider air quality impacts when identifying and assessing transport measures in Surrey.

Reigate & Banstead Borough Council's Infrastructure Delivery Plan can be found on Reigate & Banstead website at the following location;

http://www.reigate-banstead.gov.uk/info/20088/planning_policy/22/evidence_and_research_for_planning_policies/5

Creating safer streets for children to walk and cycle along to school

Road safety, anti-social driving, obstructive parking, congestion and poor air quality are a prime concern of parents/carers on the school journey. It is also a prime concern for residents living near to schools. The county council's Road Safety and Active Travel Team offer a range of services to schools to encourage sustainable travel and improve road safety knowledge and skills. This is summarised in Annex 1 and more detailed information on each activity can be found on the council's website via the following link:

<https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/road-safety-and-sustainable-travel-for-schools>

School road safety is a frequently expressed concern, due to the high number of children that are driven to school, roads are particularly busy at drop off and pick up times especially in the immediate vicinity of schools. Surrey County Council has therefore developed a policy which describes the process that will be used for investigating and responding to concerns about school road safety. Part of this process is to undertake a Road Safety Outside Schools assessment. This is a procedure to assess the road safety situation outside, and on the approaches to schools in response to concerns expressed by the school community or local residents. The policy that describes the process can be viewed on the council's website via the following link:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety/outside-schools>

The process involves site visits by a multidisciplinary team including road safety, highways, parking and police specialists to consider what infrastructure improvements might be feasible to support more walking, scooting or cycling to the school. The process also

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includes an audit of the road safety and sustainable travel activities that the school undertake. Within Reigate and Banstead, so far assessments have been undertaken for the following schools:

- Woodmansterne Primary School (this resulted in footway improvements being installed).
- Salfords Primary School (this has resulted in funding being allocated to improve a crossing location and to improve parking controls.
- Furzefield Primary School.
- St. Anne's Catholic Primary School.
- Horley Infants School
- Reigate Parish Church of England Primary School.
- St. Joseph's Catholic Primary School
- St. Bede's Secondary School
- Tadworth Primary School
- Walton-on-the-Hill Primary School
- Warren Mead Infant and Junior School

Where the resulting reports provide recommendations for highway improvements, then funding will be sought from the local committee, from developer contributions, or through bids to the Borough Council Community Infrastructure Levy fund.

Providing the infrastructure for active travel solutions

Surrey County Council has a Cycling Strategy in place, which can be found at the following location on Surrey County Council's website;

https://www.surreycc.gov.uk/_data/assets/pdf_file/0009/29979/Surrey-Cycling-Strategy.pdf

The strategy sets out that cycling infrastructure will be improved by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. Surrey County Council will focus its efforts on routes that connect where people live with where they work, shop and go to school and with rail and bus stations for longer journeys.

In recent years, Surrey County Council has constructed extensive cycling infrastructure along main routes within Reigate & Banstead, including along the A23 and within Redhill town centre.

Additional information regarding planning future infrastructure (subject to funding being available) can be found within Reigate & Banstead Borough Council's Infrastructure Delivery Plan.

The new sustainable and active travel schemes that we have carried out, and those that we are planning, are an important aspect of managing the highway network, improving health by promoting cycling and walking wherever possible, and improving the environment.

Surrey County Council is investing significant additional funds into improvements on the highway over the next few years, some of this additional funding will include infrastructure for active travel solutions.

Encouraging and supporting the community to switch to less polluting travel options

Surrey County Council's Vision for 2030 contains the ambition that'

"Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities"

This ambition reflects Surrey residents' desire to preserve their county for future generations, and recognises that people and organisations are collectively responsible for ensuring Surrey is safe, free from pollution and has open, green spaces to enjoy in the future.

The UK government has committed to achieving net zero carbon emissions by 2050, and on 9 July 2019 the council followed suit by declaring a 'Climate Emergency' and committing to work with partners to agree Surrey's collective response, which will include a strategy for becoming carbon neutral as early as possible.

Surrey County Council is running three connected and complementary strands of work:

1. A cross-party task group of councillors will test what the 2030 Vision ambition means to Surrey residents, businesses and partners to draft a 'call for action'.
2. A review of the effectiveness of Surrey's approach to addressing environmental issues, ensure the right research and data are informing the approach and identify opportunities to introduce new initiatives.
3. **A challenge** will enable local residents, communities and businesses to be innovative in developing and implementing ideas that will tackle climate change and other environmental issues.

Further information and resources for ways that Surrey County Council are supporting and encouraging residents and their communities, to switch to more sustainable and less polluting travel options, such as cycling and sustainable driving can be found at the following location on Surrey Councils website;

<https://www.surreycc.gov.uk/roads-and-transport/sustainable-travel>

Annex 1: Road safety and sustainable travel services offered to schools in Surrey

Type of school		Key Stage	Ages	School Year	Modeshift STARS Travel Plans	Road Safety Outside School assessment	School Crossing Patrol	School Speed Watch	Golden Boot Challenge	Living Streets "WOW"	Living Streets "Next Steps"	Road safety play box and lesson plans	Pedals cycle & scooter training	STEPS pedestrian training	Bikeability level 1 cycle training	Bikeability level 2 cycle training	Learn to ride cycle training for beginners	Bikeability Level 3 advanced cycle training	Road Safety Theatre in Education	Safe Drive Stay Alive	Clean Air 4 Schools Workshops	Clean Air 4 School Toolkit (Lesson Plans etc	Air Quality Theatre in Education	Anti-Idling Air Quality Events		
Primary	Infant	Early Years	4-5	R																						
		1	5-6	1																						
			6-7	2																						
	Junior	2	7-8	3																						
			8-9	4																						
			9-10	5																						
Secondary	3	10-11	6																							
		11-12	7																							
		12-13	8																							
	4	13-14	9																							
		14-15	10																							
	Sixth Form/ College	5	15-16	11																						
16-17			12																							
			17-18	13																						

Questions from Local Committee members

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 2 MARCH 2020
LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL

Question 1: Ms Barbara Thomson

In relation to the state of the road alongside Princes Road:

1. Who is responsible for fixing the road?
2. Does the County Council take any responsibility given that the road is used by a bus service and heavy vehicles like this contribute the most towards pothole damage?
3. The private road is only marked at the start of the lane which would indicate that the first entrance into Princes Road is not private, therefore is the county council responsible for this area?

Resposne:

1. Princes Road is a private road with a public footpath running along the pavement beside the road. Surrey County Council is responsible for maintaining the pavement. As the road is a private road, Surrey County Council is not responsible for maintaining the road.

The maintenance of private roads is generally a matter for the owner of the road, the owners of properties and land fronting the road and those people with private vehicular access rights over the road. However the maintenance of private roads is not a matter for Surrey County Council and officers are not able to comment on any specific arrangements regarding the maintenance of Princes Road. A Land Registry search carried out in 2017 showed that the owners of the road, at that time, were Avant Homes, Chesterfield and BDW Trading Ltd, Coalville, Leicestershire.

2. A clause in the Section 106 agreement, when planning permission was agreed in 1998 for the development of the Royal Earlswood Hospital site, states that "the developers procure that the estate road is capable of bus traffic between Brambletye Park Road and East Surrey Hospital in both directions". Princes Road forms part of this route.

www.surreycc.gov.uk/reigateandbanstead

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Questions from Local Committee members

The fact that there is a bus route over the road does not mean that Surrey County Council are responsible for maintaining the road. The route provides a service for local residents.

3. The plan below shows the extent of the public roads and footpaths at the northern end of Princes Road shaded yellow. Surrey County Council is responsible for maintaining the area shown shaded yellow on the plan.

