

DRAFT

Minutes of the meeting of the
Reigate AND BANSTEAD LOCAL COMMITTEE
held at 1.00 pm on 2 March 2015
at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

Surrey County Council Members:

- * Mrs Dorothy Ross-Tomlin (Chairman)
- * Mrs Natalie Bramhall
- * Mr Bob Gardner (Vice-Chairman)
- * Mr Jonathan Essex
- * Mr Michael Gosling
- * Dr Zully Grant-Duff
- * Mr Ken Gulati
- * Mrs Kay Hammond
- * Mr Nick Harrison
- * Ms Barbara Thomson

Borough / District Members:

- * Cllr Michael Blacker
- * Cllr Julian Ellacott
- Cllr Ms Sarah Finch
- * Cllr Norman Harris
- * Cllr Richard Mantle
- * Cllr Roger Newstead
- * Cllr Graham Norman
- * Cllr Tony Schofield
- Cllr Mrs Joan Spiers
- * Cllr Mrs Rachel Turner

* In attendance

1/15 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY) [Item 1]

The following Members of the Committee gave apologies for the meeting:
Councillor Ms Sarah Finch. Tom Kealey Leisure, Health and Wellbeing
Manager at Reigate and Banstead Borough Council Manager also gave his
apologies.

2/15 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY) [Item 2]

The following corrections were made to Minutes:

Minute - 60/14 Highways Scheme Update

2nd paragraph to be changed to:

'Members were updated on the hatching scheme for Salfords and Sidlow
which was promoted through the County's Road Safety team. The area team

had instructed the design team to look at how the A23 Bonehurst Road/Salbrook Road/Lodge Lane junction could be improved to address safety issues at the junction, accommodate increased traffic movement, and cater for pedestrians and cyclists. The hatching proposal would be included in the final report looking at the options for the junction.

A report would be presented to a future meeting of the Local Committee and the comments received from Salfords and Sidlow Parish Council to date would be included as part of this future report.'

Minute 59/14 Reigate and Banstead Local Transport Strategy and Forward Programme

3rd paragraph, 2nd sentence – to be changed from Road Network Scheme to 'REIGATE ROAD NETWORK IMPROVEMENT SCHEME'.

Subject to the above amendments, the minutes were agreed as a true and accurate record of the meeting.

3/15 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY) [Item 3]

Councillor Michael Blacker declared that he had an interest in Item 12 Mark Road.

Councillor Julian Ellacott declared that he had an interest in Item 14 Members Allocations as he was a trustee in Loveworks.org.

4/15 EAST SURREY CLINICAL COMMISSIONING GROUP PRESENTATION [Item 4]

Declarations of Interest: None

Officers attending: Dr Kerr, East Surrey Clinical Commissioning Group (CCG), Jane Smythson Communication Manager CCG

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Dr Kerr Vice Chairman of East Surrey Clinical Commissioning Group (CCG) gave a presentation on how the CCG are delivering health services. The East Surrey CCG is a GP led organisation responsible for planning and buying hospital, community and mental health services across Tandridge and Reigate and Banstead. Dr Kerr informed Members that the area of Banstead doesn't fall within the East Surrey CCG but is covered by the Surrey Downs CCG. He informed Members that in East Surrey there are 18 GP practices covering 176,000 residents. The East Surrey CCG contract with 150 health providers to deliver services.

Dr Kerr welcomed anything Members could do to help run services more efficiently and use their knowledge to identify people who would benefit from social interaction for example. The Committee were updated that:

- more paramedic practitioners are helping to provide care in the community and avoid A& E attendances
- Launched a Health Help Now web app – www.healthhelpnow-nhs.net.
- Pilot with Tandridge District Council in two GP surgeries to direct people to voluntary organisations who can assist with their health and wellbeing such as social activities
- Applied to the Prime Minister's Challenge Fund to support 7 day opening e.g. 2 GP surgeries would be open in different locations over the weekend
- Identifying patients at risk of going into hospital and offer them help and support
- Introducing Health hubs in 2015/16 bringing health and social care services together

Dr Kerr updated Members that they are hoping to get a Health hub in the south of the East Surrey CGG area. Members did raise concerns about the extended hours at the GP surgery in Caterham Dean because residents in Redhill may not be able to drive to get there and it would be better if services were in walking distance. Members also highlighted the low birth rate in Merstham and Redhill West, Dr Kerr informed Members that the commonest reason for this is smoking in pregnant women and that this is the issue to try and address.

Dr Kerr asked if Members could promote the new Health App with members of the community. The Chairman thanked Dr Kerr and his team and offered the Local Committee's support.

5/15 PETITIONS (AGENDA ITEM ONLY) [Item 5]

One petition was received.

The Committee received a petition signed by 660 residents, agreeing with the statement:

'Say yes to Reigate Hill crossing'

The Committee **NOTED** the response of the Highways Manager attached to the minutes as **Appendix A Reigate Hill Petition**.

6/15 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY) [Item 6]

One formal public question was received. A response was tabled and is attached to the minutes as **Appendix B Dangerous Junction Brighton Road A217/Canons Lane, Burgh Heath**.

7/15 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY) [Item 7]

None received.

8/15 ON STREET PARKING ENFORCEMENT UPDATE (EXECUTIVE FUNCTION FOR INFORMATION) [Item 8]

Declarations of Interest: None

Officers attending: David Curl Parking Team Manager, Gavin Handford Corporate Policy and Governance Manager, Jacquie Joseph Parking Enforcement Manager, Reigate and Banstead Borough Council

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members commented that when the Parking Task Group looked at the accommodation charges they were clear and noted that the borough council was seeking to reduce the accommodation costs by looking at potential uses for the main building at the Depot, financial costs should be coming down in 2016/17.

Members asked if there was a plan for refreshing line and signs, members were updated that an audit of signs had taken place and a contractor was currently refreshing signs so that enforcement could happen appropriately.

The Committee:

Noted the report

9/15 HIGHWAYS SCHEMES END OF YEAR 2014/15 (EXECUTIVE FUNCTION FOR DECISION) [Item 9]

Declarations of Interest: None

Officers attending: John Lawlor, Anita Guy, Highways SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

The Committee:

Noted the report.

10/15 REVISED HIGHWAYS FORWARD PROGRAMME 2015/16 AND 2016/17 (EXECUTIVE FUNCTION FOR DECISION) [Item 10]

Declarations of Interest: None

Officers attending: John Lawlor, Anita Guy, Highways SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members discussed the changes to the Local Committee’s revenue budget for 2015/16 which had been reduced from the 2014/15 level.

The Local Committee (Reigate & Banstead) agreed to:

- (i) Note the contents of the report;
 - (ii) Agree that the revenue maintenance budget be allocated as set out in Annex 1 of the report **but that the £52,000 Carriageway and Footway Patching funding be reallocated, £50,000 to Community Enhancement and £2,000 to Signs and Road Markings;**
 - (iii) **Agree that the Community Enhancement Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division; and**
 - (iv) **Agree that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to their Community Enhancement allocation and arrange for the work activities to be managed by the Area Maintenance Engineer on their behalf.**
- (iii) Agree that capital maintenance funding dedicated to drainage schemes be allocated on a priority basis, to be agreed by the Area Team Manager in consultation with the Local Committee Chairman and Vice-Chairman.

Reason:

To revise the 2015/16 – 2016/17 forward programme of highways works for Reigate and Banstead to reflect the reduced level of revenue funding.

Councillor Michael Gosling abstained from voting.

11/15 MARK STREET, REIGATE PROPOSED ONE-WAY WORKING (EXECUTIVE FUNCTION FOR DECISION) [Item 11]

Declarations of Interest: Councillor Michael Blacker declared an interest in Mark Road.

Officers attending: John Lawlor, Anita Guy, Highways SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Councillor Michael Blacker commented that if the issue ever came back to Local Committee he would like to see a one way road scheme.

The Local Committee (Reigate and Banstead) agreed to:

- (i) Note the results of the public consultation as set out in this report, particularly that there is no strong level of support for the proposals presented for public consultation, although there is support for measures to improve safety and access ;
- (ii) Agree not to proceed with the proposals as presented for public consultation;
- (iii) Note that the parking issues raised during the consultation, be considered as part of the next scheduled parking review for Reigate and Banstead

Reasons:

To inform the Local Committee of the results of the public consultation and to investigate measures that take the views of those consulted into consideration.

12/15 PENDLETON ROAD PEDESTRIAN CROSSING (EXECUTIVE FUNCTION FOR DECISION) [Item 12]

Declarations of Interest: None

Officers attending: John Lawlor, Anita Guy, Highways SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Councillor Bramhall confirmed that the majority of funding had been found for the crossing. Members asked if the zebra crossing did require a raised table; officers stated that they felt this was the best option.

The Local Committee (Reigate & Banstead) agreed to:

- (i) Approve the design and implementation of a zebra crossing on a raised table in Pendleton Road, north of Abinger Drive (Option 2, para. 3.3 of the report);
- (ii) Authorise the advertisement of a Notice under the Highways Act 1980, the effect of which will be to introduce a raised table in Pendleton Road approximately 40m north of Abinger Drive; and
- (iii) Authorise delegation of authority to the Area Team Manager, in consultation -with the Reigate and Banstead Local Committee Chairman and Vice-Chairman, and the local divisional Member, to resolve any representations received in connection with the proposals.

Reasons:

To provide a formal crossing point for pedestrians walking to the schools located in Pendleton Road and accessing the nearby bus stops.

**13/15 LOCAL PREVENTION YOUTH TASK GROUP RECOMMENDATIONS
(EXECUTIVE FUNCTION FOR DECISION) [Item 13]**

Declarations of Interest: None

Officers attending: Jeremy Crouch, Practice Lead (East), Sally Warnke
Team Manager, Reigate & Banstead, Surrey Youth Support Service

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members asked what sort of evaluation of programs for young people and their success will take place and would young people be involved in the evaluation. Officers informed Members that the Youth Task group would be more involved in evaluation and the Area Manager would be coordinating centre based youth work on the ground and reporting to Local Committee twice a year.

The Local Committee (Reigate and Banstead) agreed to:

1) Approve the Youth Task Group recommendation to award a contract for a 36 month period for One to One Work from 01 September 2015 to Learning Space for the value of £64,000 per annum (subject to future changes in SYP budgets). Within the contract there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.

2) Approve the Youth Task Group recommendation to award a grant for a 36 month period for Neighbourhood Work from 01 September 2015 to YMCA East Surrey for the value of £64,000 per annum (subject to future changes in SYP budgets). Within this grant agreement there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.

Reasons:

The recommendations will support the council's priority to ensure that all young people in Surrey are employable.

**14/15 MEMBER ALLOCATIONS (EXECUTIVE FUNCTION, FOR INFORMATION)
[Item 14]**

Declarations of Interest: None

Officers attending: Rowena Zelle Local Support Assistant - Reigate and Banstead, SCC

Petitions, Public Questions, Statements: None

The Chairman thanked Rowena Zelle Local Support Assistant for being so helpful in supporting Members' Allocations.

15/15 CABINET FORWARD PLAN (FOR INFORMATION) [Item 15]

The Committee **NOTED** the report.

16/15 LOCAL COMMITTEE FORWARD PLAN (FOR INFORMATION) [Item 16]

The Committee **NOTED** the report.

Meeting ended at: 3.35 pm

Chairman

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 March 2015

DIVISION: Reigate

PETITION



Say Yes to Reigate Hill Crossing, 607 Signatures

Trying to cross Reigate Hill is a terrifying prospect. The path on the Yew Tree/Esso garage side of the road comes to an abrupt end outside the Reigate Manor Hotel at which point to continue down the hill you are forced to cross the road. That means you have to cross 2 lanes of traffic usually breaking the 30mph speed limit and all in a hurry so refusing to let you out. You have to run the gauntlet and keep your fingers crossed! Try this with small children, as a teenager walking to school on your own or an elderly person.

The council has been approached several times over the last decade but they have told us they are unable to put a crossing in due to lack of funding. My question is this: Does it take a death to make it happen and what price is a life? It is about time this heavily used road is made safer for our children.

I have set up an online petition to try to get a crossing. If you feel strongly about a need for a crossing in this spot, please sign the petition and share & tell all your friends, family and loved ones to support the cause please.

Should we not show our children & future generations that we are a proactive society in attempting to prevent these fatalities/injuries, rather than demonstrating a total complacency where there are clear safety issues that could quite easily be fixed?

Thanks for reading and I hope you feel able to support this very important & very real issue.

Response

The A217 Reigate Hill links the M25 to Reigate town centre. The speed limit at the Yew Tree/ESSO garage is 30mph, changing to 40mph approximately 175 north of Beech Road. Reigate Hill is subject to a double white line system which starts at Beech Road and extend northwards to the junction with Wray Lane/Gatton Bottom. There is a spot speed safety camera immediately south of Raglan Road.

There is a footway on the eastern side from the footbridge at the top of Reigate Hill extending south into Reigate town centre. However, there is only a short section of footway on the west

Annex A

side of Reigate Hill between Reigate Manor Hotel and Pilgrims Way footpath and no facilities to cross the road to the eastern footway.

A review of recorded personal injury collisions in the vicinity of the ESSO garage over the past 3 years shows that there have been 6 collisions, all at the junction with Raglan Road related to vehicle turning movements and all resulting in slight injury. None of the accidents involved pedestrians.

A petition was presented to Reigate and Banstead Local Committee in 2004 from local residents concerned about the difficulties faced by pedestrians wishing to cross Reigate Hill in the vicinity of the ESSO garage. Funding was allocated to enable a feasibility study to be carried, the findings of which were reported to Local Committee in September 2008.

Provision of a signal controlled crossing or a zebra crossing were considered but they were concluded to be over provision for the level of pedestrian movement. In addition, the existing width of the eastern footway was found to be too narrow to enable equipment poles to be introduced and maintain sufficient width for pushchairs or wheelchairs to pass. There were concerns over visibility of the signal heads/belisha beacons.

A 1.2m wide pedestrian refuge island located south of the access serving both the ESSO garage and the Reigate Manor Hotel was put forward as the preferred option. This was the only location identified where there was sufficient road width and also provided maximum visibility, but required acquisition of an area of land outside the public highway extents. Following a vote, it was resolved by a majority of Members not to proceed with this option and that no further work be undertaken on the scheme. The Members main concern was that the available road width and width of the proposed island, coupled with the heavy HGV usage of Reigate Hill, could result in accidents at a site where there were relatively few at that time.

Officers have carried out a review of the previous options and have attended a site visit with the divisional Member. The reasons why a controlled crossing facility could not be provided on this section of Reigate Hill have not changed and so these options are still not feasible.

Current guidance states that pedestrian refuge islands should be at least 1.6m in width, preferably 2.0m, to cater for wheelchair users. The proposal presented to Local Committee in 2008 was sub-standard in that the island was only 1.2m in width. At a location where vehicle flows are high and comprises a large proportion of HGVs, a 2.0m width island would be required. It is not possible to provide this width of island within the existing highway boundary.

Therefore it is not feasible to provide a pedestrian crossing facility on Reigate Hill in the vicinity of The Yew Tree/ESSO garage. It is appreciated that there is pedestrian demand to cross the road at this location and drivers may not be aware that pedestrians will be crossing at this point. It is proposed to install signs warning of pedestrians crossing on both approaches to the ESSO garage. This could be funded from the Local Committee's Integrated Transport Schemes allocation for signs and road markings.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 March 2015

DIVISION: Tadworth, Walton and Kingswood

Public Question:



A DANGEROUS JUNCTION Brighton Road A217/CANONS LANE, BURGH HEATH

It is possible to make 6 different manoeuvres at this extremely dangerous junction. The configuration of the road must be changed and the speed of traffic reduced.

Southbound vehicles performing U turns block the visibility of northbound vehicles waiting to turn right into Canons Lane. Their visibility is compounded by the increase in vehicles favouring dark tinted windows and the large number of vans.

Vehicles waiting to turn right out of Canons Lane heading north bound on the A217 often have an unacceptably long wait due to the queues of U turning vehicles.

At certain times of the day the queue of U turning traffic snakes out of the central reservation gap and is stationary in the outside lane of the A217 forcing traffic behind to swerve to avoid collisions.

All vehicles sitting in the central reservation gap are nose to nose with headlights distorting their vision. They are then required to edge forwards into the path of fast moving traffic, which is extremely dangerous.

The arrows on the road suggest that U turn is an acceptable manoeuvre and therefore drivers causing the problems are unwilling to change their behaviour. These arrows should be removed. An elongated traffic island to better separate the two U turning flows from traffic in and out of Canons Lane is highly desirable as shown in BHRA's response to the Local Transport Strategy Proposal. Or there could be a new U turn away from the existing junction, further north after the Aberdour exit allowing drivers to make U turns away from Canons Lane thereby making it safer for drivers turning into Canons Lane from the south, not having their view blocked by said vehicles.

Cars travelling south on the A217 speed up as they pull away from the junction with Tattenham Way. A speed sign that comes on when drivers go above the speed limit would be a useful reminder especially if it was situated after Aberdour school entrance. It should be sited in the central reservation. Perhaps the speed should be reduced to 30mph as this is a school area.

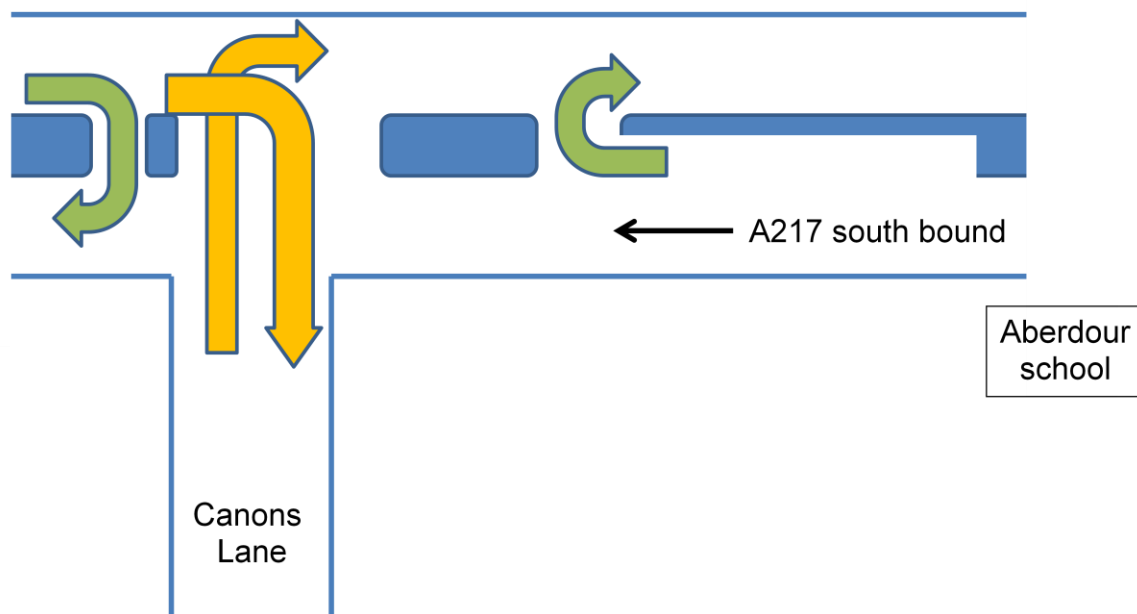
The speed of vehicles on the A217 is the primary issue.

Annex B

Making the Canons Lane /A217 intersection safe

This access point to the A217 is used by more than half of the houses in Burgh Heath as well as parents from Aberdour School bringing children to and from the school. North bound journeys from Canons Lane requiring a right turn involve a pause in the central refuge where there is an immediate clash with three other streams of traffic: that turning into Canons Lane from the south, that attempting to make a U-turn to reach the shops at the Parade (to the left of the diagram) and U-turning traffic from the north. The latter has a most serious effect at the beginning and end of the school day when vehicles from Aberdour School attempt U-turns to make north bound journeys. Not only is there considerable uncertainty about the intended paths of vehicles but visibility is seriously impaired.

This is a proposal for elongated traffic islands to separate the two U-turning flows from traffic in and out of Canons Lane. These are highly desirable, they command local support and are simple to implement. They are shown below.



Separating the U-turning traffic flows at the Canons Lane/A217 intersection

QUESTIONS –

- Can we have a speed camera on the incline past Aberdour School to slow the oncoming traffic.
- Could the configuration of the junction be changed to establish road safety for the many children being conveyed to and from the school.

Patricia Sherren (Mrs)
Chairman Burgh Heath Residents' Association

www.surreycc.gov.uk/Reigate&Banstead

Answer from Chairman on behalf of the Committee:

The safety of this junction was recently discussed at the Reigate and Banstead Road Safety Working Group meeting on 20 November 2014. These meetings involve the county council's road safety team, local area highways officers and police road safety officers, and take place every six months in order to discuss collision hotspots and road safety interventions across the Borough.

The county council's database of personal injury collisions recorded by the police was checked and it was found that there had been only one slight injury road casualty at the junction of the A217 with Canons Lane in the last five years. This involved a southbound cyclist who was hit by a car emerging and turning left from Canons Lane in 2010. Information on personal injury collisions can be obtained from www.crashmap.co.uk. It is accepted that drivers have to take extra care when undertaking any manoeuvres tuning into and out of Canons Lane especially during the busier period at school journey times. However the collision history does not indicate a very high risk of collision compared to many other sites in Reigate and Banstead. Consequently it was concluded that investment in changing the configuration of this junction would not be justified based on the likely reduction in casualties due to the fact that there haven't been any collisions associated with vehicles u-turning or turning right in the last five years.

The stretch of the A217 Brighton Road from the junction with Fir Tree Road to the junction with the M25 is the subject of a bid for investment to the Coast to Capital Local Economic Partnership for the provision of average speed cameras to enforce the existing 40 mph speed limit. This would replace the three existing "Gatso" brand bi-directional spot speed cameras on this stretch that are becoming obsolete. A decision on the award of the funding is due in late March 2015 after which, if successful, it is hoped that the average speed cameras could be installed during the next financial year 2015/16. The average speed cameras would encourage compliance with the speed limit along the whole length in both directions as opposed to only within the vicinity of the existing spot speed cameras in one direction at a time. This would include the stretch of the A217 Brighton Road at its junction with Canons Lane, and so would reduce the likelihood of excess speeds and collisions at this site.

Contact Officer: Anita Guy, Highways Tel: 01372 832176

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