

## Decision Notice

### Committee: Reigate and Banstead Local Committee

### Date of meeting: Monday 16 September 2013

**Note:** Decisions in **bold** type indicate a decision differing from the recommendation in the report.

The following decisions were approved by the Reigate and Banstead Local Committee on Monday 16 September 2013 and will take effect on Friday 27 September 2013 unless the call-in procedure has been triggered. The call in procedure applies to executive functions of the local committee only.  
**CALL- IN DEADLINE: THURSDAY 26 SEPTEMBER 2013.**

The following represents a summary of the decisions taken by the Committee. It is not intended to represent the formal record of the meeting but to facilitate the call-in process.

*[The alternative options considered and rejected by the Committee in taking the following decisions are set out in the reports circulated with the agenda for the meeting.]*

To request a call-in on any of these matters, please contact **Sarah Quinn, Community Partnership and Committee Officer** on **01737 737695**.

<b>9</b>	REIGATE AND BANSTEAD PARKING REVIEW - RESPONSE TO STATUTORY CONSULTATION [EXECUTIVE FUNCTION]	The Committee AGREED:  (i) The proposals and recommendations in Annex 1 to the report submitted, some amended following statutory consultation.  (ii) That where necessary, the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member, make any necessary adjustments to the proposals following the meeting.  (iii) That the County Council make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Reigate and Banstead as shown in the Annex to the report submitted (and as subsequently
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**Decision Notice**

		<p>modified by (ii)).</p> <p>(iv) That the existing text based parking traffic regulation orders are converted to plan based orders.</p> <p>(v) That the waiting and loading restrictions proposed for the Redhill Balanced Network are implemented 'as advertised'.</p> <p><b>REASONS:</b> Changes to the highway network, the built environment and society mean that parking behaviour changes, and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.</p> <p>Following consideration of the comments and objections it is recommended that the waiting restrictions in this report are progressed as they will help to:</p> <ul style="list-style-type: none"> <li>• Improve road safety</li> <li>• Increase access for emergency vehicles</li> <li>• Improve access to shops, facilities and businesses</li> <li>• Increase access for refuse vehicles and service vehicles</li> <li>• Ease traffic congestion</li> <li>• Better regulate parking</li> </ul>
<p><b>12</b></p>	<p>HIGHWAYS SCHEMES UPDATE REPORT [EXECUTIVE FUNCTION]</p>	<p>The Committee:</p> <p>NOTED the contents of Annex 1 to the report submitted; and</p> <p>AGREED that the proposal to provide a pedestrian refuge in Croydon Lane, Banstead is not progressed at the current time.</p>

**Decision Notice**

		<p><b>REASONS:</b> To update the Local Committee on the progress of the highway works programme in Reigate and Banstead and to defer the scheme for Croydon Lane, Banstead.</p>
<p><b>13</b></p>	<p>PROPOSED 20MPH ZONE FOR CHIPSTEAD [EXECUTIVE FUNCTION]</p>	<p><b>The Committee AGREED that</b></p> <ul style="list-style-type: none"> <li><b>(i) Investigation by Chipstead Residents’ Association into a 20mph zone for Chipstead takes place, based on the area outlined in Annex 2 to the report submitted.</b></li> <li><b>(ii) A full report and recommendations be brought to a future meeting of the Local Committee following agreement of details with officers and Police.</b></li> </ul> <p><b>REASON:</b> <b>To enable further investigation to be undertaken.</b></p>
<p><b>14</b></p>	<p>PROPOSED HIGHWAYS IMPROVEMENTS - LANGSHOTT, HORLEY [EXECUTIVE FUNCTION]</p>	<p>The Committee AGREED that:</p> <ul style="list-style-type: none"> <li>(i) Authority is given to support the scheme to reconstruct Langshott and provide passing places and a footway to facilitate the bus service, subject to the identification of available funding, <b>as set out in Option 3c.</b></li> <li>(ii) To authorise the advertisement and introduction of a Traffic Regulation Order to reduce the speed limit to 30mph.</li> <li>(iii) To authorise the advertisement and introduction of a Traffic Regulation Order for the prohibition and restriction of waiting, loading and unloading on Langshott, to avoid vehicles causing an obstruction to the bus route.</li> <li>(iv) To authorise the advertisement and introduction of a Traffic Regulation Order for the “Bus Only Access” from The Acres onto Langshott.</li> </ul>

**Decision Notice**

		<p>(v) That the consideration and resolution of any representations received as a result of advertising the above Traffic Regulation Orders be delegated to the South East Surrey Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local elected Members.</p> <p>REASONS:</p> <p>(i) To facilitate the bus route, as approved as part of the Horley Masterplan proposals and planning permission for The Acres.</p> <p>(ii) To meet the aims of the Horley Masterplan and comply with the Outline Planning Permission for the site and legal requirements of the Section 106 Agreement.</p> <p>(iii) To provide safe access for all highway users in accordance with Surrey County Council's Local Transport Plan and national and local policy guidance.</p>
<p><b>15</b></p>	<p>REDHILL BALANCED NETWORK - UPDATE [EXECUTIVE FUNCTION]</p>	<p>The Committee AGREED:</p> <p>To the proposed flat top tables indicated in Annex B1 to the report submitted, and in Annex A plan numbers 101 and 111, and to authorise the advertisement of an appropriate Notice, and to note the treatments to the crossings in Annex B2 to the report submitted.</p> <p>Not to advertise the possible flat top road tables indicated in Annex B1 to the report submitted, and in Annex A plan numbers 102 and 104 at this time, due to the comments received from the bus operators, and to continue work with the bus operators to try and find an amicable solution.</p> <p>To the proposed segregated cycle/footway route located in Queensway as indicated in Annex A to the report submitted on plan 111.</p> <p>To the proposed location of Bus Stop Clearways at bus stops identified within the town centre as indicated in Annex A to the report submitted on plans 101, 102, 106, 108, 109, 110 and 111.</p> <p>That if objections are received to the advertisement of the legal notices and traffic orders, the</p>

## Decision Notice

		<p>Area Team Manager is authorised to try and resolve them in consultation with the Chairman, Vice-Chairman, Divisional Member and Project Manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification.</p> <p>To the proposed options for the Station Road East public realm, as indicated in Annex C to the report submitted, and agreed that these options be the subject of a public consultation between 23 September and 3 November (6 weeks) and the feedback from the consultation is reviewed by the Member task group and the Local Committee.</p> <p><b>REASONS:</b> The Local Committee was asked to approve the proposals for the installation of flat top road tables at certain crossing points to enable improved benefits for pedestrians and cyclists.</p> <p>The introduction of the short section of segregated cycle route between Station Road and High Street along the southern footway of Queensway will improve connectivity for cyclists within the town centre.</p> <p>The dovetailing of both the Redhill Balanced Network and Local Sustainable Transport Fund (LSTF) projects has provided an opportunity to review existing bus stop infrastructure and provide new stops on the planned two-way system on London Road – Queensway – St Matthew’s Road – Cromwell Road. This review has highlighted the need for bus stop clearways at these bus stops</p> <p>Feedback from the consultation on the Station Road scheme during the winter 2012-13 has enabled development of these proposals and two options have now been provided. These two options will be the subject of public consultation.</p>
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