

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: Petitions

1. Petition to: Include Woodhatch Crossroads in planned Safety measures A217, Horley to Reigate.
2. Petition to: Install a Zebra Crossing on the Linkfield Ln/Flint Cl corner
3. Petition to: place speed humps, a camera and 20mph speed limit on Gatton Park Road Redhill
4. Petition to: complete resurface Wellesford Close

Item 6: Written Public Questions

Item 7: Written Member Questions



Venue

Location: VIRTUAL

Date: Monday, 2 November 2020

Time: 2.00 pm



SUPPLEMENTARY AGENDA

5 PETITIONS

(Pages 1 - 10)

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.

Three petitions have been received. Full details along with the officer response will be provided within the supplementary agenda.

1. Petition to: Include Woodhatch Crossroads in planned Safety measures A217, Horley to Reigate.
2. Petition to: Install a Zebra Crossing on the Linkfield Ln/Flint Cl corner
3. Petition to: place speed humps, a camera and 20mph speed limit on Gatton Park Road Redhill
4. Petition to: Completely resurface Wellesford Close

6 FORMAL PUBLIC QUESTIONS

(Pages 11 - 16)

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.

1 question was received before the deadline

7 FORMAL MEMBER QUESTIONS

(Pages 17 - 18)

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.

1 question was received before the deadline

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 NOVEMBER 2020

SUBJECT: WOODHATCH CROSSROADS
DIVISION: EARLSWOOD & REIGATE SOUTH

PETITION DETAILS:

There are too many accidents happening here. Mostly due to traffic turning right into Pendleton Road and Prices Lane. Surely a Traffic Light (turn right only) Filter Lane would help and some adjustments on the timings. I fully believe that it would be safer and not lead to unnecessary congestion. Many local residents are very concerned about the lack of safety at this main junction. We need the Council to come and observe. Please include this in your list of planned works.

We the undersigned petition Surrey County Council to include Woodhatch Crossroads in planned safety measures A217, Horley to Reigate.

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 also 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 completed detailed investigations into the options for solving the problem of right turn collisions and providing signalised crossing facilities on the eastern arm. 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, including works to solve the problem of right turn collisions, would increase congestion at this junction in the AM peak. The modelling work used the most recent traffic data and therefore did 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.

However, Surrey County Council is continuing to bid for funding from other funding streams from the Department for Transport (DfT). A bid for funding from the DfT's "Pinchpoint" fund and Surrey County Council is currently waiting to find out from the DfT whether this bid has been successful.

<u>RECOMMENDATION</u>
The Local Committee is asked to:
(i) <i>Note the officer's comment.</i>

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 2 NOVEMBER 2020

SUBJECT: LINKFIELD LANE, REDHILL
 DIVISION: REDHILL WEST AND MEADVALE

PETITION DETAILS:

We the undersigned petition Surrey County Council to Install a Zebra Crossing on the Linkfield Ln/Flint Cl corner.

Corner of Linkfield Lane and Flint Close is a place where a lot of parents with children are crossing Linkfield lane when coming to and leaving from St. Joseph's school. From 2022 school is planning to have over 600 students and more people will need to cross Linkfield lane. Linkfield lane has a very intense traffic flow at rush hour time. The main reason why we need a Zebra crossing in that place is that road is bending, and car drivers have very little time to slow down if there is somebody crossing road. Having a zebra crossing on that corner would greatly improve the safety of our children.

RESPONSE:

Linkfield Lane is a C class residential road that links the A25 Station Road at Linkfield Corner with the A23 London Road north of Redhill town centre. As such it carries significant volumes of traffic at peak times as it enables drivers to get between the A23 and the A25 avoiding Redhill town centre.

St Joseph's Catholic Primary School is located on the north west side of Linkfield Lane just to the east of the junction with Batts Hill. There is an existing zebra crossing on Linkfield Lane on a raised road table just to the west of the junction with Batts Hill. Although this zebra crossing is not on the direct route for pedestrians wanting to cross on the corner of Linkfield Lane at the junction with Flint Close, this zebra crossing is approximately 70m from the school's main entrance.

Surrey County Council has a policy for assessing concerns about road safety outside schools. This policy can be downloaded from the Surrey County Council website at the following web page:

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

A road safety assessment in line with the policy took place outside the school in February 2018 following a request from the school and local residents. A site meeting as part of that assessment was attended by officers from Surrey's Road Safety Team, Safer Travel Team the South East Area Highways Team and Surrey Police. At that meeting it was observed that a number of pedestrians were crossing Linkfield Lane at the bend near the junction with North Street and Flint Close. This is a difficult place to cross the road, particularly from the north east side of the road, as visibility is restricted due to the bend.

An initial recommendation in the Road Safety Outside Schools Assessment was that a kerb build out is constructed on the bend to assist pedestrians to cross the road. However since that assessment, design work has been carried out on a similar scheme for a kerb

ITEM 5

build-out and priority give way arrangement near a bend in another road. This scheme was not progressed due to road safety concerns raised by the emergency services about visibility due the proximity of the build-out to the bend, and the possibility of collisions between emergency service vehicles on blue light calls and oncoming traffic. Similar concerns, due to the existing bend at this location on Linkfield Lane would be raised regarding the construction of a kerb build out. Therefore, we would not progress a scheme to construct a build-out on the bend of Linkfield Lane opposite the junctions with North Street and Flint Close.

The petitioners are requesting that a zebra crossing is provided on the bend in Linkfield Lane. It is unfortunately not possible to construct zebra crossings on bends; this is because pedestrians waiting to cross at the zebra crossing must be visible to oncoming traffic in order for drivers to have sufficient time to anticipate the need for them to stop. Similarly, pedestrians waiting to cross need to be able have good visibility of approaching traffic in order to assess whether or not drivers are willing to stop to enable them to cross. Drivers also need good visibility of traffic signals for any signal-controlled pedestrian crossing and such visibility would not be achievable on a bend.

Pedestrians going from North Street and Flint Close wish to cross Linkfield Lane somewhere between these roads and the school entrance. However, a formal pedestrian crossing would not be constructed on this section of Linkfield Lane due both to the bend and the proximity of the existing zebra crossing near Batts Hill. If pedestrians do not wish to cross the road close to Flint Close, they are able to walk up to the zebra crossing close to Batts Hill.

It is suggested that a scheme to design and construct an informal crossing on Linkfield Lane between Flint Close and the school entrance, away from the bend is added to the Integrated Transport Scheme list for consideration for future funding.

RECOMMENDATION

The Local Committee is asked to:

- (i) Note the officer's comment.
- (ii) Agree that initial investigation and design work to establish the viability for an informal crossing on Linkfield Lane (between the junctions of Flint Close and the entrance to St Joseph's Roman Catholic Primary School) be added to the Integrated Transport Scheme List for consideration for future funding.

Contact Officer:

Philippa Gates, Traffic Engineer

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 NOVEMBER 2020

SUBJECT: GATTON PARK ROAD, REDHILL
DIVISION: REDHILL WEST AND MEADVALE

PETITION DETAILS:

Drivers speed on A242 Gatton Park - 24 crashes between 20-15-2019 including cars going into front gardens on two occasions. This road serves 2 schools. This road is not safe enough to support them. We want: 1. A 20mph limit from the Colesmead Road Junction, down the A23. There is an entrance to the Royal Alexandra & Albert School and many children walk up and use the Colesmead Road entrance to St. Bedes. 2. Speed cameras to enforce. Drivers come down the hill from Reigate and do not slow down. 2. Speed bumps. It may be an A road but it is a residential road. We deserve protecting. This is not a victimless crime, purely because there are no deaths/serious injuries. Residents are scared. Scared they will be killed or be a witness to another dying, scared of vehicles coming into their homes. We are being held hostage by these law breaking drivers. They do it because they can, because no action is being taken by the authorities who can help to stop this. By taking action. By imposing restrictions.

It is time to act.

We the undersigned petition Surrey County Council to place speed humps, a camera and 20mph speed limit on Gatton Park Road Redhill.

RESPONSE:

The A242 Gatton Park Road, Redhill is a main A-Class road running north of Redhill and links the A23 to the A25, providing access between Merstham and Reigate. At the A23 end, it has a row of residential properties on its southern side and Gatton Park on its northern side. There is a pedestrian crossing providing access to Gatton Park and the Royal Alexandra & Albert School. The speed limit on Gatton Park Road is 30mph and the Police are responsible for enforcing this limit.

The petitioners are requesting a reduction in the speed limit to 20mph. Surrey County Council has an approved Speed Limit Policy in place which sets out the criteria under which a reduction in speed limit by signs alone would be considered.

The policy requires existing speeds to be measured over a 7 day continuous period using automatic survey equipment. The results of this survey are then compared to a threshold set out in the policy, and if the recorded mean speeds are below the threshold, then the council will consider reducing the speed limit by signs alone. For a reduction from 30mph to 20mph, using signs alone the threshold mean speed is set at 24mph.

The most recent 24 hours, 7-days a week speed survey to be carried out on this 30mph section of the A242 Gatton Park Road was carried out in June 2017 and recorded the following mean speed.

Northeast bound – 35mph
Southwest bound – 32mph

The recorded mean speeds at that time were therefore higher than the threshold under Surrey County Council's Speed Limit Policy for a 20mph speed limit using signs alone. As a result, the installation of a 20mph speed limit using signs alone would not be effective at reducing vehicle speeds to 20mph along this road.

Following previous concerns raised by residents regarding vehicles speeds along this section of the A242 Gatton Park Road, funding has been allocated during this financial year to assess the location of the existing vehicle activated sign. An additional vehicle activated sign is also to be installed along this section of the A242 Gatton Park Road for drivers travelling in the southwest direction.

The petitioners have also requested safety cameras be installed, Surrey County Council's policy for safety cameras is that they are reserved for the very worst collision hotspots where there has been a significant history of personal injury collisions involving vehicles exceeding the speed limit. In order to further investigate the petitioners request for a safety camera, an analysis has been carried out of the personal injury collision data for traffic collisions that have occurred over the most recent 3-year period. This information is provided by Surrey Police and shows that there have been 3 personal injury collisions involving slight injury on this section of the A242 Gatton Park Road over the most recent 3 year period for which data is available (from 01/06/2017 to 31/05/2020). Surrey Police did not record vehicles exceeding the speed limit as a contributory factor in any of the collisions. Therefore, there are no plans to install a safety camera on the A242 Gatton Park Road and the installation of a safety camera would not be supported by Surrey Police.

In regards to the petitioners request for speed humps to be installed on this section of the A242 Gatton Park Road, a number of things need to be considered. This includes the presence of side roads, driveways and noise and vibration caused by speed humps as traffic travels over and between such measures. The A242 Gatton Park Road is a main A-Class road which provides direct access to the Reigate Fire Station and is therefore heavily used by Surrey Fire & Rescue Services as well as other emergency services. The impact of any traffic calming scheme on emergency services response times will also need to be considered.

Officers have visited the A242 Gatton Park Road and taking into account the issues raised above, it is not immediately apparent what would be the most appropriate form of traffic calming or whether traffic calming on a main A-Class road such as the A242 Gatton Park Road would be supported by the emergency services. Therefore, it would be necessary to carry out feasibility design to see what form of traffic calming would be feasible to install that would be effective and would be supported by the emergency services. It is therefore proposed that initial design work for traffic calming measures on this section of the A242 Gatton Park Road be added to the list of schemes awaiting feasibility studies, to consider the viability of various options for traffic calming for consideration by the local committee.

RECOMMENDATION

The Local Committee is asked to:

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

- | | |
|--------------|--|
| <p>(ii)</p> | <p><i>Note the work being carried out during this financial year to upgrade the existing Vehicle Activated Sign and install an additional Vehicle Activated Sign on the section of the A242 Gatton Park Road between the junction of the A23 London Road and Colesmead Road.</i></p> |
| <p>(iii)</p> | <p><i>Agree that initial investigation and design work to establish the viability of traffic calming measures for the A242 Gatton Park Road (between the junctions of the A23 London Road and Colesmead Road) be added to the Integrated Transport Scheme List for consideration for future funding.</i></p> |

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer

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SURREY COUNTY COUNCIL



LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 NOVEMBER 2020

SUBJECT: RESURFACE WELLESFORD CLOSE

DIVISION: BANSTEAD, WOODMANSTERNE AND CHIPSTEAD

PETITION DETAILS:

Wellesford Close is a double-ended cul-de-sac in south Banstead with nearly 30 private residences. The entire road surface of Wellesford Close is of poor quality with significant deterioration. The asphalt is patchy and sparse along its length, there are numerous potholes and cracks, the surface is uneven, and the road demonstrates general poor maintenance. In winter, the road surface condition and slight incline make driving slippery and dangerous, and year-round the cracks and potholes pose a safety hazard. The recent surface dressing (filling in potholes and coating the road with stone chips) at the entrance to the close in response to resident complaints was insufficient to correct the state of the road surface along its length. We request that the SCC perform complete road renewal of the entirety of Wellesford Close.

RESPONSE:

Wellesford Close has been assessed for inclusion on our planned maintenance programme as two separate road surfacing schemes. The asphalt section for resurfacing and the concrete section for restoration and joint repairs. They will be considered for future inclusion depending on how they prioritise when compared with other locations across the county.

To maximise funding from central government Surrey County Council 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.

The road will continue to be inspected and any safety defects that meet the intervention level will be fixed.

RECOMMENDATION

The Local Committee is asked to note the officer's response.

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Questions from members of the public

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 NOVEMBER 2020



LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL

Question 1: Bill Jessup, Cycle Redhill and Reigate

Back in May the Secretary of State for Transport announced statutory guidance and funding for 'a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities'. With the Council's ambitious climate change strategy and a severe lack of quality cycle infrastructure in the borough, this seemed a chance for positive change.

However:

- The Council's tranche 1 application was short, lacked detail & consequently meant the Council only received 50% of indicative funding from the DfT.
- Locally, the main tranche 1 scheme was the Reigate High Street scheme. This seemed a strange choice, it would undoubtedly be controversial but also offered few benefits, so we gathered concerns & questions from local residents. We never received any answers and the scheme went ahead.
- The scheme was abandoned within 3 days.
- It is noted there is a proposal in this meeting to fund a 20mph speed limit for the centre of a Reigate. Whilst welcome, the volume of motor traffic still means any of these roads would still receive a critical fail as a cycle route under DfT guidance and as the statutory guidance makes clear "20mph limits alone will not be sufficient to meet the needs of active travel."
- The Council opened a consultation portal asking for residents' ideas. There was significant feedback locally. However, this only went live a week before the tranche 2 application had to be submitted.
- The tranche 2 submission includes proposals for two schemes in the south of the borough for over £1.5m. It would appear these were decided prior to the consultation opening & do not reflect the feedback from residents.
- Both schemes use shared-use footways. There is research by the Institution of Civil Engineers which indicates shared use footways are worse at getting people cycling than taking no intervention. Consequently, this approach is considered against best practice, is contrary to current DfT guidance, is non-preferred in Surrey County Council's cycle strategy and impacts on pedestrian utility.
- The designs appear to cede priority at every side road. Again this is contrary to DfT guidance and Surrey County Council's cycle strategy.
- The A217 scheme says its purpose is to make "cycling and walking safer and easier along the length of A217 between the new Westvale Park housing development at Meath Green to Hookwood, Tesco's superstore and Gatwick

www.surreycc.gov.uk/reigateandbanstead

ITEM 6

Questions from members of the public

Airport". However, there appears to be no link into or out of either Gatwick or Tesco, it just ends at the busy Longbridge roundabout.

- Likewise, the A23 route appears to end at the busy Chequers roundabout without any apparent safe route to or from Horley.
- In the consultation portal the only schemes showing for possible future schemes within the borough are two short stretches in Redhill.

Based on the above, do the committee feel the Emergency Active Travel Fund (EATF) money has been used in a way which starts to deliver a "lasting and transformative change in how we make short journeys" locally and, if not, why should residents have confidence the Council is able to deliver the meaningful change outlined in the Government's Gear Change policy vision? For example, with the council opening offices and a school at the former Canon site (which currently has c.500 parking spaces and no safe cycle access) when can we expect a quality cycle route linking it to Reigate town, the station & Redhill?

Response:

Thank you for your very comprehensive question, and I will address the questions you ask in the bullet points, before giving an answer to your specific question.

- Locally, the main tranche 1 scheme was the Reigate High Street scheme. This seemed a strange choice, it would undoubtedly be controversial but also offered few benefits, so we gathered concerns & questions from local residents. We never received any answers and the scheme went ahead.

There are a package of emergency Active Travel measures for Reigate Town Centre that included the pilot temporary cycle lane in Reigate Town Centre. The other measures included temporary 20mph speed limit to support the pilot temporary cycle lane, temporary direction signs for cyclists and pedestrians connecting to the train station, temporary cycle parking supported by temporary planters, temporary parking restriction on Reigate Road to support the existing advisory cycle lane, and temporary removal of bollards outside of the Marks & Spencers store to aid social distancing.

Reigate High Street (A25) location was chosen for a pilot temporary active travel scheme because:

- (a) Reigate town centre, including the High Street (A25) is in an Air Quality Management Area,
- (b) The package of measures were to collaborate with Reigate and Banstead Borough Council on social distancing measures at town centre shops and businesses including Reigate and active travel,
- (c) The A25 provides an east-west corridor connecting Redhill, Reigate, Dorking and Guildford with an advisory cycle lane that stops at the High Street and then continues on the A25 on the exit from the town centre,

Questions from members of the public

(d) Information from this pilot temporary scheme could help inform other emergency active travel schemes.

At the time of the Government announcement of emergency active travel funding, the country was just emerging from national lockdown due to the pandemic. Social distancing meant that more space was needed for walking and cycling to reduce pressure on public transport and to help people return to work and school.

As an emergency response, the Government required the pilot schemes to be planned and installed within three months. Given this timeframe, we consulted key partners including the Borough Council, emergency services and bus operators. Normally, schemes of this nature would take years to develop and be subject to various stages of public consultation that might last several months and involve exhibitions etc. This was not possible given the timescale limitations required.

However, all comments received about the emergency active travel schemes to highways@surreycc.gov.uk were logged and taken in to consideration.

- The scheme was abandoned within 3 days.

The package of temporary emergency active travel measures were designed to support social distancing on our high streets, provide alternatives to public transport, and encourage residents to continue with the higher levels of walking and cycling we've seen since the pandemic lockdown.

The “pop up” cycle lane aimed to create a safe space for active travel and to encourage people to cycle rather than use motorised transport. This was an emergency response to increase travel options as part of the Government – led recovery from the pandemic.

The pilot temporary cycle lane in Reigate Town Centre was intended to have regular reviews, to adjust as necessary, and to help inform the feasibility and benefits of other proposals.

The pilot temporary cycle lane in Reigate Town Centre was quickly found to increase disruption to motorised traffic, as traffic volumes had increased since the rapid planning stage for the pilot scheme. The decision was quickly made for the pilot temporary cycle lane to be removed. However, the other elements of the temporary emergency active travel package for Reigate have remained.

- It is noted there is a proposal in this meeting to fund a 20mph speed limit for the centre of a Reigate. Whilst welcome, the volume of motor traffic still means any of these roads would still receive a critical fail as a cycle route under DfT guidance and as the statutory guidance makes clear “20mph limits alone will not be sufficient to meet the needs of active travel.”

It is appreciated that 20mph speed limits alone will not be sufficient to meet the needs of active travel. Existing cycle infrastructure such as the advisory cycle lane in Church Street and the temporary cycle parking, as well as existing crossing points and pavement build outs in the High Street also help to meet the needs of active travel.

ITEM 6

Questions from members of the public

The temporary cycle route signing has been introduced to highlight the active travel route between the train station and the town centre. The proposed 20mph speed limit meets with our “Setting Local Speed Limits” Policy and is intended to provide an improved environment for residents, and pedestrians who are using shops and businesses in the town centre.

The proposed 20mph speed limit, is an Active Travel funded scheme and is not being funded from Local Committee delegated budgets.

- The Council opened a consultation portal asking for residents’ ideas. There was significant feedback locally. However, this only went live a week before the tranche 2 application had to be submitted.

We had planned for several months to open the common place website to capture both new suggestions and comments on both tranche 1 and tranche 2 schemes. We agree that the timing was unfortunate, but we did not have much time to prepare our tranche 2 bid and so meaningful consultation was not possible.

- The tranche 2 submission includes proposals for two schemes in the south of the borough for over £1.5m. It would appear these were decided prior to the consultation opening & do not reflect the feedback from residents.

The government asked for all bids to be completed within 4 weeks including a business case and for all schemes to be finished by 31st March 2021. Due to this timescale, we chose schemes that were either at preliminary design or detailed design to enable us to comply with the March deadline

- Both schemes use shared-use footways. There is research by the Institution of Civil Engineers which indicates shared use footways are worse at getting people cycling than taking no intervention. Consequently, this approach is considered against best practice, is contrary to current DfT guidance, is non-preferred in Surrey County Council’s cycle strategy and impacts on pedestrian utility.

Whilst we accept that segregated cycle lanes are preferable, the physical limitations in many locations do not permit such segregation. We have many examples of successful shared use footways and the schemes proposed will enable people on bikes to travel with more confidence as they will be segregated from vehicles.

- The designs appear to cede priority at every side road. Again, this is contrary to DfT guidance and Surrey County Council’s cycle strategy.

The schemes in tranche 2 have not yet been through detail design or safety audit and so we will consider the question of priority as part of this process.

- The A217 scheme says its purpose is to make “cycling and walking safer and easier along the length of A217 between the new Westvale Park housing development at Meath Green to Hookwood, Tesco’s superstore and Gatwick Airport”. However, there appears to be no link into or out of either Gatwick or Tesco, it just ends at the busy Longbridge roundabout.

The proposed scheme will enable those who wish to cycle on this busy road to be segregated from vehicles. This is the purpose of the scheme, and whilst the scheme

Questions from members of the public

is proposed to end at Longbridge Roundabout, this does not make the scheme any less worthwhile.

- Likewise, the A23 route appears to end at the busy Chequers roundabout without any apparent safe route to or from Horley.

Cycle routes will unfortunately never be comprehensive, however, those that are in place do encourage cycling and will encourage additional infrastructure to create route corridors.

- In the consultation portal the only schemes showing for possible future schemes within the borough are two short stretches in Redhill.

The consultation portal shows the 2 proposed tranche 2 schemes, but also has suggestions from residents of active travel schemes and minor changes across the county.

In response to your question about lasting change, we are committed to continue to improve infrastructure for active travel with the ETAF, as this aligns with both Surrey's vision 2030 as well as our recently declared climate change emergency. Active travel is key to improving the challenges on congestion, air quality and carbon emissions and we are looking to continue the investment year on year to improve infrastructure in line with LTN 1/20.

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Questions from Local Committee members

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 NOVEMBER 2020



LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL

Question 1: Cllr Christopher Whinney

The traffic flow up and down Reigate Hill is impeded not just by the train level crossing but also by the two pedestrian crossings either side which are not controlled as that in Reigate Town Centre. During school days in the morning and mid-afternoon they are effectively closed by continuous school traffic - mothers with children crossing. This is increasing with another school opening. The pollution is bad and can be smelt easily. Can this Committee investigate converting these two pedestrian crossings to be controlled, please?"

Response:

The A217 London Road in Reigate links the A25 in Reigate town centre with junction 8 of the M25, and carries considerable volumes of traffic. The road crosses the North Downs railway line at a level crossing just south of the junction with Holmesdale Road.

There is a zebra crossing on London Road approximately 30m to the north of the railway level crossing between the junctions of Holmesdale Road and Birkheads Road. There are two zebra crossings on London Road approximately 190m to the south of the railway level crossing, one on the northbound and one on the southbound carriageway.

Converting the existing zebra crossings into signalised pedestrian crossings is not something that would be appropriate due to the proximity of the railway level crossing. Signalised pedestrian crossing with sets of traffic lights would force drivers to stop at a red light (which they currently don't have to do at a zebra crossing) and also for a longer period than at a zebra crossing. This would lead to increased traffic queues, increased pollution and as a result there could be a possibility of a motorist queuing across the level crossing being trapped on the railway line if the barriers came down. For these reasons, there are no plans to convert the existing zebra crossings into signalised pedestrian crossings.

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