

# Agenda

Reigate & Banstead  
Local Committee

**We welcome you to  
Reigate and Banstead Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

## Discussion

- On Street Parking Enforcement
- Reigate & Banstead Cycling Plan
- Highways Schemes End of Year Report 2016/17
- Highways Forward Programme 2017/18 – 2018/19 Update
- Doghurst Lane and Hazelwood Lane, Chipstead – Proposed 20mph Speed Limit
- A217 Brighton Road, Banstead – Proposed Pedestrian Crossing near The Horseshoe



## Venue

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

**Date:** Monday, 27 February  
2017

**Time:** 2.00 pm



**SURREY**

# You can get involved in the following ways

## ***Ask a question***

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

## ***Write a question***

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

# Get involved

## ***Sign a petition***

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.



## Attending the Local Committee meeting

Your Community Partnership and Committee Officer is here to help.

*Email:* [sarah.quinn@surreycc.gov.uk](mailto:sarah.quinn@surreycc.gov.uk)

*Tel:* 01737 737695 (text or phone)

*Website:* <http://www.surreycc.gov.uk/reigateandbanstead>



Follow @ReigateLC on Twitter

This is a meeting in public.

Please contact **Sarah Quinn, Community Partnership and Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.



### **Surrey County Council Appointed Members**

Dorothy Ross-Tomlin, Horley East (Chairman)  
Ms Barbara Thomson, Earlswood and Reigate South (Vice-Chairman)  
Mrs Natalie Bramhall, Redhill West and Meadvale  
Mr Jonathan Essex, Redhill East  
Mr Bob Gardner, Merstham and Banstead South  
Mr Michael Gosling, Tadworth, Walton and Kingswood  
Dr Zully Grant-Duff, Reigate  
Mr Ken Gulati, Banstead, Woodmansterne and Chipstead  
Mrs Kay Hammond, Horley West, Salfords and Sidlow  
Mr Nick Harrison, Nork and Tattenhams

### **Borough Council Appointed Members**

Cllr Derek Allcard, South Park & Woodhatch  
Cllr Michael Blacker, Reigate Central  
Cllr Dr Lynne Hack, Banstead Village  
Cllr David Jackson, Horley West  
Cllr Frank Kelly, Merstham  
Cllr Roger Newstead, Reigate Hill  
Cllr Tony Schofield, Horley East  
Cllr Mrs Anna Tarrant, Meadvale & St Johns  
Cllr Mrs Rachel Turner, Tadworth and Walton  
Cllr Jonathan White, Nork

Chief Executive  
**David McNulty**

			
Mrs Dorothy Ross-Tomlin (Chairman) Horley East	Ms Barbara Thomson (Vice-Chairman) Earlswood & Reigate South	Mrs Natalie Bramhall Redhill West & Meadvale	Mr Jonathan Essex Redhill East
			
Mrs Kay Hammond Horley West, Salfords & Sidlow	Mr Michael Gosling Tadworth, Walton & Kingswood	Dr Zully Grant-Duff Reigate	Mr Ken Gulati Banstead, Woodmansterne & Chipstead
		 <b>SURREY</b> COUNTY COUNCIL  <b>Local Committee (Reigate &amp; Banstead)</b>  <b>County Councillors 2013-17</b>	
Mr Nick Harrison Nork & Tattenhams	Mr Bob Gardner Merstham and Banstead South		

For councillor contact details, please contact Sarah Quinn or Rowena Zelley, Community Partnership and Committee Officers ([sarah.quinn@surreycc.gov.uk](mailto:sarah.quinn@surreycc.gov.uk) / [rowena.zelley@surreycc.gov.uk](mailto:rowena.zelley@surreycc.gov.uk) Tel: 01737 737695)

 <p>Cllr Michael Blacker Reigate Central</p>	 <p>Cllr Dr Lynne Hack Banstead Village</p>	 <p>Cllr Jonathan White Nork</p>	 <p>Cllr David Jackson Horley West</p>
 <p>Cllr Frank Kelly Merstham</p>	 <p>Cllr Roger Newstead Reigate Hill</p>	 <p>Cllr Derek Allcard South Park and Woodhatch</p>	 <p>Cllr Tony Schofield Horley East</p>
 <p>Cllr Anna Tarrant Meadvale and St Johns</p>	 <p>Cllr Mrs Rachel Turner Tadworth &amp; Walton</p>	 <p><b>Local Committee (Reigate &amp; Banstead)</b></p> <p><b>Borough Council Co-optees 2016-17</b></p>	

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## MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. **To support this, County Hall has wifi available for visitors – please ask at reception for details.**

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

*Thank you for your co-operation*

**Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.**

**Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.**

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

## OPEN FORUM

Before the formal Committee session begins, the Chairman will invite **questions relating to items on the agenda from members of the public** attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

### PART ONE - IN PUBLIC

#### **1 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY)**

To receive any apologies for absence.

#### **2 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY)**

(Pages 1 - 54)

To approve the minutes of the previous meeting as a correct record. The minutes will be available in the committee room half an hour before the start of the meeting, or online at [www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead) or by contacting the Community Partnership and Committee Officer.

#### **3 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY)**

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

**NOTES:**

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial

**4 PETITIONS (AGENDA ITEM ONLY)**

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.

*None received*

**5 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY)**

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.

**6 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY)**

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.

**7 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) (Pages 55 - 62)**

To note progress against decisions taken at previous meetings.

*Report and Annex 1 attached*

**8 ON STREET PARKING ENFORCEMENT UPDATE (EXECUTIVE FUNCTION FOR INFORMATION) (Pages 63 - 76)**

Local Committees are responsible for installing and reviewing on-street parking restrictions. Committees have a scrutiny role in the enforcement operation and a share of any surplus income.

This report sets out the background for these arrangements and provides an overview of the enforcement operation.

Reigate & Banstead Borough Council undertakes parking enforcement activities within Reigate and Banstead under an agency agreement with Surrey County Council.

*Report and Annexes 1 and 2 attached*

- 9 REIGATE & BANSTEAD CYCLING PLAN (EXECUTIVE FUNCTION FOR DECISION)** (Pages 77 - 92)
- As part of the Surrey Transport Plan, a Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans. This report suggests next steps for Reigate and Banstead.
- Report and Annexes 1 and 2 attached*
- 10 HIGHWAY SCHEMES 2016/17 - END OF YEAR UPDATE (EXECUTIVE FUNCTION FOR INFORMATION)** (Pages 93 - 112)
- To inform the Local Committee on the outcome of the 2016/17 Integrated Transport and highway maintenance programmes in Reigate and Banstead.
- Report and Annex 1 attached*
- 11 HIGHWAYS FORWARD PROGRAMME 2017/18 - 2018/19 - UPDATE (EXECUTIVE FUNCTION FOR DECISION)** (Pages 113 - 116)
- In December 2016 the Local Committee agreed a draft programme of highway works in Reigate and Banstead for 2017/18 – 2018/19. Whilst the County’s budget was agreed by Council on 7 February, the Medium Term Financial Plan and detailed programme of schemes will not be agreed by Cabinet until 28 March 2017. This report seeks delegated authority for the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works should the Local Committee’s devolved budget change.
- Report attached*
- 12 DOGHURST LANE AND HAZELWOOD LANE, CHIPSTEAD - PROPOSED 20MPH SPEED LIMIT (EXECUTIVE FUNCTION FOR DECISION)** (Pages 117 - 122)
- Chipstead Residents Association has raised concerns about traffic speeds on roads in Chipstead. As a result the Residents Association commissioned a consultant to look into reducing the speed limit on some of the roads in Chipstead. Following results of speed surveys arranged by the consultant, Chipstead Residents Association are requesting that Surrey County Council progress a speed limit reduction on Doghurst Lane and Hazelwood Lane from 30mph to 20mph. This proposal has not been prioritised for inclusion on the 2017/18 or 2018/19 forward programme of funded highway works. This report outlines actions taken by officers as a result of this request.
- Report and Annex 1 attached*
- 13 A217 BRIGHTON ROAD, BANSTEAD - PROPOSED PEDESTRIAN CROSSING NEAR THE HORSESHOE (EXECUTIVE FUNCTION FOR DECISION)** (Pages 123 - 130)
- A scheme is currently being designed to provide a signalised pedestrian crossing on the A217 Brighton Road, Banstead in the vicinity of the footpath between the A217 Brighton Road and The Horseshoe. This report seeks authority both to advertise a pedestrian

crossing notice, and to make a Traffic Regulation Order to implement the necessary changes to the existing waiting restrictions on the A217 Brighton Road. This scheme forms part of the Epsom-Banstead Sustainable Transport Plan (STP) bid to the Coast to Capital Local Enterprise Partnership (LEP).

***Report and Annex 1 attached***

**THESE MINUTES REMAIN DRAFT UNTIL CONFIRMED AT THE MEETING  
OF THE LOCAL COMMITTEE ON 27 FEBRUARY 2017**

Minutes of the meeting of the  
**Reigate AND BANSTEAD LOCAL COMMITTEE**  
held at 2.00 pm on 12 December 2016  
at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

**Surrey County Council Members:**

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

**Borough / District Members:**

- \* Cllr Derek Allcard
- \* Cllr Michael Blacker
- \* Cllr Dr Lynne Hack
- \* Cllr David Jackson
- \* Cllr Frank Kelly
- \* Cllr Roger Newstead
- \* Cllr Tony Schofield
- \* Cllr Mrs Anna Tarrant
- \* Cllr Mrs Rachel Turner
- \* Cllr Jonathan White

\* In attendance

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**101/16 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY) [Item 3/16]**

Apologies for absence were received from Cllr Tony Schofield.

[Mrs Kay Hammond gave apologies for needing to leave the meeting at 3.00pm.]

**102/16 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY) [Item 2]**

The minutes were agreed as a true record of the meeting held on 12 September 2016.

**103/16 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY) [Item 3]**

- Mrs Dorothy Ross-Tomlin declared a personal interest in Item 4a by virtue of being a resident of Silverlea Gardens.

## ITEM 2

- Mr Nick Harrison declared a personal interest in Item 6(ii) by virtue of being a member of the Surrey Museums Group.
- Cllr Roger Newstead declared a personal interest in Item 6(ii) by virtue of being a member of the Reigate Priory Museum Trust.

### **104/16 PETITIONS (AGENDA ITEM ONLY) [Item 4]**

#### **Item 4a – Review and potential limited introduction of parking restrictions in Silverlea Gardens, Horley**

A petition containing 42 signatures was received from Ms Julie Cable and Mrs Stella Price. The petitioners sent their apologies for being unable to attend the meeting.

One Member raised concerns regarding the displacement of parking to other roads if restrictions were introduced, but the majority of Members supported the petition and pointed out that there was plenty of car parking available in Horley Town Centre. The Area Highway Manager agreed to pass on all comments to the Parking Team.

Members noted the response of the Parking Strategy and Implementation Team Manager.

[Mrs Dorothy Ross-Tomlin declared a personal interest in this item by virtue of being a resident of Silverlea Gardens, and left the room during its consideration. Ms Barbara Thomson took the chair for this item.]

#### **Item 4b – Install a filter light for right turns into Woodhatch Road from the traffic lights on the A217 at The Angel, Woodhatch**

A petition containing 241 signatures was received from Mrs Toni Hand. The petitioner was unable to attend and sent Ms Jackie Relffe-Arnold to speak on her behalf.

Ms Relffe-Arnold made the following points:

- The junction is extremely dangerous and the number of accidents and near misses has a cost to residents, businesses and the council. She had been involved in a road traffic collision at the junction where she was injured and her car written off.
- The community feels this is a serious issue.
- A filter lane would make the junction safer.

Members discussed the petition and officer response. They expressed much sympathy with Ms Relffe-Arnold and the other petitioners, as well as disappointment that the funding was not currently available to carry out the requested safety improvements. The Area Highway Manager thanked the petitioners for their comments and assured them that they would be taken into consideration, should funding become available. She noted that a substantial redesign of the junction would be required to improve safety, but the number of recorded accidents at the location meant that it did not place

highly in the list for prioritisation. It would, however, be added to the Integrated Transport Schemes list for future consideration.

Members noted the response of the Area Highway Manager.

**105/16 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY) [Item 5]**

None received.

**106/16 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY) [Item 6]**

Two formal public questions were received from Mrs Barbara Thomson and Cllr Roger Newstead. The responses were circulated with the agenda and supplementary agenda.

[Mr Nick Harrison declared a personal interest in this item by virtue of being a member of the Surrey Museums Group. Cllr Roger Newstead declared a personal interest in this item by virtue of being a member of the Reigate Priory Museum Trust.]

**107/16 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) [Item 7]**

The Committee **NOTED** the Decision Tracker.

[6 June 2016 – Item 9 (Installation of Variable Message Signing) – it was reported that the signage had not been installed due to the lack of available electrical connections, despite the work of borough council officers and the availability of funding. The Area Highway Manager agreed to discuss this with the Traffic and Streetworks Manager.]

**108/16 ARMED FORCES COVENANT (FOR INFORMATION) [Item 8]**

**Declarations of Interest:** None

**Officers attending:** Canon Peter Bruinvels, Civilian Military Liaison Adviser

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

- Members wished to know if there was a large number of homeless ex-soldiers in Surrey. The Civilian Military Liaison Adviser noted that it was not a large problem. The Surrey County Council Contact Centre now asks whether those enquiring about homelessness have served in the Armed Forces. A bigger issue is helping former servicemen who are leaving prison.
- Discussion took place around mental health issues. The work of Ben's Place in Merstham was highlighted.
- The Chairman spoke about the excellent work carried out by the Cadet Forces, particularly where young people from challenging backgrounds are helped to become valuable members of the community. The Civilian Military Liaison Adviser noted that Cadet

## ITEM 2

Forces were especially strong in Reigate & Banstead, although there was a shortage of adult volunteers to support Cadet Forces across Surrey.

- Cllr Roger Newstead, speaking as the Armed Forces Champion for Reigate & Banstead Borough Council, reported that the Army Cadet Force's national champion cadet for 2016 belonged to the Redhill Detachment. He also noted that there was an issue of identifying where veterans lived, and that the Royal British Legion was lobbying for a question to be included in the next census to ascertain whether people had served in the Armed Forces.
- The Chairman thanked the Civilian Military Liaison Adviser for his presentation, and reiterated the Local Committee's support for the Armed Forces and the work being carried out in Surrey.

**The Local Committee (Reigate & Banstead) NOTED the report.**

### **109/16 HIGHWAYS FORWARD PROGRAMME 2017/18 - 2018/19 (EXECUTIVE FUNCTION FOR DECISION) [Item 9]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

- Discussion took place regarding recommendation (x) – the Area Highway Manager clarified that this had not changed from previous years, and that Members were invited to discuss potential bids with residents associations and parish councils. It was noted that the May 2017 deadline would not be affected by the county council elections.

**The Local Committee (Reigate & Banstead):**

- (i) **NOTED** that the Local Committee's devolved highways budget for capital works has been reduced as set out in the Medium Term Financial Plan, to £336,508 in 2017/18 and to £178,813 in 2018/19, and that it has been assumed that the revenue budget for 2017/18 remains approximately the same as for 2016/17 at £217,778.
- (ii) **NOTED** that a further report will be presented to the March 2017 meeting of the Reigate & Banstead Local Committee to agree a revised programme should the devolved budget vary significantly from these amounts.
- (iii) **AGREED** that the capital improvement schemes allocation for Reigate & Banstead be used to progress the Integrated Transport Schemes programme set out in Annex 1 to the report submitted.
- (iv) **AUTHORISED** that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire

money between the schemes agreed in Annex 1 to the report submitted, if required.

- (v) **AGREED** that the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member, are able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.
- (vi) **AGREED** that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the capital improvement schemes (Integrated Transport Schemes) and capital maintenance (Local Structural Repair) budgets, and vice-versa, if required.
- (vii) **AGREED** that the capital maintenance schemes allocation for Reigate & Banstead be divided equitably between County Councillors to carry out Local Structural Repair, and that the schemes to be progressed be agreed by the Area Maintenance Manager in consultation with the Local Committee Chairman and Vice-Chairman and local divisional Members.
- (viii) **AUTHORISED** the Area Maintenance engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use the £217,778 revenue maintenance budget for 2017/18 as detailed in Table 2 of the report submitted.
- (ix) **AGREED** that the Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work headings in Table 2 of the report submitted.
- (x) **AGREED** that £5,000 per County Councillor be allocated from the revenue maintenance budget for Highways Localism Initiative works, and that if bids for this funding have not been received by the end of May 2017, the monies revert to the relevant Member to use to fund Community Enhancement works.
- (xi) **AGREED** that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to any Community Enhancement allocation and arrange for the work activities to be managed by the Area Maintenance Engineer on their behalf.
- (xii) **AGREED** that the revenue maintenance gang be managed on Members' behalf by the Area Maintenance Engineer.

**110/16 HIGHWAYS SCHEMES UPDATE (EXECUTIVE FUNCTION FOR DECISION) [Item 10]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager; Tommy Whittingham, Route Sponsor, M25 London Orbital (East), Highways England

**Petitions, Public Questions, Statements:** None

**Supplementary Papers:** A second revision to the report was tabled together with Annex 3. These papers are attached to the minutes as **Appendix A**.

**Member Discussion – key points:**

- Members raised concerns regarding the proposals set out in Annex 3 to the report submitted and recommendation (iv) as set out in the report. Concerns were raised that some roads which required reconstruction were no longer on the list. As a result, the Committee agreed to revise recommendation (iv) and add a new recommendation (v), enabling further discussion of the schemes at the informal meeting of the Committee on 16 January 2017. This was voted on and agreed.
- The Area Highway Manager explained that all roads had been re-inspected using the new Asset Management Prioritisation Matrix. Due to the winter floods of 2013/14, some roads had been given higher priority due to flood damage, resulting in other roads being deemed lower priority.
- The Chairman informed Members that she had requested that the worst roads in the county should be prioritised, but this view had not been shared by the other Local Committee Chairmen.
- It was noted that Princess Way, Redhill, was due to be resurfaced following the completion of the Balanced Network, and that there were drainage issues in London Road that needed to be tackled before resurfacing. The Area Highway Manager agreed to confirm the position on these roads outside the meeting. She also agreed to confirm the position regarding the Section 106 contribution from the Sainsbury's development.
- A number of Members pointed out inaccuracies in the list, including roads that had already been resurfaced.
- The Area Highway Manager reported that a separate 4B Network list would cover roads that did not require full reconstruction.
- A question was asked regarding the Holly Lodge crossing. The Area Highway Manager reported that feedback on average speed cameras was awaited in order to make an uncontrolled crossing more viable.
- Discussion also took place regarding the establishment of a task group to consider the proposed improvements to M25 Junction 8 by Highways England. Tommy Whittingham, the Highways England officer responsible for this section of the motorway, introduced himself to Members and reported that construction was likely to be finished by the end of 2018/19.

**The Local Committee (Reigate & Banstead) NOTED the report and:**

- (i) APPROVED the establishment of the M25 Junction 8 Improvements Task Group.
- (ii) NOMINATED the following Members to sit on the task group: Mrs Dorothy Ross-Tomlin; Mr Bob Gardner; Mr Ken Gulati; Cllr Frank Kelly and Cllr Roger Newstead.
- (iii) DELEGATED authority to the Travel and Transport Group Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to agree the terms of reference for the M25 Junction 8 Improvements Task Group.
- (iv) REQUESTED that the Area Team Manager discuss with each divisional Member their requests for local priority schemes in their division for inclusion in the Horizon 2 Roads Major Maintenance Programme (HRMM) before 16 January 2017.
- (v) AUTHORISED the Area Team Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee to finalise the list of local priority schemes for inclusion in the Horizon 2 Roads Major Maintenance Programme (HRMM) by 31 January 2017, following consideration of the selection of schemes (set out in Annex 3 to the report submitted) at the 16 January 2017 informal meeting of the Local Committee.

**111/16 VARIABLE MESSAGE SIGNS INSTALLATION UPDATE (EXECUTIVE FUNCTION FOR INFORMATION) [Item 11]**

**Declarations of Interest:** None

**Officers attending:** Matthew Jezzard, Traffic and Streetworks Manager

**Petitions, Public Questions, Statements:** None

**Supplementary Papers:** An updated location map was tabled, and is attached to the minutes as **Appendix B**.

**Member Discussion – key points:**

- Discussion took place regarding two amendments to the proposed locations of VMS 20 (from Fir Tree Road to Winkworth Road), and VMS 27 (from the junction with Raglan Road to the junction with Gatton Bottom). The Traffic and Streetworks Manager noted Members' suggestions for the new location of VMS 20 and agreed to look at these, subject to suitable sightlines and removal of obstructions. The new placement of VMS 27 was welcomed.
- Members wished to know the source of the £750,000 matched funding. The Traffic and Streetworks Manager agreed to find out and report back outside the meeting.

## ITEM 2

- Discussion took place around the introduction of other measures to control traffic flow, such as traffic signal phasing. The Traffic and Streetworks Manager explained that the Network Management and Information Centre (NMIC) now had equipment enabling the measurement of average journey times with alerts when these became longer. The NMIC can then use VMS and send out travel alerts to enable drivers to choose alternative routes. The next stage of this programme will be dial up traffic signal control. This is particularly pertinent to the A217 as this is part of the Tactical Diversion Route for the M25.

**The Local Committee (Reigate & Banstead) NOTED the report.**

**112/16 BUCKLAND LANE, WALTON ON THE HILL - PROPOSED TRAFFIC REGULATION ORDER ALONG D318 BUCKLAND LANE (BUCKLAND), X25120 BUCKLAND LANE (WALTON ON THE HILL) AND PUBLIC BYWAYS OPEN TO ALL TRAFFIC (BOAT) NOS 98 (WALTON ON THE HILL) AND 479 (BUCKLAND) (EXECUTIVE FUNCTION FOR DECISION) [Item 12]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

- Clarification was sought as to whether there was a turning point if vehicles accessed Buckland Lane from the Walton Oaks roundabout. The Area Highway Manager confirmed that there was a turning point at the start of the proposed closure (Point A on Annex 2).
- Concerns were raised that the closure would lead to the encroachment of the lane by vegetation, meaning it would be inaccessible for most of the year. The Area Highway Manager reported that the Forestry Commission would be helping with vegetation clearance to maintain access. It was emphasised that the road would only be closed to motorised vehicles, and that pedestrians, cyclists and horse riders would still be able to enjoy the route.

**The Local Committee (Reigate & Banstead):**

- (i) **AGREED** that based upon the evidence, a Traffic Regulation Order restricting any motorised vehicles and any horse drawn vehicle wider than 1.5m (4ft 11ins) be implemented in the section of Buckland Lane (X25120) between boundary with Mole Valley District Council and a point 479m south of the northern extent of BOAT No.98 where it joins Buckland Lane (D318).
- (ii) **AUTHORISED** the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed width restriction (1.5m – 4ft 11ins) on Buckland Lane (X25120) and BOAT No.98 (Walton on the Hill),

between boundary with Mole Valley District Council and a point 479m south of the northern extent of BOAT No.98 where it joins Buckland Lane (D318), revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made.

- (iii) **AUTHORISED** delegation of authority to the Area Highway Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the local divisional Member to resolve any objections received in connection with the proposal.

### **113/16 EXTENSION OF FASTWAY BUS ROUTE INTO THE ACRES, HORLEY (EXECUTIVE FUNCTION FOR DECISION) [Item 13]**

**Declarations of Interest:** None

**Officers attending:** Dave Taylor, Senior Projects Manager and Chris Parry, Senior Transport Officer, Transport Development Planning

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

- The Chairman, speaking as divisional Member, expressed her support for the proposals and noted the involvement of The Acres Residents Association.
- Members wished to know what would happen in the event of a failure of the bus gate. The Senior Transport Officer explained that the gate would collapse to an open position if it failed, but that proposed kerbing in the centre of the carriageways would prevent cars from going through it. This was already in place in parts of the Fastway network in Crawley and worked well.

**The Local Committee (Reigate & Banstead):**

- (i) **NOTED** the comments received from local engagement.
- (ii) **APPROVED** the highway works to Langshott, shown on Drawing Nos. PC0639/001/PRES and PC0639/002/PRES.
- (iii) **APPROVED** the three bus stop clearways in Brookfield Drive, shown on Drawings Nos. PC0639/003/PRES and PC0639/004/PRES.
- (iv) **APPROVED** the introduction of a “School Keep Clear” parking restriction in Brookfield Drive outside Trinity Oaks Primary School (Mon-Fri 8.15am to 4.30pm), shown on Drawing No. PC0639/004/PRES.
- (v) **APPROVED** the highway works at the crossroads of Langshott/Orchard Drive/Wheatfield Way, as shown on Drawing No. PC0639/005/PRES, and that a notice for the vertical deflection measures be published in the local press;
- (vi) **AGREED** that any alterations to Drawing Nos. PC0639/001 – 5 be delegated to the South East Surrey Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local divisional Members.
- (vii) **APPROVED** “no waiting at any time” parking restrictions, as shown on Drawing Nos. PC0639/003/PRES and PC0639/004/PRES, and that the county council’s intention to introduce them by making amendments to the Traffic Regulation Orders be formally advertised

## ITEM 2

and that if there are no objections, the amendments to the orders are made.

- (viii) **AGREED** that if there are objections that cannot be resolved, in accordance with the county council's scheme of delegation, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee and local divisional Members, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

### **114/16 INTRODUCTION OF BUS STOP CLEARWAYS ON A217 BRIGHTON ROAD, LOWER KINGSWOOD (EXECUTIVE FUNCTION FOR DECISION) [Item 14]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

- Mr Bob Gardner, speaking as divisional Member, expressed his support for the proposals, but raised concerns regarding the amount of litter at the bus stops and asked whether the borough council would tackle this. It was noted that litter picking had been carried out.
- Members wished to know whether school buses and coaches could use the bus stops. The Area Highway Manager explained that the majority of school buses are scheduled services, and they would be entitled to use the bus stops. Any other school buses would not be permitted to stop. Coaches were not entitled to stop in the clearways, but their nearest stopping off point was the Fox on the Hill pub.
- Members wished to know how the clearways would be enforced. The Area Highway Manager reported that the Joint Enforcement Team (JET) would be responsible for enforcement, as bus stop clearways are a civil enforcement matter.

**The Local Committee (Reigate & Banstead) AGREED that clearways be introduced at the existing bus stops on the A217 Brighton Road, Lower Kingswood (northbound at Margery Lane and southbound on Tadworth Roundabout), with the following restrictions: “No stopping 7.00am – 7.00pm every day except local buses”.**

### **115/16 BUCKINGHAMSHIRE AND SURREY TRADING STANDARDS WORK IN REIGATE & BANSTEAD 2016 (FOR INFORMATION) [Item 15]**

**Declarations of Interest:** None

**Officers attending:** David Bullen, Senior Trading Standards Officer

**Petitions, Public Questions, Statements:** None

**Member Discussion – key points:**

- Members were particularly interested to hear about the rollout of Call Blockers to vulnerable elderly people who had been victims of scam phone calls. The Chairman suggested that Trading Standards approach the Office of the Police and Crime Commissioner to apply for further funding; the Senior Trading Standards Officer noted this and would take the suggestion back to his colleagues. He emphasised that Call Blockers were available commercially at a cost of around £80-£90, and agreed to forward details of recommended devices to the Committee.
- Concerns were raised about the efficacy of Checktrade. The Senior Trading Standards Officer noted that no system was foolproof, but that Trading Standards carry out enhanced checks over and above those carried out by Checktrade. Rogue traders were removed from the scheme.
- Discussion took place regarding the use of volunteers. The Senior Trading Standards Officer noted that the volunteer scheme had been in place in Buckinghamshire prior to the merger with Surrey, and had been very successful with many volunteers finding it to be a valuable experience. The purpose was to enable the service to carry out work they did not have the resource to otherwise do. He agreed to find out whether any volunteers had found full time work as a result of their experience.

**The Local Committee (Reigate & Banstead) NOTED the report.**

Meeting ended at: 4.51 pm

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**Chairman**

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 12 DECEMBER 2016  
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: HIGHWAY SCHEMES UPDATE (SECOND REVISED REPORT)

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

At the 14 December 2015 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. An amended programme of works was agreed on 7 March 2016 to take account of the reduced revenue budget. Delegated authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress. The report also updates Members on the progress of the Wider Network Benefits (East) scheme, the A217 Resilience Scheme, the Greater Redhill Sustainable Transport Package, the Epsom and Banstead Sustainable Transport Package and the number of enquiries received from customers.

**RECOMMENDATIONS:**

**The Local Committee (Reigate & Banstead) is asked to note the contents of the report and is recommended to:**

- (i) Approve the establishment of the task group.
- (ii) To nominate county and district councillor representatives for the task group.
- (iii) To delegate authority to the Travel and Transport Group Manager in consultation with the Chairman and Vice Chairman, to agree the terms of reference for the M25 Junction 8 Improvements Task Group.
- (iv) Authorise the Area Team Manager in consultation with the Chairman and Vice-Chairman to finalise the list of local priority schemes for inclusion in the Horizon 2 Roads Major Maintenance Programme (HRMM) by 31 January 2017, following consideration of the selection of schemes under the influence of the Local Committee as set out in **Annex 3** of this report.

**REASONS FOR RECOMMENDATIONS:**

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 In December 2015, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works. A revised works programme was agreed in March 2016 to take account of the reduced revenue budget devolved to the Local Committee.
- 1.2 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that works could be progressed without the need to bring further reports to the Local Committee for decision.
- 1.3 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network. The Road Safety Team also has a small countywide budget which is used, on a priority basis, to address sites with an identified collision problem. Funding has also been secured through the Coast to Capital Local Enterprise Partnership (LEP) for works in Reigate and Banstead. An update of progress on the Wider Network Benefits (East) scheme, the A217 Resilience Scheme, the Greater Redhill Sustainable Transport Package, and the Epsom-Banstead Sustainable Transport Package is included as part of this report.

## **2. ANALYSIS:**

- 2.1 **Capital Highway Schemes:** Progress on the approved programme of highway works in Reigate and Banstead is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions and the Road Safety Team's schemes for Reigate and Banstead.
- 2.1 **Wider Network Benefits (East) scheme:** Outline design and procurement of the Automatic Number Plate Recognition (ANPR) cameras, CCTV Traffic Cameras and Variable Message Signs (VMS) are now completed and detailed design of these elements are being refined, whilst site surveys are being completed and contractors mobilised to commence installation of these three work streams.
- 2.2 Installation of ANPR cameras will commence shortly on the A24, A25, A29 and A246. Most of these cameras will be installed on existing Surrey CC apparatus (such as Traffic Signals and Lamp Columns), with the installation of new poles for cameras avoided where possible.
- 2.2 It is anticipated that the work to install CCTV Traffic Cameras will be complete by April 2017. However installation has been delayed slightly whilst final decisions are taken on which sites to have installed, because final costs mean that it is unlikely that there is sufficient project budget to install all preferred sites. Again, wherever possible existing Surrey CC apparatus will be used to mount the cameras at key locations across the "A" Road network.

- 2.3 VMS installation will also commence shortly and will be a far more visible asset on the A road network. Final detailed revisions on VMS siting are ongoing, although approximate locations from a Network management perspective are already identified. Once again it is anticipated that the majority of new VMS signs will be installed by April 2017.
- 2.4 Once these new assets are all commissioned, the back office systems required to link this equipment will be completed and tested at the NMIC Leatherhead.
- 2.5 Work in 2017/18 will focus on “Dial up Signal Control” (DUSC) Traffic Signal Controllers upgrade, and installation of the subsequent design of the alternate signal strategies required to make best use of this technology.
- 2.6 Further detail regarding the Wider Network Benefits Scheme is included in a separate report to this Local Committee.
- 2.7 **A217 Resilience Scheme:** Drainage works at the Belmont Roundabout are to be carried out between January and May 2017. Resurfacing works at the roundabout are scheduled to be carried out between May – July, following the completion of the drainage works.
- 2.8 Vegetation, tree works, siding out and drainage CCTV surveys have been carried out between the M25 Junction 8 roundabout and Babylon Roundabout. These surveys will be reviewed for drainage design improvements.
- 2.9 Drainage CCTV surveys on the A217 between South Reigate and Horley are ongoing.
- 2.10 **Greater Redhill Sustainable Transport Package (STP) – Progress report and programme update:** Phase 1 of work on cycle/pedestrian improvements is almost complete. The final section of works to widen the footway on Woodhatch Road between the junctions of Pendleton Road and Maple Road, to create a shared footway/cycleway, is due to be signed off as complete shortly. Also work along a section of the National Cycle Route 21 (NCR1), connecting Cross Oak Lane to the A23 at Salford Station are also complete, with recent works to provide an improved surface along the off road section constructed at the end of the summer. New signing for cyclists will be added shortly.
- 2.11 Following the Member Task Group and Committee agreement in September to proceed with Phase 2 of the works, detailed design is now underway on the provision of a pedestrian/cycle on Maple Road, through the Three Arch Road junction and south along the A23. These designs should be complete for construction to start from March 2017 until March 2018.
- 2.12 A study on the A23 Three Arch Road junction is being developed as a dedicated project within the wider STP programme. The study will look to provide improvements for cyclists and pedestrians, along with addressing reliability and punctuality issues for bus routes through the junction. It will also consider access improvements to the hospital and other safety and reliability issues for all road users. The study should be complete by early

## ITEM 2

next year and will be taken to the Member Task Group for review before going to Local Committee for approval on how to proceed.

- 2.13 Design work is underway for the quality bus corridor improvements planned for local bus services 430/435 and 420/460. Bus stop improvements and measures to enhance service reliability and accessibility along the corridors will be delivered from spring 2017 through to the end of March 2018.
- 2.14 Construction work is underway in Redhill Town Centre to introduce a bus only signalised right turn facility into Ladbroke Road from Princes Way (northbound). Works to complete the widening of the shared footway along Princes Way adjacent to Princes house should begin early next year.
- 2.15 Other works being progressed within the project include, additional cycle parking facilities at Earlswood Station and Meath Green School. As well as the installation of cycle gutters across the railway footbridge at Salfords Station to make it easier and safer for people to cross with their bikes.
- 2.16 Further improvement works are being considered for sections of NCR21, however this will be dependent on the availability of funding, as we move into the final delivery phase.
- 2.17 A further update on this project will be brought to the March Local Committee to report on the programme of Phase 2 schemes for delivery through to the end of 2017/18.
- 2.18 **Epsom and Banstead Sustainable Transport Package (STP) – Project update:** The final business case bid for project funding is being prepared for submission to the C2C LEP. The LEP have confirmed that a new business case template and supporting guidance will be provided for this round of business case submissions and we are currently awaiting this new template and guidance. A final bid submission date is still awaited from the LEP, however they have indicated that bids will be formally invited by the end of the current annual year.
- 2.19 Stage 1 feasibility drawings and final costs for the cycle/pedestrian scheme elements are being reviewed by the Highways Design team. Detailed scheme design is scheduled to commence after submission of the business case and the LEP funding award decision is known. On current timeframes this is anticipated to be at the start of 2017.
- 2.20 The Quality Bus Corridor measures and specific services that will be improved have been identified. Design work to identify the specific bus stop level schemes, reliability measure and civils/accessibility improvements along the corridors will be progressed with bus operators after the LEP funding award decision is known.
- 2.21 Pending cost revisions to some schemes from the Highways Design Team the final project value is expected to increase slightly from the original estimated total package of £4.8m, but will remain within the sub £5 m level. Local contributions secured to support this bid amount to over £1.3m.
- 2.22 The STP will be programmed to be delivered in phases. Phase 1a will include the schemes with local contributions already secured, with Phase 1b

to follow later in the programme to allow for schemes that require developer contributions to be finalised. The STP package of schemes can be scaled up or down to meet any changes in funding and/or cost requirements, whilst still delivering the wider project objectives.

2.23 The C2C LEP Grant Funding decision is expected to be announced shortly after bid submission. Following this a report will be taken to the Member Task Group and next available Local Committee for approval of the proposed project delivery programme. Scheme delivery is anticipated to commence from Q4 2016/17. Early capital Grant Fund expenditure will include detailed design work in readiness for priority scheme construction to begin during Q1 2017/18. Project delivery will run through to end of 2018/19.

2.24 **M25 Junction 8:** The M25 J8 signalised roundabout is a grade separated junction that provides an interchange between the M25, A217 and local access roads Margery Hall and Fort Lane (via priority junction) and currently operates over practical capacity during network peak hours.

2.25 Highways England are at the early stages of reviewing the operational performance of the M25 Junction 8, to identify potential short and long term improvements. It is proposed to establish a Member Task Group to consider the proposed improvements by Highways England to junction 8 of the M25. The Task Group shall exist to advise the Local Committee. **Annex 2** outlines the terms of reference for the Member Task Group.

2.26 **Customer Enquiries:** The total number of enquiries received between January and September 2016 is 114,082, an average of 12,676 per month. This is a reduction of 1,400 per when compared to previous months, but is still above the 2015 position, which averaged 11,000 per month at the same point. **Table 1** below shows the total number of enquiries received from January-September 2016, compared to the same period in 2015.

Period	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
January - September 2015	93,885	12,832	4,552
January - September 2016	114,082	12,493	4,846

**Table 1: Customer Enquiries**

2.27 Of the enquiries received by the local area office, 97% have been resolved, a rate which is in line with the countywide average. The County continues to work with its contractors to improve the response rate.

2.28 As part of our efforts to improve the customer experience the online reporting system is being redesigned, allowing better tracking of reports and the ability to use the maps to identify defects that have been previously reported. The outcome of which will be to reduce multiple reports and remove the need for additional site visits by Kier and SCC officers.

[www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead)

## ITEM 2

2.29 Unfortunately due to problems with the complaints system, information regarding the number and detail of complaints received was not received in time to include within this report. Should any information be received prior to this Local Committee, this information will be included within an addendum and distributed at the Local Committee meeting.

### **3. OPTIONS:**

3.1 Not applicable.

### **4. CONSULTATIONS:**

4.1 Not applicable

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Budgets are closely monitored throughout the financial year and monthly updates regarding the highway works programme are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have put in place arrangements whereby monies can be vired between different schemes and budget headings.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

### **7. LOCALISM:**

7.1 Local issues can be addressed through the Member's Community Enhancement Budget.

### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

#### 8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

### 8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Progress on the programme of capital highway works in Reigate and Banstead is set out in Annex 1. Local Committee is asked to note the contents of this report and is recommended to:

- (i) Approve the establishment of the task group.
- (ii) To nominate county and district councillor representatives for the task group.
- (iii) To delegate authority to the Travel and Transport Group Manager in consultation with the Chairman and Vice Chairman, to agree the terms of reference for the M25 Junction 8 Improvements Task Group.
- (iv) Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to finalise the list of local priority schemes for inclusion in the Horizon 2 Roads Major Maintenance Programme (HRMM) by 31<sup>st</sup> January 2017, following consideration of the selection of schemes under the influence of the Local Committee as set out in **Annex 3** of this report.

## **10. WHAT HAPPENS NEXT:**

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

### **Contact Officer:**

Anne-Marie Hannam, Senior Engineer, South East Area Team, 03456 009 009

### **Consulted:**

Not applicable

### **Annexes:**

Annex 1: Summary of Progress

Annex 2: M25 Junction 8 Improvements – Task Group Terms of Reference.

### **Sources/background papers:**

- Report to Reigate and Banstead Local Committee, 14 December 2015, Highways Forward Programme 2016/17 – 2017/18
- Report to Reigate and Banstead Local Committee, 7 March 2016, Revised Highways Forward Programme 2016/17– 2017/18

## Surrey Highways

### **Horizon 2 - 2017-2021**

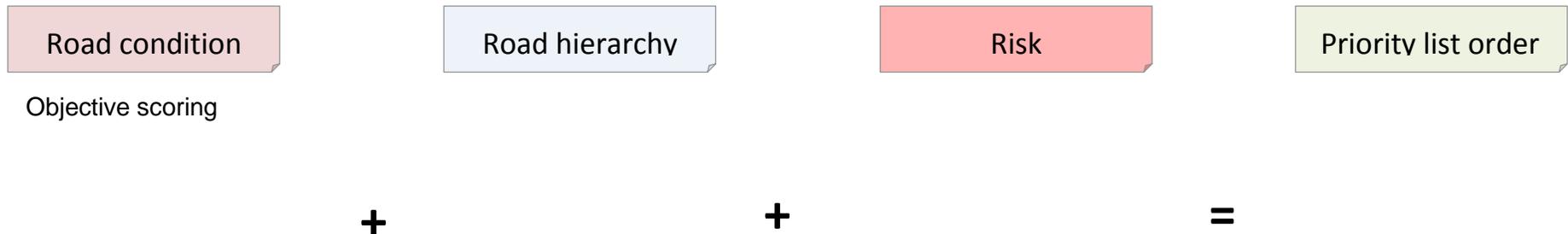
Reigate & Banstead Local Committee  
scheme consideration, 12 December 2016

## Selecting 20% of the Horizon 2 Road Programme

- Local Committee Members are being given the opportunity to select the final 20% of the Horizon 2 Road Programme 2018-2021
- In consultation with Local Committee Chairpersons it has been agreed that there is an equal split of 2273 metres available per district/borough.
- The roads are listed in priority order
- The council's Asset Management Team and engineering professionals would recommend the roads at the top of the list are selected
- The Local Committee can select any roads on the list up to a total length of 2273 metres.
- Up to date versions of the lists will be available through the Members portal

## The science behind this priority list

- Following national and industry wide best practice (many methods developed by the Department for Transport, Transport Research Laboratory at Crowthorne amongst others)
- Surrey County Council employs a group of experienced professionals to apply the methodology and methods



- Objective scoring



Objective survey ("SCANNER" vehicle shown above) AND Engineer's survey (recorded on Trimble device shown below)



Importance of the road (its Surrey Priority Network,SPN level)

- Number of safety defects that have been repaired on the road (its history)
- Number of insurance claims
- Skid and accident data
- Skid condition



(SCRIM machine above, used to calculate the skid condition of Surrey's roads)

## Horizon 2 – Roads programme

### Selecting the final 20% of schemes 2018-2021, Reigate & Banstead

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
1	C66	Smallfield Road	Horley	Stonecourt Close To Langshott	610	3142
2	D1155	Netherne Lane	Netherne On The Hill	Dean Lane To Cayton Road	810	2600

3	C225	Battlebridge Lane	Merstham	Frenches Road To Nutfield Road	465	1305
4	D1110	Downs Way	Tadworth	Kingswood Road To White Beam Way	320	2593
5	C139	Star Lane	Hooley	Brighton Road To Elmore Road	450	3179
6	D1293	Prince Albert Square	Redhill	North Section To End	150	1494
7	D1270	St John's Terrace Road	Redhill	St Johns Road To Earlswood Road	125	1438
8	A217	Dovers Green Road	Reigate	Prices Lane To Sandcross Lane	790	14
9	A23	London Road	Redhill	Gatton Park Road To Monson Road	435	65
10	B291	Fir Tree Road	Epsom Downs	Yew Tree Bottom Road To Reigate Road	1200	3102
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
11	B2031	Shepherds Hill	Merstham	London Road North To Ridge House	750	3160
12	B2218	Sutton Lane	Banstead	Winkworth Road To Freedom Lane	720	3136

13	D1304	Eastnor Road	South Park	Park Lane To Allingham Road	260	3352
14	B2220	Tadworth Street	Tadworth	A217 Brighton Road To New Road	1123	334
15	D1153	Woodplace Lane	Hooley	Netherne Lane To County Boundary	580	2602
16	D1244	Wray Common Road	Reigate	Croydon Road To Reigate Road	830	1548
17	C136	Coulsdon Lane	Chipstead	Doghurst Lane To Hollymeoak Road	890	3180
18	D1155	Netherne Lane	Merstham	Cayton Road To Alstead Manor Farm	320	2598
19	D1155	Netherne Lane	Merstham	Alstead Manor Farm To Dean Lane	271	2599
20	D1173	The Crossways	Merstham	Battlebridge Lane To End	25	526
21	D1244	Doods Park Road	Reigate	Entire Length	500	99

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
22	D2022	Winkworth Road	Banstead	A2022 Winkworth Road (E) To A2022 Winkworth Road (W)	566	2582
23	A242	Gatton Park Road	Redhill	London Road To Colesmead Road	570	3161

24	D1118	Duffield Road	Walton On The Hill	Walton Street To Meadow Walk	170	517
25	D1204	Nutley Lane	Reigate	Manor Road To Yorke Road	310	3110
26	C64	Victoria Road	Horley	Massetts Road To Russells Crescent	200	3143
27	D1012	The Drive	Banstead	Entire Length	602	494
28	D1066	Garden Close	Banstead	Entire Length	159	506
29	D1158	Harps Oak Lane	Merstham	Markedge Lane To First Unamed Access On Right	240	2618
30	A217	Brighton Road	Kingswood	Mill Road To Dorking Road (Northbound)	570	3172
31	D1062	Grange Meadow	Banstead	Sutton Lane To End	171	505
32	C138	Church Lane	Hooley	Star Lane To Brighton Road	600	2493
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
33	D1074	Lakers Rise	Woodmansterne	Chipstead Way To End	450	3115
34	B290	Headley Drive	Tattenhams	Merland Rise To End	301	502

35	C137	Blackhorse Lane	Reigate	Brighton Road To Babylon Lane	240	3170
36	D1302	Church Road	South Park	Park Lane East To Allingham Road	244	558
37	D355	Lake Lane	Horley	Brookfield Drive To The Burstow Stream Bridge	270	2615
38	D1028	Chapel Way	Banstead	Merland Rise To Great Tattenhams	750	1325
39	C138	Church Lane	Hooley	Hogcross Lane To Brighton Road	280	3178
40	D1078	Doghurst Lane	Chipstead	Entire Length	287	510
41	D1027	Tattenham Grove	Epsom Downs	Tattenham Crescent To Merland Rise	660	3105
42	C133	Banstead Road	Banstead	Fir Tree Road To Higher Drive	300	1303
43	D1034	Tangier Wood	Banstead	Brighton Road To End	120	1453
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
44	A23	London Road	Redhill	60metres south of Frenches Road To Princess Way	452	32
45	D1070	Fiddicroft Avenue	Banstead	Woodmansterne Lane To Longcroft Avenue	320	2591

46	D1166	Rockshaw Road	Merstham	A23 London Road North To East Side Of Railway Bridges	250	1499
47	D1266	Reading Arch Road	Redhill	Brighton Road To End	140	1498
48	D1075	Hempshaw Avenue	Woodmansterne	Manor Way To End	250	2592
49	D1222	St Mary's Road	Reigate	Bell Street To Chart Lane	510	1439
50	D1250	Clarence Road	Redhill	Clarence Walk To Pendleton Road	320	542
51	D1065	Claremont Road	Redhill	London Road To End	160	1335
52	D1220	Parkgate Road	Reigate	Howard Road To Bell Street	160	2609
53	A23	Princess Way	Redhill	London Road To Marketfield	270	1495
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
54	D1033	Chapel Grove	Banstead	Merland Rise To End	75	1324
55	D1061	Palmersfield Road	Banstead	Commonfield Road To Commonfield Road	340	2588

56	D1252	Holly Road	Reigate	Hornbeam Road To End	200	1390
57	D1014	The Brindles	Banstead	Picquets Way To End	120	3100
58	C64	Victoria Road	Horley	A23 Brighton Road To Russels Crescent	878	1539
59	D1110	Beechdene	Tadworth	Downs Way To End Include Entire Length Of Kingsdene	360	2594
60	D1041	Waterfield	Tadworth	Parthia Close To Preston Lane	700	3114
61	D1040	Headley Grove	Tadworth	Merland Rise To End (Incl. Staiths Ways)	300	3113
62	D1000	Ruden Way	Epsom Downs	Fir Tree Road To Roundabout	225	2585
63	D1164	Crossways Lane	Reigate	Blackhorse Lane To Private Road	360	2603
64	D1222	Lymden Gardens	Reigate	Entire Length	310	1468
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
65	D1294	Spencer Way / Ivy Dene Close	Redhill	Entire Length	475	1395

66	D334	Vicarage Lane / The Glebe	Horley	Entire Length	656	1459
67	D1232	Coniston Way	Redhill	Windermere Way to Batts Hill	55	538
68	D1201	Colley Manor Drive	Reigate	Full Length From A25 Incl Full Loop	280	2605
69	D1222	Harrison Close	Reigate	Lynden Gardens To End	100	3108
70	D1291	Heston Road	Redhill	Entire Length	320	137
71	C69	Bletchingley Road	Merstham	Portland Drive To Nutfield Road	450	1237
72	D1202	Manor Road	Reigate	Nutley Lane To Coppice Lane	400	528
73	D1001	Fir Tree Close	Banstead	Entire Length	160	1375
74	B2219	Bolters Lane	Banstead	Winkworth Road To High Street	670	3140
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
75	D1168	Taynton Drive	Merstham	Weldon Way To Worsted Green	420	524

76		Crab Hill Lane	Redhill	Crab Hill Lane (The Bungalow - M23)	1120	1344
77	D1063	South Drive	Banstead	Croydon Lane To End	219	2587
78	B290	Ashurst Road	Tadworth	Preston Lane To Cross Road	610	3112
79	D1106	Vernon Walk	Tadworth	Entire Length	293	512
80	B3032	Pebble Hill Road	Tadworth	Headley Common Road For Approx. 500 metres south	368	349
81	D1114	Furze Hill	Kingswood	St Monicas Drive To Doric Drive	280	2597
82	D1095	Wheatfield Way	Horley	Langshott To Smallfield Road	1226	1531
83	D1032	St Leonards Road	Epsom Downs	Chapel Way To Chetwode Road	280	3103
84	D1004	Reigate Road (Service Road)	Banstead	Reigate Road (N) To Reigate Road (S)	375	1500
85	D1203	Albert Road North	Reigate	Nutley Lane To Churchfield Road	165	1299
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID

86	A25	St Matthew's Road/Cromwell Road	Redhill	Station Road To High Street	300	1508
87	D1268	Hillfield Road	Redhill	Redstone Hill To Redstone Park	195	1200
88	D1072	Woodmansterne Street	Banstead	Rectory Lane To Court Haw	340	1546
89	D593	Thornton Close / Place	Horley	No.62 Thornton Place To End Of Thornton Close	250	1519
90	D1021	Yew Tree Bottom Road (Service Road Section)	Epsom Downs	Yew Tree Bottom Road To End	95	3106
91	D1255	Colman Way	Redhill	Timplerley Gardens To Park Road	485	1337
92	B278	Carshalton Road	Woodmansterne	Woodmansterne Street To Merrymeet	255	3137
93	D1014	Picquets Way	Banstead	Tattenham Way To The Drive	540	1485
94	D1217	Deerings Road	Reigate	Entire Length	352	1352

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
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95	D1219	Belmont Road	Reigate	Entire Length	182	1308
96	D1171	Deans Road	Merstham	Albury Road To Nutfield	115	1351
97	D1171	Bourne Road	Redhill	Entire Length	112	1247
98	D1013	Brighton Road (Service Road Section)	Banstead	The Drive To Burgh Wood	470	3098
99	D1205	Brokes Road	Reigate	Reigate Road To Park Hall Road	100	3107
100	D1068	Buff Avenue	Banstead	High Street To No 40	222	1172
101	D1029	Long Walk	Banstead	Chetwode Drive To End	700	1361
102	D1009	Burgh Mount	Nork	Burgh Wood To End	150	493
103	D1029	Ferriers Way / Coxdean Way	Banstead	Long Walk To Coxdean	190	1374
104	D349	Aurum Close	Horley	The Grove To End	150	3337

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
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105	D1268	Redstone Park (Inc. Hillfield Close)	Redhill	Hillfield Road To End	250	3339
106	D1294	Ivydene Close	Redhill	Entire Length	80	3342
107	D1297	Arden Close	Reigate	Ashdown Road To End	185	555
108	C136	Coulsdon Lane	Chipstead	Doghurst Lane To Star Rock Lane	240	2491
109	D1018	Elmshorn / Harkness Close/Montrouge Crescent	Banstead	Montrouge Crescent To End	145	1370
110	D1158	Harps Oak Lane	Merstham	Rose Cottage To London Road North	620	2617
111	D1093	Landen Park	Horley	Meath Green Lane To End	220	2616
112	D1010	Larchwood Close	Banstead	Buckles Way To End	500	3099
113	D1218	Monks Walk	Reigate	Entire Length	200	1625

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
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114	D1264	Oakdene Road	Redhill	Linkfield Street To Upper Bridge Road	<b>175</b>	1481
115	C134	Park Road	Banstead	Yewlands Close To Footpath 52 (see interactive map)	<b>1540</b>	3138
116	B290	Royal Drive	Tattenhams	Tattenham Crescent To End	<b>690</b>	500
117	D1223	Smoke Lane	Reigate	Cockshot Road To End	<b>450</b>	3111
118	D1270	St Johns Road	Redhill	A23 Brighton Road To Hooley Lane	<b>805</b>	2179
119	D1122	Wonford Close	Walton On The Hill	Entire Length	<b>110</b>	1620

## Surrey Highways

### **Horizon 2 - 2017-2021**

Reigate & Banstead Local Committee  
scheme consideration, 12 December 2016

## Selecting 20% of the Horizon 2 Road Programme

- Local Committee Members are being given the opportunity to select the final 20% of the Horizon 2 Road Programme 2018-2021
- In consultation with Local Committee Chairpersons it has been agreed that there is an equal split of 2273 metres available per district/borough.
- The roads are listed in priority order
- The council's Asset Management Team and engineering professionals would recommend the roads at the top of the list are selected
- The Local Committee can select any roads on the list up to a total length of 2273 metres.
- Up to date versions of the lists will be available through the Members portal

## The science behind this priority list

- Following national and industry wide best practice (many methods developed by the Department for Transport, Transport Research Laboratory at Crowthorne amongst others)
- Surrey County Council employs a group of experienced professionals to apply the methodology and methods



- Objective scoring



Objective survey ("SCANNER" vehicle shown above) AND Engineer's survey (recorded on Trimble device shown below)



Importance of the road (its Surrey Priority Network,SPN level)

- Number of safety defects that have been repaired on the road (its history)
- Number of insurance claims
- Skid and accident data
- Skid condition



(SCRIM machine above, used to calculate the skid condition of Surrey's roads)

## Horizon 2 – Roads programme

### Selecting the final 20% of schemes 2018-2021, Reigate & Banstead

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
1	C66	Smallfield Road	Horley	Stonecourt Close To Langshott	610	3142
2	D1155	Netherne Lane	Netherne On The Hill	Dean Lane To Cayton Road	810	2600

3	C225	Battlebridge Lane	Merstham	Frenches Road To Nutfield Road	465	1305
4	D1110	Downs Way	Tadworth	Kingswood Road To White Beam Way	320	2593
5	C139	Star Lane	Hooley	Brighton Road To Elmore Road	450	3179
6	D1293	Prince Albert Square	Redhill	North Section To End	150	1494
7	D1270	St John's Terrace Road	Redhill	St Johns Road To Earlswood Road	125	1438
8	A217	Dovers Green Road	Reigate	Prices Lane To Sandcross Lane	790	14
9	A23	London Road	Redhill	Gatton Park Road To Monson Road	435	65
10	B291	Fir Tree Road	Epsom Downs	Yew Tree Bottom Road To Reigate Road	1200	3102
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
11	B2031	Shepherds Hill	Merstham	London Road North To Ridge House	750	3160
12	B2218	Sutton Lane	Banstead	Winkworth Road To Freedom Lane	720	3136

13	D1304	Eastnor Road	South Park	Park Lane To Allingham Road	260	3352
14	B2220	Tadworth Street	Tadworth	A217 Brighton Road To New Road	1123	334
15	D1153	Woodplace Lane	Hooley	Netherne Lane To County Boundary	580	2602
16	D1244	Wray Common Road	Reigate	Croydon Road To Reigate Road	830	1548
17	C136	Coulsdon Lane	Chipstead	Doghurst Lane To Hollymeoak Road	890	3180
18	D1155	Netherne Lane	Merstham	Cayton Road To Alstead Manor Farm	320	2598
19	D1155	Netherne Lane	Merstham	Alstead Manor Farm To Dean Lane	271	2599
20	D1173	The Crossways	Merstham	Battlebridge Lane To End	25	526
21	D1244	Doods Park Road	Reigate	Entire Length	500	99

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
22	D2022	Winkworth Road	Banstead	A2022 Winkworth Road (E) To A2022 Winkworth Road (W)	566	2582
23	A242	Gatton Park Road	Redhill	London Road To Colesmead Road	570	3161

24	D1118	Duffield Road	Walton On The Hill	Walton Street To Meadow Walk	170	517
25	D1204	Nutley Lane	Reigate	Manor Road To Yorke Road	310	3110
26	C64	Victoria Road	Horley	Massetts Road To Russells Crescent	200	3143
27	D1012	The Drive	Banstead	Entire Length	602	494
28	D1066	Garden Close	Banstead	Entire Length	159	506
29	D1158	Haps Oak Lane	Merstham	Markedge Lane To First Unamed Access On Right	240	2618
30	A217	Brighton Road	Kingswood	Mill Road To Dorking Road (Northbound)	570	3172
31	D1062	Grange Meadow	Banstead	Sutton Lane To End	171	505
32	C138	Church Lane	Hooley	Star Lane To Brighton Road	600	2493
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
33	D1074	Lakers Rise	Woodmansterne	Chipstead Way To End	450	3115
34	B290	Headley Drive	Tattenhams	Merland Rise To End	301	502

35	C137	Blackhorse Lane	Reigate	Brighton Road To Babylon Lane	240	3170
36	D1302	Church Road	South Park	Park Lane East To Allingham Road	244	558
37	D355	Lake Lane	Horley	Brookfield Drive To The Burstow Stream Bridge	270	2615
38	D1028	Chapel Way	Banstead	Merland Rise To Great Tattenhams	750	1325
39	C138	Church Lane	Hooley	Hogcross Lane To Brighton Road	280	3178
40	D1078	Doghurst Lane	Chipstead	Entire Length	287	510
41	D1027	Tattenham Grove	Epsom Downs	Tattenham Crescent To Merland Rise	660	3105
42	C133	Banstead Road	Banstead	Fir Tree Road To Higher Drive	300	1303
43	D1034	Tangier Wood	Banstead	Brighton Road To End	120	1453
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
44	A23	London Road	Redhill	60metres south of Frenches Road To Princess Way	452	32
45	D1070	Fiddicroft Avenue	Banstead	Woodmansterne Lane To Longcroft Avenue	320	2591

46	D1166	Rockshaw Road	Merstham	A23 London Road North To East Side Of Railway Bridges	250	1499
47	D1266	Reading Arch Road	Redhill	Brighton Road To End	140	1498
48	D1075	Hempshaw Avenue	Woodmansterne	Manor Way To End	250	2592
49	D1222	St Mary's Road	Reigate	Bell Street To Chart Lane	510	1439
50	D1250	Clarence Road	Redhill	Clarence Walk To Pendleton Road	320	542
51	D1065	Claremont Road	Redhill	London Road To End	160	1335
52	D1220	Parkgate Road	Reigate	Howard Road To Bell Street	160	2609
53	A23	Princess Way	Redhill	London Road To Marketfield	270	1495
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
54	D1033	Chapel Grove	Banstead	Merland Rise To End	75	1324
55	D1061	Palmersfield Road	Banstead	Commonfield Road To Commonfield Road	340	2588

56	D1252	Holly Road	Reigate	Hornbeam Road To End	200	1390
57	D1014	The Brindles	Banstead	Picquets Way To End	120	3100
58	C64	Victoria Road	Horley	A23 Brighton Road To Russels Crescent	878	1539
59	D1110	Beechdene	Tadworth	Downs Way To End Include Entire Length Of Kingsdene	360	2594
60	D1041	Waterfield	Tadworth	Parthia Close To Preston Lane	700	3114
61	D1040	Headley Grove	Tadworth	Merland Rise To End (Incl. Staiths Ways)	300	3113
62	D1000	Ruden Way	Epsom Downs	Fir Tree Road To Roundabout	225	2585
63	D1164	Crossways Lane	Reigate	Blackhorse Lane To Private Road	360	2603
64	D1222	Lymden Gardens	Reigate	Entire Length	310	1468
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
65	D1294	Spencer Way / Ivy Dene Close	Redhill	Entire Length	475	1395

66	D334	Vicarage Lane / The Glebe	Horley	Entire Length	656	1459
67	D1232	Coniston Way	Redhill	Windermere Way to Batts Hill	55	538
68	D1201	Colley Manor Drive	Reigate	Full Length From A25 Incl Full Loop	280	2605
69	D1222	Harrison Close	Reigate	Lynden Gardens To End	100	3108
70	D1291	Heston Road	Redhill	Entire Length	320	137
71	C69	Bletchingley Road	Merstham	Portland Drive To Nutfield Road	450	1237
72	D1202	Manor Road	Reigate	Nutley Lane To Coppice Lane	400	528
73	D1001	Fir Tree Close	Banstead	Entire Length	160	1375
74	B2219	Bolters Lane	Banstead	Winkworth Road To High Street	670	3140
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
75	D1168	Taynton Drive	Merstham	Weldon Way To Worsted Green	420	524

76		Crab Hill Lane	Redhill	Crab Hill Lane (The Bungalow - M23)	1120	1344
77	D1063	South Drive	Banstead	Croydon Lane To End	219	2587
78	B290	Ashurst Road	Tadworth	Preston Lane To Cross Road	610	3112
79	D1106	Vernon Walk	Tadworth	Entire Length	293	512
80	B3032	Pebble Hill Road	Tadworth	Headley Common Road For Approx. 500 metres south	368	349
81	D1114	Furze Hill	Kingswood	St Monicas Drive To Doric Drive	280	2597
82	D1095	Wheatfield Way	Horley	Langshott To Smallfield Road	1226	1531
83	D1032	St Leonards Road	Epsom Downs	Chapel Way To Chetwode Road	280	3103
84	D1004	Reigate Road (Service Road)	Banstead	Reigate Road (N) To Reigate Road (S)	375	1500
85	D1203	Albert Road North	Reigate	Nutley Lane To Churchfield Road	165	1299
<b>Horizon 2 – Roads programme</b>						
<b>Selecting the final 20% of schemes 2018-2021, Reigate &amp; Banstead</b>						
Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID

86	A25	St Matthew's Road/Cromwell Road	Redhill	Station Road To High Street	300	1508
87	D1268	Hillfield Road	Redhill	Redstone Hill To Redstone Park	195	1200
88	D1072	Woodmansterne Street	Banstead	Rectory Lane To Court Haw	340	1546
89	D593	Thornton Close / Place	Horley	No.62 Thornton Place To End Of Thornton Close	250	1519
90	D1021	Yew Tree Bottom Road (Service Road Section)	Epsom Downs	Yew Tree Bottom Road To End	95	3106
91	D1255	Colman Way	Redhill	Timplerley Gardens To Park Road	485	1337
92	B278	Carshalton Road	Woodmansterne	Woodmansterne Street To Merrymeet	255	3137
93	D1014	Picquets Way	Banstead	Tattenham Way To The Drive	540	1485
94	D1217	Deerings Road	Reigate	Entire Length	352	1352

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
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95	D1219	Belmont Road	Reigate	Entire Length	182	1308
96	D1171	Deans Road	Merstham	Albury Road To Nutfield	115	1351
97	D1171	Bourne Road	Redhill	Entire Length	112	1247
98	D1013	Brighton Road (Service Road Section)	Banstead	The Drive To Burgh Wood	470	3098
99	D1205	Brokes Road	Reigate	Reigate Road To Park Hall Road	100	3107
100	D1068	Buff Avenue	Banstead	High Street To No 40	222	1172
101	D1029	Long Walk	Banstead	Chetwode Drive To End	700	1361
102	D1009	Burgh Mount	Nork	Burgh Wood To End	150	493
103	D1029	Ferriers Way / Coxdean Way	Banstead	Long Walk To Coxdean	190	1374
104	D349	Aurum Close	Horley	The Grove To End	150	3337

**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
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105	D1268	Redstone Park (Inc. Hillfield Close)	Redhill	Hillfield Road To End	250	3339
106	D1294	Ivydene Close	Redhill	Entire Length	80	3342
107	D1297	Arden Close	Reigate	Ashdown Road To End	185	555
108	C136	Coulsdon Lane	Chipstead	Doghurst Lane To Star Rock Lane	240	2491
109	D1018	Elmshorn / Harkness Close/Montrouge Crescent	Banstead	Montrouge Crescent To End	145	1370
110	D1158	Harps Oak Lane	Merstham	Rose Cottage To London Road North	620	2617
111	D1093	Landen Park	Horley	Meath Green Lane To End	220	2616
112	D1010	Larchwood Close	Banstead	Buckles Way To End	500	3099
113	D1218	Monks Walk	Reigate	Entire Length	200	1625

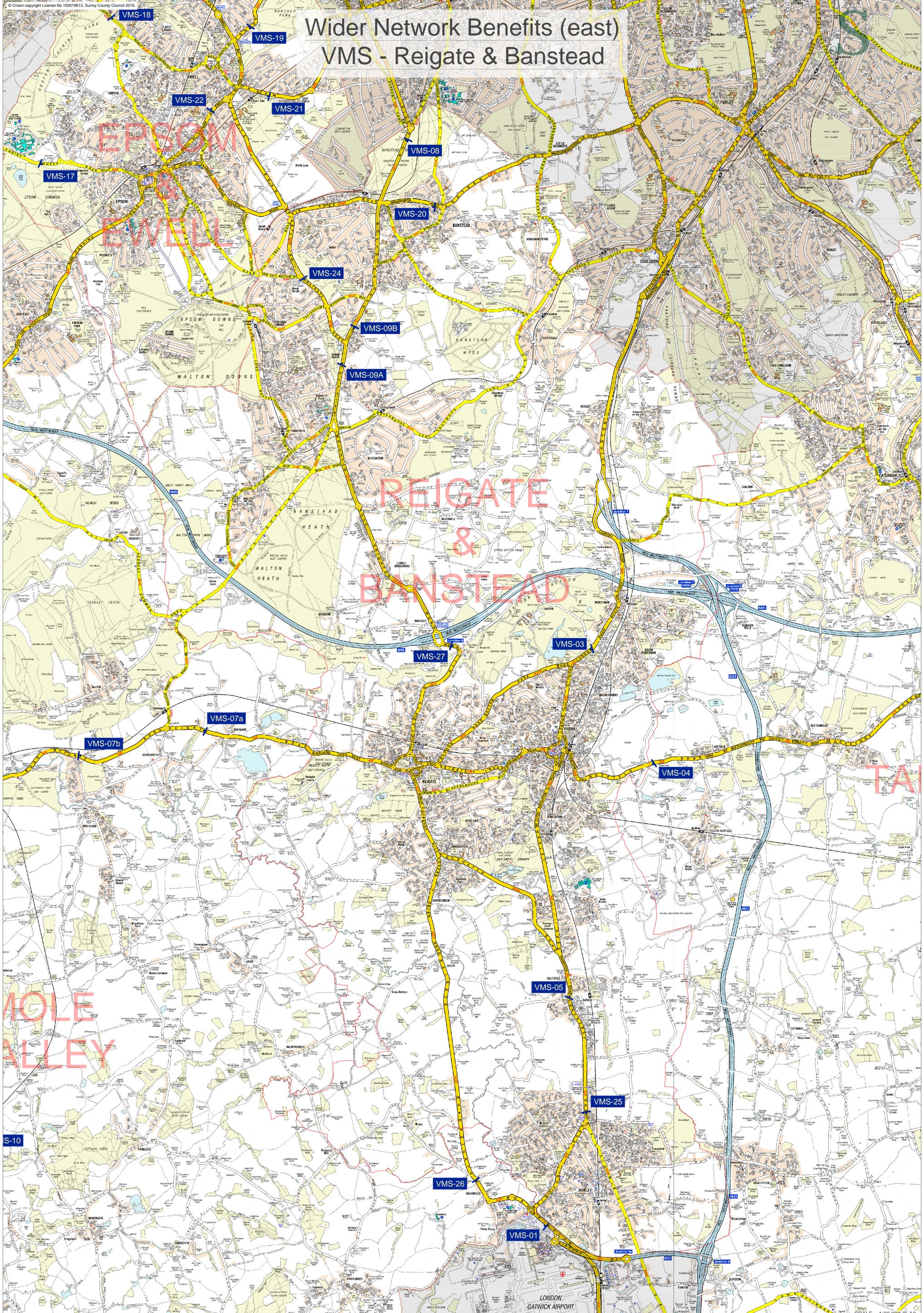
**Horizon 2 – Roads programme**  
**Selecting the final 20% of schemes 2018-2021, Reigate & Banstead**

Priority	Road No.	Road name	Location	Limits	Length (metres)	Surrey Highways ID
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114	D1264	Oakdene Road	Redhill	Linkfield Street To Upper Bridge Road	<b>175</b>	1481
115	C134	Park Road	Banstead	Yewlands Close To Footpath 52 (see interactive map)	<b>1540</b>	3138
116	B290	Royal Drive	Tattenhams	Tattenham Crescent To End	<b>690</b>	500
117	D1223	Smoke Lane	Reigate	Cockshot Road To End	<b>450</b>	3111
118	D1270	St Johns Road	Redhill	A23 Brighton Road To Hooley Lane	<b>805</b>	2179
119	D1122	Wonford Close	Walton On The Hill	Entire Length	<b>110</b>	1620

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# Wider Network Benefits (east) VMS - Reigate & Banstead



S-10

LONDON  
GATWICK AIRPORT

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## Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

**Green:** Actions are on track and progressing as expected towards the agreed deadline.

**Amber:** Action is off track but corrective measures are in place to meet the original or updated deadline.

**Red:** Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
6 June 2016	4	Alma Road, Reigate - It was hoped that funding for the provision of a safe and usable path be found.	Ongoing	Green	Zena Curry	Ongoing
6 June 2016	9	That the remaining schemes in the Redhill and Reigate programme will now be delivered through the most appropriate department, as set out in paragraph 4.4 of the report submitted.	Ongoing	Amber/ en	Various – see comments	Quality Bus Corridor Improvements (David Ligertwood) – A convenient date for training for staff at Southdown (local bus operator) is being arranged to enable all staff to be able to monitor their buses' reliability and location via the Real Time Passenger Information system. Unfortunately the original

						<p>dates offered for training were not suitable and so further dates have had to be suggested. This should be completed by end of March 2017.</p> <p>Variable Messaging Signing (Tim Brown) – Skanska will start to install the power supplies for the signs w/c 14 November 2016 with the sign manufacturer commencing installation the following week. The multi-agency nature of this project and the continually changing face of Redhill have proved challenging for the project team. The project team continue to work on operational and access issues particularly related to the Clarendon Road multistorey car park. It is anticipated that the majority of the system will go live before Christmas 2016 with Clarendon Road car park following early in the New Year. The new car parks associated with the Sainsburys development are expected to come into the service by Easter 2017.</p>
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						<p>St Annes Drive Road Safety Audit 3 works (Michelle Armstrong) – This audit has been completed and identified one sign that needs changing, due to have been completed w/c 8 Feb 2017.</p> <p>London Road A23 Cycle Scheme (Scheme not yet accepted) – Works not due to commence until after July 2017, due to major gas replacement works on London Road. Funding availability being reviewed.</p> <p>Nutfield Road Cycle Scheme (Scheme not yet accepted) –Stage 2 Road Safety Audit completed, however, due to insufficient budget for the construction works, the scheme has been put on hold. Funding availability being reviewed.</p>
6 June 2016	12	Masons Bridge Road, Redhill - Results of speed limit assessment noted; reduction of speed limit agreed; advertisement of notice agreed and authority delegated to	31 March 2017	Green	Zena Curry	Design work is ongoing, the speed limit order is to be advertised and will be implemented by 31 March 2017.

		Area Highways Manager in consultation with Chairman and Vice-Chairman to resolve any objections				
6 June 2016	13	A240 Reigate Road, Burgh Heath - Approved change from a footway to shared cycleway, subject to necessary funding being available.	Complete	Amber	Zena Curry	This scheme is on hold as there is currently no allocated funding, however the County Council is hoping to secure developer funding through the Community Infrastructure Levy (CIL) in order to progress the scheme.
12 September 2016	7	Pendleton Road, Redhill - HGV movements	Ongoing	Green	Zena Curry	Ongoing – part of Three Arch Road junction review
12 December 2016	4a	Petition – Parking in Silverlea Gardens, Horley	Complete	Green	David Curl	To be included in consultation process as part of 2016/17 Parking Review, including gaps in parking restriction to be agreed with local Member.
12 December 2017	4b	Petition – A217 Woodhatch Crossroads	Complete	Green	Zena Curry	To be included in Integrated Transport Schemes list for possible future funding. Views of petitioners to be taken into consideration should funding become available. Potential DfT safety funding has been identified (subject to bidding

						process).
12 December 2016	9	Highways Forward Programme 2017/18-2018/19	Complete	Green	Zena Curry	Revised Forward Programme on the agenda for this meeting.
12 December 2016	10(i) 10(ii) 10 (iii)	M25 J8 Task Group established, Membership agreed and authority to agree Terms of Reference delegated to Area Highway Manager	Ongoing	Green	Zena Curry	Initial meeting to be set up.
12 December 2016	10(iv) 10(v)	Horizon 2 Roads Major Maintenance Programme	Complete	Green	Zena Curry	Member discussion at 16 Jan 2017 informal meeting – agreed to put forward 4 schemes totalling 2.32km of road (see Annex 1 for details)
12 December 2016	12	Buckland Lane – agreed Traffic Regulation Order (TRO) and advertisement; delegated authority to Area Highway Manager in consultation with Chairman/Vice-Chairman to resolve objections	Ongoing	Green	Anne-Marie Hannam	
12 December 2016	13	Extension of Fastway Bus Route – agreed relevant TROs, advertisement and delegation to resolve	Ongoing	Green	Dave Taylor Chris Parry	Meeting held with TRO team.

		objections				
12 December 2016	14	Introduction of Bus Clearways on A217 Brighton Road, Lower Kingswood	Ongoing	Green	Roy Varley	Bus cage markings on order with our contractors. Expected to complete by the end of February.

### Annex 1 – Local Committee Decision Tracker

#### Horizon 2 Roads Major Maintenance Programme

The Local Committee selected the following schemes for prioritisation:

Priority	Road No.	Road Name	Location	Limits	Length (metres)
1	A23	London Road	Redhill	Gatton Park to Monson Road	435
2	C66	Smallfield Road	Horley	Stonecourt Close to Langshott	610
3	D1155	Netherne Lane	Netherne on the Hill	Dean Lane to Cayton Road	810
4	C225	Battlebridge Lane	Merstham	Frenches Road to Nutfield Road	465

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 27 FEBRUARY 2017**

**LEAD OFFICER: JACQUIE JOSEPH, PARKING SERVICES MANAGER,  
REIGATE & BANSTEAD BOROUGH COUNCIL  
DAVID CURL, PARKING TEAM MANAGER, SURREY  
COUNTY COUNCIL**

**SUBJECT: ON STREET PARKING ENFORCEMENT UPDATE****DIVISION: ALL REIGATE & BANSTEAD DIVISIONS****SUMMARY OF ISSUE:**

Local Committees are responsible for installing and reviewing on-street parking restrictions. Committees have a scrutiny role in the enforcement operation and a share of any surplus income.

This report sets out the background for these arrangements and provides an overview of the enforcement operation.

Reigate & Banstead Borough Council undertakes parking enforcement activities within Reigate and Banstead under an agency agreement with Surrey County Council.

**RECOMMENDATIONS:**

**The Local Committee is asked to note the contents of the report.**

**REASONS FOR RECOMMENDATIONS:**

Waiting and parking restrictions that are suitably/adequately enforced will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

The Local Committee can contribute towards these objectives in partnership with the Borough Enforcement Team.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 On the 23 October 2012, the Surrey County Council Cabinet agreed the framework for new on street parking enforcement agency agreements with the majority of Surrey district and borough councils. This followed two years of discussion and negotiation about how enforcement could be carried out more efficiently and what should happen to any surplus income.
- 1.2 In terms of governance and scrutiny, the cabinet agreed that local committees would have an oversight role in terms of on street parking enforcement.
- 1.3 Local Committees already make decisions about new parking restrictions and this will continue. Parking reviews will involve a separate report.
- 1.4 In Reigate & Banstead, on street enforcement is undertaken by the Borough Council under the agreement with Surrey County Council.
- 1.5 A Local Committee Task Group was established to review the on street enforcement activities within the borough. The group meets regularly and receives updates on enforcement activities.

## **2. ANALYSIS**

- 2.1 The aim of parking enforcement is to achieve compliance with the restrictions that are in place across the district. Restrictions must be enforced fairly and in accordance with the operational guidance for Civil Parking Enforcement contained in the Traffic Management Act 2004.
- 2.2 The enforcement authority and the county council also aim to achieve operational efficiency and value for money. We aim to provide fair and adequate enforcement service to generally achieve compliance but at no cost to the county council. This has been achieved under the agency agreement in place, with no costs met by the county council.
- 2.3 Enforcement officers are deployed across the borough, covering core enforcement hours from 8:30am until 6:00pm. Any enforcement activity outside of these hours is possible through staff overtime, which is at a higher cost.
- 2.4 The enforcement team benefits from the efficiencies of operating both on street and off street enforcement activity, as Reigate & Banstead Borough Council also undertakes enforcement in off street car parks and on and off street enforcement in Tandridge District. In line with the

agency agreement between the two councils, the costs of these two activities are separated, as is the income received from penalty notices.

### **3. ENFORCEMENT ACTIVITIES**

- 3.1 Reigate & Banstead Borough Council undertakes a range of enforcement activities under the agency agreement.
- 3.2 Some restrictions, such as yellow lines and residential permits, can be enforced immediately; the vehicle will need to be in clear violation of a restriction by parking on a yellow line or failing to display a valid parking permit.
- 3.3 Other restrictions have a waiting limit. These are used in commercial and residential areas to ensure turnover and deter commuter parking. Enforcement cannot be undertaken immediately as no ticket is displayed to show the arrival time for each vehicle. Instead the Civil Enforcement Officer is required to log all the vehicles in a particular area and then return later in the day. Only then can they undertake enforcement if it is clear that the vehicle has overstayed the waiting limit. This is a time consuming process for the enforcement officers. Enforcement in these locations could be greatly improved if vehicles were required to display a ticket/permit stating the arrival time.
- 3.4 The parking enforcement team comprises of 13 Civil Enforcement Officers, covering all operations in both Reigate & Banstead and Tandridge.

#### **Town centres (Banstead, Horley, Redhill and Reigate)**

- 3.5 This is where the majority of enforcement is undertaken. This is because there are a higher proportion of restrictions in the town centres and these consequently require a larger proportion of enforcement resource in the Borough.
- 3.6 Parking enforcement is carried out in the town centres to achieve compliance with parking and waiting restrictions that will help maintain traffic flows and support access to businesses and services. This service is particularly valued by small business owners, as the restrictions ensure turnover in parking spaces along the main high streets.

#### **Villages or local shopping parades**

- 3.7 Parking enforcement in outlying areas and villages is important; however the greater travelling time required means less frequent enforcement is possible.
- 3.8 As these areas do not have the same level of resources as the town centres, it is recognised that there is a perception that they are

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forgotten. Each area receives regular visits and the times and roads visited are logged by the enforcing officer.

3.9 Enforcement of the village centres listed below is carried out at least 4 times per week at varying times / days to help achieve compliance:

- Burgh Heath
- Earlswood
- Hooley
- Kingswood
- Lower Kingswood
- Merstham
- Nork
- Salford
- South Park
- Tadworth
- Walton-on-the-Hill
- Whitebushes
- Woodhatch

3.10 Additional targeted enforcement is also undertaken when evidence of any parking issues are reported to the team.

3.11 However, it is important that resources are targeted where they are most effective, in order to increase income and minimise the cost of enforcement activities. The ability to deploy staff more easily without having an impact of normal enforcement duties will assist in reducing the perception of lack of enforcement.

### **Schools**

3.12 We work with schools, the Surrey Highways service and Surrey Police whenever possible to target parking enforcement outside schools where it is needed.

3.13 The team seeks to provide advice and guidance when visiting schools. However, penalty charge notices will be issued where appropriate, particularly where vehicles are parked on zig zag markings.

3.14 School enforcement has some unique challenges. The presence of the enforcement officers often disrupts usual parking patterns, which resume when the team is not present. It is not possible to provide enforcement outside every school, every day, due to other enforcement commitments. However, when there are issues that have been highlighted, the enforcement team will work with Surrey County Council to identify wider issues and potential solutions (travel plans, alternative travel transport).

- 3.15 Each school is different and has its own unique challenges. Enforcement activity is most successful when it is supported by educational and communication activity by the schools themselves.
- 3.16 A joint programme of school visits has been agreed with the Joint Enforcement Team. This includes the schools where parking presents the greatest challenge. We will also prioritise schools that work with us, for example by participating in the Bike It programme to encourage alternative travel methods.
- 3.17 Reigate & Banstead has one of the most successful Bike It schemes in the country. The scheme is funded by Reigate & Banstead Borough Council, together with match funding secured by Surrey County Council through the Department of Transport.
- 3.18 Thirty schools participate in Bike It in Reigate & Banstead, eight of which have achieved the highest gold standard award.
- 3.19 Reigate & Banstead Borough Council is working in partnership with the Bike It scheme and identifying schools who are keen advocates of improving the options for children to travel to school which will have little if no impact on the environment, parking and social economic factors. Schools therefore who are wanting to sign up with the scheme will be prioritised.

### **Residential areas**

- 3.20 Parking restrictions in residential areas, including permit areas, will be patrolled as required or in response to reported problems. Councillors and residents are encouraged to report any hot spots to the council.
- 3.21 There are a small number of resident permit schemes in operation in Horley and Merstham. The borough council undertakes all administration in relation to these schemes, including applications, payment and issuing of permits.
- 3.22 Civil Enforcement Officers can enforce obstruction of 'official' drop kerb crossovers and pedestrian crossing points. This will require the permission of the property owner to request enforcement action. If the property owner does not contact the council to request enforcement action, the council is unable to take any action. The council seeks to respond to these requests as soon as possible.
- 3.23 The council has improved the communication with residents to ensure that they are clear what can be enforced by the council and giving them the options to contact the police where the use greater or immediate powers of enforcement are required.

### **Reigate & Banstead Joint Enforcement Team**

- 3.24 Reigate & Banstead Borough Council has established a Joint Enforcement Team that works closely with Surrey Police and other partners to provide a visible enforcement service for a wider range of anti-social behaviour issues.
- 3.25 The JET & PCSOs undertake patrols and seeks to improve the speed and effectiveness of enforcement activities through improved partnership working and greater use of the statutory powers available to the borough council and police (for example, dangerous parking is only enforceable by Surrey Police).
- 3.26 Civil Enforcement Officers may identify non-parking contraventions such as graffiti, overhanging trees, littering, anti-social behaviour, abandoned vehicles, untaxed vehicles etc. These will be reported to the JET team or Surrey County Council as appropriate.

### **Suspensions and Waivers**

- 3.27 There may be occasions, such as utility works or home improvement schemes, where a company or individual requires an existing parking restriction to be suspended or waived for a fixed period.
- 3.28 Reigate & Banstead Borough Council undertakes all the administration in relation to these requests, including application, payment and issuing of suspensions and waivers. These are being processed in a timely manner and the Council are continually looking to improve the method in which customers apply, pay and have the approval for suspensions and waivers processed.
- 3.29 This is undertaken in accordance with the scale of charges set out in the county councils parking strategy.
- 3.30 In order to operate this process effectively a notice period is needed. The council therefore requires a minimum period of 10 working days from request of application to allow processing and cleared payment prior to the suspension period.

### **Events affecting the highway**

- 3.31 Where community events are arranged that will affect parking on the highway, the enforcement team will work with the organiser or highways to assist with traffic management arrangements.
- 3.32 Event organisers may be charged for this assistance if it requires out of hours working or distracts from the normal day to day enforcement activity in the borough. Clear requirements of the time required to assist in this is necessary to ensure adequate staff are available.

## Lines and Signs

- 3.33 It is the responsibility of Surrey County Council to ensure that the lines and signs are enforceable. Reigate and Banstead Borough Council will undertake unforeseen emergency work on behalf of Surrey County Council.
- 3.34 Enforcement activity cannot be taken if the lines and signs are not visible (i.e. faded or covered by detritus) or not in accordance with the adopted Traffic Regulation Order. This is particularly challenging in the autumn when leaf fall occurs borough-wide in a very short space of time. Where any issues are identified, the councils seek to work together to resolve it as soon as possible to ensure enforcement activities can be resumed efficiently.
- 3.35 We have been working in partnership with Surrey County Council to improve the lines and signs and rectify issues quickly that would otherwise have taken on average six months or more to be rectified via the Surrey County Council contractors. This is work in progress and can only be as effective as the accuracy of the TRO allows

## **4. ENFORCEMENT CHALLENGES AND IMPROVEMENTS**

- 4.1 There are a number of challenges that impact on the efficiency and effectiveness of the parking enforcement service. Some of these have been set out above, such as time limited restrictions and driver behaviours.
- 4.2 The enforcement team has sought to respond to concerns about parking issues across the borough. Feedback from Councillors, residents and businesses is used to inform enforcement activities. In urgent cases, enforcement officers can be radioed and redeployed immediately. In other cases, priorities are included in a daily briefing of all staff.
- 4.3 However, it can be challenging to meet the expectations of all stakeholders. Enforcement activities need to result in penalty charge notices in order to support the costs of the service. This is particularly important in Reigate & Banstead where there is limited income from other sources.
- 4.4 We continue to seek new ways of improving the enforcement service and the Borough Council Executive has commissioned a strategic review of on and off street parking across Reigate & Banstead. This will include a ward by ward review of the priority locations for enforcement, new parking restrictions, additional parking provision, permit schemes or other potential solution. This will require the support of Surrey County Council to implement.
- 4.5 In addition to the strategic review, the enforcement team are implementing a number of immediate improvements including:

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- Three month pilot using additional enforcement officers. Temporary staff will be employed to target parking hotspots. At the end of the review we will consider the impact this approach has had, the costs and the benefits, in order to determine whether to permanently increase the size of the enforcement team.
- Purchasing new fleet. This may include the introduction of small motorbikes to enable faster, more flexible deployment of enforcement resources.
- Increasing the enforcement activity undertaken outside of 'normal' operating hours. This is in response to feedback that a number of double yellow line locations require enforcement in the early mornings and more frequently during the evenings. At present the effectiveness of the enforcement during these times are heavily dependent on whether people are willing to volunteer for overtime, but the temporary resource referenced above will mean the service can respond more frequently and flexibly. This will include increased sunday enforcement.

4.6 Reigate & Banstead Borough Council is also continuing to review and improve the back office systems to enable a more efficient service. Improved information and guidance has been provided on the website and the wording on penalty charge notices has been reviewed to promote online appeals above other channels. The borough council also offers online and automated telephone payments services, which are available 24 hours a day.

4.7 The Online Case Management system enables customers to view their cases in real time and appeal on-line. It also enables the customer to appeal on-line. However, this has a higher application costs to the service.

4.8 The efficiency of the on street enforcement service would increase significantly if vehicles were required to display a ticket showing their arrival time, in the same way as parking in off street car parks. This would enable enforcement offers to immediately determine if vehicles had overstayed and carry out enforcement. At present at least two visits are required, and as stated earlier in the report, the process is resource intensive. It is open to the Local Committee to consider this approach, but it would require capital investment.

## **5. CONSULTATIONS:**

5.1 District and Borough Councils have been consulted widely in the development of the parking enforcement arrangements.

5.2 Feedback and intelligence from local Councillors is extremely helpful in identifying enforcement priorities. The fastest way to report illegal or inconsiderate parking, and request enforcement activity, is through the online form, with information sent immediately to the parking

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enforcement team: [http://www.reigate-banstead.gov.uk/info/20150/parking/465/report\\_inconsiderate\\_parking](http://www.reigate-banstead.gov.uk/info/20150/parking/465/report_inconsiderate_parking)

## **6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 6.1 The purpose of enforcing waiting restrictions is to help achieve compliance. Similarly parking charges are intended to help enforcement and improve turnover of high demand spaces. Parking enforcement is not intended to raise surplus income; however the agency agreements aim to carry out enforcement without operating at a deficit.
- 6.2 If a surplus is generated on the borough or district parking account it has been agreed that it will be split:
- 60% to the Local Committee
  - 20% to the enforcement authority (district council)
  - 20% to the county council
- 6.3 Any surplus generated from managing on street parking can only be used as defined under S55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the highway including environmental works or additional parking provision.
- 6.4 There was no surplus generated in 2015/16. The outturn summary for the on street parking account in Reigate & Banstead and is shown in **Annex 1**.
- 6.5 The Local Committee can request and fund (from budgets at their disposal) additional 'out of hours' enforcement if this is considered appropriate. This has not been something the Local Committee has sought to fund in previous years.

## **7. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 7.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

## **8. LOCALISM:**

- 8.1 Communities are represented by local Councillors, who are involved in the decision making process to change or introduce new parking restrictions.

<b>9. CRIME AND DISORDER IMPLICATION:</b>
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Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report/)
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report/
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report)

<b>10. CONCLUSION AND RECOMMENDATIONS:</b>
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10.1 Changes to the use of the highway network, the built environment and society mean that parking behaviour changes. It is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network and provide adequate enforcement. This will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking
- Increase on-street compliance

10.2 This report provides a summary of the enforcement activities undertaken by Reigate & Banstead Borough Council, under agreement with the County Council. The report focuses on the performance during 2015/16 and the Local Committee is asked to note the report.

<b>11. WHAT HAPPENS NEXT:</b>
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11.1 Local Committee can consider these arrangements and set up a further task group to interact with the enforcement team as appropriate.

**Contact Officers:**

Jacque Joseph, Reigate & Banstead Borough Council  
David Curl, Team Manager, SCC Parking Team

**Annex 1 – Annual On Street Parking Return**

**Annex 2 – On Street Parking Key Performance Indicators**

**Annex 1 - Annual on-street car parking return****Summary**

Authority name	Reigate & Banstead
Financial year	2015/16

REVENUE EXPENDITURE	£406,783.54
REVENUE INCOME	-£310,016.84
NET (SURPLUS)/DEFICIT	£96,766.70

<b>Surplus share:</b>		£	
SCC	20%		N/A
Local Area committee	60%		N/A
Local Authority	20%		N/A

**Financial Breakdown**

<b><u>DIRECT COSTS</u><sup>1</sup></b>	£	£
Staff <sup>2</sup>	260,187.87	
Notice processing software and Handheld Computers	14,583.21	
Adjudication and debt registration	7,351.50	
Consumables (printing materials /stationary etc)	6,606.28	
other (PATROL)	3,054.68	

<b><u>OVERHEAD COSTS</u><sup>3</sup></b>	<i>Total Costs</i>	<i>Discount</i>	
Corporate Planning	14,945.27	-14,945.27	
Support Service	10,620.99	-10,620.99	
Customer Services	22,981.23	-22,981.23	
Legal Service	22,089.77	-22,089.77	
Property Services	274,360.54	-204,973.54	69,387.00
Personnel Services	30,826.24	-23,110.24	7,716.00
Finance & Procurement	66,119.74	-49,554.74	16,565.00
Fleet	21,519.82	-21,519.82	
IT	85,219.75	-63,887.75	21,332.00
Internal Audit	2,985.02	-2,985.02	

<b>TOTAL EXPENDITURE</b>	<b>406,783.54</b>
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**INCOME**

Penalties	-288,829.36
Resident permits	-13,206.52
Suspensions and Waivers	-7,980.96

<b>TOTAL INCOME</b>	<b>-310,016.84</b>
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<b>NET DEFICIT</b>	<b>96,766.70</b>
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**Reigate & Banstead recharge process:**

1. The Council's cost centres are divided into two groups. These are Donors and Recipients. The net cost of all Donors is shared between the Recipients as recharges.
2. Recharges are made based upon headcount. The proportion given to a recipient is calculated as a percentage of the total FTEs in all recipient departments. Thus in 2015/16 Car parking represents 6.73% of the total FTEs in recipient cost centres. The costs are then allocated between the different elements of the parking service according to the % of CEO time spent (on street / off street / Reigate & Banstead / Tandridge)
3. As the recharging method used is the number of FTEs in the recipient cost centre, the proportion received is the same from each donor. It does not change whether it is from Finance, HR, ICT or any other
4. The cost of maintaining the vehicles used by car parking is recharged directly from the Fleet maintenance cost centre. This is the only instance where a different methodology is used.
5. The result of the Recharge process is used in The Council's Annual Statutory accounts.
6. When presenting the year end accounts solely for Car Parking to our partners, they may differ to the statutory accounts. This will be because of a *discount applied on a goodwill basis*. Any such discount is at the discretion of the Service Manager for Car Parking.

**Annex 2 – On Street Parking Key Performance Indicators (Reigate & Banstead)**

KPI	Details	13/14	14/15	15/16
Total cost to administer the on-street parking service – the overall net cost of operating the on-street enforcement element of the parking service.	These are set out in annexes 1 and 2 above	£145,111	£110,823	£96,766
Civil enforcement officer (CEO) deployment efficiency – this measures the number of hours deployed CEO time spent on-street or travelling to sites as a ratio of the total cost of the enforcement operation.	Total net enforcement costs 15/16 are £406,783  Total hours deployed on-street including travelling is estimated at 8,840	£54.06	£47.84	£46.00
Penalty charge notices (PCN) issued per deployed hour – total number of PCNs issued as a ratio of the total number of CEO hours on-street.	The number of penalty charge notices issued on-street was 8001 The estimated time deployed was 8,840 combined including travelling time.	1.3	1.0	1.00
PCN cancellation rate - the total number of PCNs cancelled as a ratio of the total number of PCNs issued.	8001 PCNs were issued. 662 PCNs were cancelled	7.5%	9.9%	8.27%
PCN Appeal Rate - the total number of PCNs successfully appealed, as a ratio of the total number of PCNs issued.	Total number of PCNs issued was 8001 387 PCN was successfully appealed at the formal appeal stage.	0.3%	0.3%	4.84% (Check)
Time taken to issue parking permits/ dispensations/ suspensions – measuring the average number of days taken to deal with general customer requests for service (excluding PCN appeals or comments on parking).		5 working days	5 working days	5 working days

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 27 FEBRUARY 2017



LEAD OFFICER: DAVID SHARPINGTON, CYCLING PROGRAMME MANAGER

SUBJECT: REIGATE AND BANSTEAD CYCLING PLAN

DIVISION: ALL REIGATE AND BANSTEAD DIVISIONS

<b>SUMMARY OF ISSUE:</b>
As part of the Surrey Transport Plan, a Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans. This report suggests next steps for Reigate and Banstead.
<b>RECOMMENDATION:</b>
<b>The Local Committee (Reigate &amp; Banstead) is asked to approve the online publication of a Reigate &amp; Banstead Cycling Plan as set out in the report, and that any significant changes be brought back to the Local Committee for approval.</b>
<b>REASONS FOR RECOMMENDATIONS:</b>
A Reigate and Banstead Cycling Plan will support the Local Transport Strategy and the Surrey Cycling Strategy.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 The Surrey Cycling Strategy, approved by Cabinet in December 2013, set its aim as 'more people cycling, more safely'.
- 1.2 The objectives in the Surrey Cycling Strategy included, "Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues". This would include a Reigate and Banstead Cycling Plan.
- 1.3 Local Cycling Plans are taking the form of a web page setting out what is happening, along with an online map showing existing and proposed infrastructure, at <https://www.travelsmartsurrey.info/cycling/district-and-borough-cycling-plans>.
- 1.4 The Reigate and Banstead Local Transport Strategy, approved by the Local Committee in December 2014, stated that a Local Cycling Plan would be "incorporated into future versions of each of the district/borough Local

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Transport Strategy and Forward programmes”. The Forward Programme of the Local Transport Strategy identified cycle infrastructure schemes across the Borough. They are shown as **Annex 1**.

1.5 The Surrey Cycling Strategy covers a range of topics:

Element	Description	In Reigate and Banstead
Infrastructure	The Surrey Cycling Strategy places an emphasis on provision that provides an alternative to cycling on busy roads – cycle paths adjacent to the road, greenways completely away from the road and quiet road routes.	A list of proposed cycle infrastructure was approved by Local Committee in December 2014.  <b>Annex 1</b> lists the approved schemes and notes progress on them.
Promotion and events	The ‘Bike-It’ project, promoting cycling in schools is well established and successful in Reigate and Banstead. It is supported by both the Borough Council and County Council and is delivered through the charity Sustrans.  The ‘Travel Smart’ initiative ran in the Borough for several years as reported to Local Committee in June 2016.	The Bike-It project continues.  <b>Annex 2</b> shows a recent progress report for Bike-It.
Skills and behaviour	1. The County offers Bikeability cycle training. It is also available through private schemes.  2. Education and safety campaigns are run through the Drive Smart Safety Partnership.	Continue to be implemented in Reigate and Banstead as part of a County-wide project.
Monitoring and evaluation	1. Casualties are monitored across the County.  2. There are 11 automatic cycle counters in the Borough and manual counts are undertaken at Redhill Station.	Casualty data and cycle monitoring data are available online and would be linked from the Reigate and Banstead cycling web page.

	3. Countywide interview survey with a representative cross-section of the population was undertaken in 2015.	
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## 2. ANALYSIS:

- 2.1 There is already a significant amount of cycle planning activity in the Borough. The proposed Cycling Plan web page and map would show existing activity and plans and draw them together in one place.
- 2.2 There are already a number of Cycling Plans for other districts and so the activities and plans for Reigate and Banstead would be available in the same format.
- 2.3 The web page format would allow people to more easily access relevant links, such as Drive Smart information and more comprehensive monitoring data.
- 2.4 The online Cycling Plans incorporate a link to a page where people can make suggestions. This is on an anonymous basis.
- 2.5 Funding:
- a. Infrastructure funding is likely to have to come chiefly from external sources. External funding has enabled the Redhill Balanced Network and Greater Redhill Sustainable Travel Package and these have provided significant cycle infrastructure. External funding is also being sought for the Epsom-Banstead Sustainable Travel Package. There are development-related funds available to implement at least some of the routes identified in the Horsey Masterplan. The Community Infrastructure Levy may also be a source of funding; at the time of writing this report, Surrey County Council is preparing a submission to the Borough Council for various transport schemes. This includes cycling schemes based on the approved 2014 list shown as **Annex 1**.
  - b. Cycle training is self-funding in the County through a combination of grant and fees.
  - c. Drive Smart education and user behaviour campaigns are funded through the Drive Smart Board.
  - d. Bike-It is funded by the Borough Council and supplemented by the County Council through "Bikeability Plus" funding.
  - e. Monitoring is funded by the County Council, although new automatic cycle counters require separate funding.

**3. OPTIONS:**

3.1 In terms of infrastructure, the currently approved list of proposals are those in the 2014 Forward Programme and in the Local Committee's ITS programme and these can appear as proposals in the Cycling Plan.

3.2 It may be that members and/or the public identify new opportunities implied significant changes to the Plan. These could be brought back to the Local Committee.

**4. CONSULTATIONS**

4.1 The proposed Cycling Plan would be collating approved schemes and ongoing activities so would not require consultation in itself.

4.2 Any significant proposed changes could be brought back to Committee.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 There are no financial implications for the production of the Plan itself. The funding of the activities within the Plan is discussed in paragraph 2.5.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 An equality impact assessment was undertaken for the Surrey Cycling Strategy.

**7. LOCALISM:**

7.1 The Cycling Plan would be a borough wide document. Specific actions would have local impacts in their specified areas, and these will be assessed as proposals are brought forward.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 There is already a significant level of activity in the Borough that supports the Surrey Cycling Strategy. The proposed online Cycling Plan will show it all in one place.

9.2 It is recommended that the Committee:

Approve the online publication of a Reigate & Banstead Cycling Plan as set out in the report, and that any significant changes be brought back to the Local Committee for approval.

<b>10. WHAT HAPPENS NEXT:</b>
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10.1 The Cycling Plan will be created online.

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**Contact Officer:**

David Sharpington  
Cycling Programme Manager  
020 8541 9977

**Annex 1: Approved Infrastructure Schemes**

**Annex 2: Bike-It Update**

**Sources/background papers:**

1. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17 December 2013.
  2. Reigate and Banstead Local Transport Strategy and Forward Programme, Local Committee (Reigate and Banstead) report item 59/14, 1 December 2014
  3. Travel Smart – end of Programme Report, Local Committee (Reigate and Banstead) report item 78/16, 6 June 2016
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## Annex 1: Proposed cycle infrastructure approved in the 2014 Local Transport Strategy Forward Programme

Cycle Infrastructure approved by Local Committee in LTS Forward Programme, December 2014		Status
Scheme ID	Location and scheme/package description	
1	A23 Redhill to Horley corridor improvements	The improvement of National Cycle Route 21 has been undertaken as part of the Greater Redhill STP – existing path widened and a sealed surface added.
2	A23 Redhill to Horley - Convert footway on east side to shared use for pedestrians and cyclists - sections will need to be widened and resurfaced.	Design in progress at time of writing as part of Greater Redhill STP.
8	A23 between Redhill and boundary with Croydon LB (Coulsdon) - Conversion of footway (combination of east and west side) to shared use for pedestrians and cyclists	Partially implemented and planned; a short section of cycle track exists adjacent to East Surrey College; a cycle track between Redhill town centre and Colesmead Road is planned for summer 2017; progress is reported in the Local Committee Decision Tracker.
13	A217 between the M25 junction and Fir Tree Road - Conversion of footway on east side to shared use for pedestrians and cyclists.	Not yet implemented.
15	A217 Junction with Burgh Wood toucan crossing and new traffic signal controlled junction	Toucan crossing included in Epsom-Banstead STP
32	Redhill Balanced Network Major Scheme including: Cycle and Pedestrian linkages	Generally implemented; completion of Memorial Park to Station link dependent on development. East-west link across Redhill town centre not yet established.
39	Merstham, Watercolour and Park 25 to Redhill town centre via A23 corridor and National Cycle Route 21; Redhill rail station to Redhill town centre. Whitebushes/East Surrey Hospital to Redhill town centre. Redhill town centre area. Reigate town centre to Redhill town centre.	Development-related path constructed on The Moors although there are issues in relation to flood management in this area in general. For A23 see scheme id 8. East Surrey Hospital to town centre is existing NCR21 with the new cycle track on Marketfield Way, provided as part of scheme id 32, providing a link to the station.  Nutfield Road scheme progress is reported in the Local Committee Decision Tracker.  In the proposed strategic CIL submission, this scheme will be renamed as follows to better cover potential works:

ITEM 9

		<ul style="list-style-type: none"> <li>• Merstham, Watercolour and Park 25 to Redhill town centre</li> <li>• The Moors and Nutfield Marsh path improvements.</li> </ul>
40	Batts Hill Cycle improvements	Not yet implemented.
45	Reigate Road Network Improvements, including improving access and connectivity for pedestrians and cyclists to the main shopping areas	Not yet implemented.
70	Horley- Network connecting town centre with new neighbourhoods and other major Horley wide destinations. Scheme also includes cycle parking in the sectors and in the town centre.	Cycle track constructed as part of NW Sector link road. Cycle links were identified in the Horley Masterplan and funding secured, with a link between the NW sector and the town centre being the major planned scheme.
75	Merstham Railway Station Secure and sheltered cycle storage facilities	Not yet implemented.
87	Banstead Railway Station - Improve pedestrian and cycle links (including shared footpath/cycleways, resurfacing, signing and street lighting) Secure and sheltered cycle storage	Scheme to provide link from Nork shops is included in the Epsom-Banstead STP.
90	A240 Reigate Road/Fir Tree Road junction Crossroads - improve cycle and pedestrian facilities	Not yet implemented.
92	Banstead and Nork – improve cycle facilities	Proposals included in the Epsom-Banstead STP.
93	NorkWay, Cycling improvements - resurface BW 628 between Nork Way and The Drive	Not yet implemented. Also bridleway 23 in Nork Park forms part of National Cycle Route 22.
94	Nork local shopping area – improve pedestrian and cycle links	Link to Banstead train station proposed as part of Epsom-Banstead STP.
101	Kingswood Railway Station - secure and sheltered cycle storage facilities	Existing covered parking may need reviewing.
111	Tattenham Corner: improve cycle pedestrian routes and facilities	Not yet implemented.
112	Tadworth Local Shopping Area - provision of additional Sheffield cycle stands	Not yet implemented.
91	Junction A240/B2221 Great Tattenhams/Tattenham Way - cycle improvements including advanced stop lines and feeder cycle lanes - and improving links to National Cycle Route 22	Cycle track proposal on Local Committee ITS scheme list and part of Epsom-Banstead STP proposals
123	Walton-on-the-Hill - resurface BW79 between St Mere Road and The Avenue	Not yet implemented.
128	Woodhatch - Prices Lane - cycle	Not yet implemented.

	route to Sandcross Lane	
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## BIKE IT END OF TERM REPORT

Key Performance Indicator – 2016/17	R&B	
	Target 08/17	Results 01/17
1. Number of new schools engaged	2	2
2. Number of Schools supported	6	4
3. Number of Schools supported at Distance	30	30
4. Number of Schools receiving Bikeability Plus modules (minimum)	5	4
5. Number of Case Studies	3	0
6. Deliver one Champions Action Day	1	0
7. Support schools to reach the next School Mark level	8	0
	Target 31/08/17	Results (booked)
8. Number of Bikeability Plus Places		
a. Bikeability Balance	474	455
b. Bikeability Fix	373	183
c. Bikeability Promotion	789	n/a
d. Bikeability Learn to Ride	190	195
e. Bikeability Ride	194	35
f. Bikeability Transition	142	120

### KEY ACTIVITIES AT EACH SCHOOL:

#### Intensively engaged schools

Meath Green Junior are going for bronze and we have run lots of activities at the school. Starting with an initial champion meeting in September, I then ran a 'Why cycle?' assembly, followed by a bike breakfast which was extremely well attended with lovely weather. Numbers reached 210. The champions started to regularly do a Golden Lock spot prize giveaway to encourage regular cycling. Following this, the school ran a bike maintenance course for 20 Y5 students with myself and two members of teaching staff, and finally, a month long campaign for safety awareness with a 'Be bright, be seen' assembly, culminating with a 'Bling your bike' competition and bright mufti day. The engagement with the competition was staggering: 101 bikes and 87 scooters were parked in the playground, covered in tinsel, fairy lights, Rudolfs, a real Christmas tree and even an all singing, all dancing penguin!

- Bike counts and stats: The first bike count I did at the start of Meath Green Junior School's engagement (before any contact with children) showed 7 bikes and 11 scooters. Numbers rose sharply for the bike breakfast, where we had 73 bikes and 30 scooters, and as mentioned earlier, culminated for the 'Bling your Bike' competition. I also did a bike count on a random day

with no bike activities planned, which pleasingly showed that bike use (21 counted) had trebled on that day compared to the baseline of 7.

Salfords Primary: after a good start at the beginning of the year, with plans for the champion to start running a bike club for reception children and a whole staff presentation, little has been heard from the school, despite numerous contact attempts on my part. The champion, finally, explained that the school had been experiencing staffing issues with maternity and sickness and are unable to do anything until around Easter.

- Bike counts and stats: At the moment, I have baseline data for bikes (10) and scooters (10).

### **Supported Schools**

Meath Green Infants are going for silver and have a new champion. We had a champion meeting in October to introduce Cat to the role. They have done a 'Be bright, be seen' assembly where children dressed up for night time safety. We are running Bikeability Balance there in May.

Horley Infant School: At a meeting in November with the champions, they expressed some reservations about continuing with the programme. Sarah Gadd cited problems with the location of the school in encouraging children to cycle to school. As she mentioned the school was running a road safety awareness week in December, I sent her some cycling safety leaflets to support her work. Neither champion has replied to emails, but I plan to contact them again in the spring term to discuss our work at the school.

Lime Tree School: the school has a new champion, Fiona Watkins, to support the original champion, Lorraine Buckley. Both are extremely active and want to go for silver this year, which is impressive considering the location difficulties they had last year. Since my meeting with the champions, they have run a 'Be Bright' assembly and Cycle to Santa. We plan to collaborate on their Summer Fayre and are running Bikeability Balance in the spring term.

Brooklands: the champion is a keen cyclist, and very willing for the children to cycle as much as possible. The children at the school have very varying needs, and as a result, many specialist bikes are required for a wider uptake of cycling. The school already works with Wheels 4 All but logistically, that remains difficult because of the school's location in relation to Leatherhead.

### **At Distance Schools**

Reigate Parish Church Primary School won the R&Be Active 'Back to School Cycle Challenge' and were awarded a giant cheque for £150 to celebrate their achievement. Results were fantastic, with 344 journeys by scooter or bike, and 229 children on roll. Councillor Turner also attended the ceremony.

Walton-on-the-Hill continue to be very active and ran a back to school cycle challenge, with 360 journeys recorded, a bike breakfast with 63 attendees and a very successful house cycling competition with 720 journeys.

Earlswood Federation (infant and junior school) ran a bike breakfast in November which was their best-attended yet with 130 attendees. The champion for the junior school is keen to work with the council parking department to combat congestion

issues at the school gate, so a meeting happened with Jacquie Joseph, Denise Venn from parking, the champion (Matt Nott) and myself. Matt is keen to do more with Bikeability Plus in the coming months. This school could be a good candidate for a case study in view of their desire to work on congestion issues.

Warren Mead Junior, on top of Bikeability Fix, have run a host of fun activities, including bike jewellery. They have also run bike clubs, a bike breakfast and an off-road adventure for Y6.

All 'at distance' schools have received an introduction email from myself, an invitation to participate in R&Be Active's 'Back to School Cycle Challenge', a reminder about cluster meetings, regular information about the Big Pedal, plus an email with Bike It activity ideas. My predecessor, Gayle Amorowson, identified a number of schools that would be open to Bikeability Plus activities – all schools on this list have been contacted about the new programme. Gayle also identified some which needed new champions, whom I have also contacted.

Unfortunately, despite reminders from myself, the cluster groups did not happen in the autumn term. The organisers have assured me they will both attempt another date in the spring.

### **BIKEABILITY PLUS (delivered to R&B and Mole Valley)**

A substantial amount of time has gone into planning the B+ programme over the past two months and numbers are looking good. Schools have been enthusiastic about the programme, with Balance and Fix being the most popular modules.

Time has been limited for the first chunk of the programme with funding allocation having been delayed. Planning and delivery work therefore only started mid-November, so 2.5 months later (out of an allocated 6) than originally planned.

We have identified a number of schools on which to collaborate on Bikeability Promotion and are currently building plans for events. Likely to happen is a collaboration with 4giving.org.uk on a festival at St John's C of E in Dorking and an after school event at the Earlswood Federation.

#### Pre-31 March 2017

Balance: 200/279 places booked (interest for another 120)

Learn to Ride: 35/112 places booked (interest from various schools)

Fix: 143/217 places booked (interest for another 30)

Transition/Ride: none booked so far, but we have plans to nudge schools that have expressed interest.

#### 1 April 2017 – 31 August 2017

Balance: 195/195 places booked (interest for another 100)

Learn to Ride: 70/78 places booked

Fix: 60/156 places booked (interest for another 150)

Transition/Ride: 140/136 places booked

**ITEM 9**  
**Officer name: Lal Chatfield**  
**Region: Reigate and Banstead**  
**Date: January 2017**

### **Key activities planned for next term**

Your updates here

- Running the Bikeability Plus programme across eight schools in MVDC (four schools) and R&B (four schools)
- Getting Surrey schools fired up (and signed up!) for the Big Pedal in late March
- Planning and delivering Bikeability Promotion
- Press coverage planned in ABC Surrey – article on tips for cycling with children
- CEO training at Reigate and Banstead
- Planning the festival at St John's C of E in Dorking
- Completing training as a Bikeability instructor
- Meeting in person or on Skype/phone with more champions to get Bikeability modules booked in and support with School Mark progress

### **OTHER KEY ACTIVITIES:**

#### **Contact with other partners**

In terms of bike shops and mechanics, we have been working with Phil O'Donoghue from Bikes Revived to deliver Bikeability Fix. I have met several times with Mellow Miles' Nigel (based in Horley) who kindly donated what has to be one of the best bike prizes I have come across: a custom spray paint for a child's bike! I have also popped into C & N Cycles in Reigate and Redhill and Head for the Hills in Dorking to introduce myself.

I have met with Debs Harrison from 4giving.org.uk to discuss partnership activities – they have just secured funding for a community festival at St John's Dorking in May. This would be an ideal setting to run Bikeability Promotion. YMCA Surrey East will also hopefully be involved. In November, I met with YMCA East Surrey at Brooklands to find out what they are working on and how they run bike clubs at the school. Surrey Care Trust have been in touch to discuss Sustrans delivering bike courses for adults. I have forwarded this on to Anita Powell.

I have also contacted but not yet met Tim Sales at British Cycling, Evans at Gatwick, Matthew Wing from Wheels for All, Ed Clarke who runs West Sussex Bikeability and Matti Hemmings, a BMX performer.

#### **Other achievements**

Surrey Police have agreed to fund £400 for Big Pedal prizes for Surrey schools that participate. Prizes will include bikes, helmets, lights and reflective gear, for schools to use as part of their curriculum activities or as prizes for their own incentive activities.

#### **Constraints on work/ progress:**

The first Bikeability Plus programme was initially proposed for a six month period, running from September 2016 to March 2017. However, funding and contracts only got confirmed mid-November, meaning delivery time was much reduced. I was briefed to prioritise getting B+ off the ground, which has taken a substantial amount time to organise but the time has paid off and numbers are looking good. More traditional Bike It activities have therefore been taking a secondary place, however,

B+ structures are getting organised and wrinkles ironed out which should hopefully free up more time in the spring and summer terms for Bike It.

The lack of progress with Salfords Primary this term has been disappointing. The term started well with a champion meeting followed by a whole staff presentation. Since then, no activities have been run. After several attempts at contact on my part, the champion has informed me that the school has been overwhelmed with staff turnover and she would like to start the programme in the summer term. I will contact her before Easter to set things up.

**My favourite moment this term:**

Warren Mead Junior School: when we ran the first Bikeability Fix sessions at Warren Mead, I wasn't prepared for the level of enthusiasm the children would have for learning about bike maintenance. The puncture repair part of the second lesson was especially popular, and with the opportunity for them to take a repair kit home, effective for them maintaining that skill at home.

**Quotes of the term**

After the Bikeability Fix sessions, Abigail Harper, a teacher at Warren Mead Junior School said: "The kids have come back buzzing from the Bikeability Fix sessions, and have said they can't wait to apply what they've learned."

**Photographs:**

Reigate Parish Church School: Prize giving ceremony, 2 December. From left to right: Frances Davis, Lal, Sarah Clark



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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 27<sup>TH</sup> FEBRUARY 2017

LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAY SCHEMES 2016/17 – END OF YEAR UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

To inform the Local Committee on the outcome of the 2016/17 Integrated Transport and highways maintenance programmes in Reigate and Banstead.

**RECOMMENDATIONS:**

**The Local Committee (Reigate & Banstead) is asked to note the contents of this report.**

**REASONS FOR RECOMMENDATIONS:**

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In December 2015, revised in March 2016, Reigate and Banstead Local Committee agreed a programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2016/17 in Reigate and Banstead to be funded from the Local Committee's devolved budget. The £392,593 ITS capital budget was divided equally between improvement schemes and maintenance (local structural repair) schemes. The revenue maintenance budget was set at £217,778.
- 1.2 In addition to the Local Committee's devolved budget, Countywide budgets have been used over the past year to fund major maintenance (Operation Horizon), drainage works and other capital highway schemes. Countywide revenue budgets are used to carry out both reactive and routine planned maintenance works.
- 1.3 Developer contributions are also used in Reigate and Banstead to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

<b>2. ANALYSIS:</b>
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### Capital Programme

2.1 **Annex 1** provides an end of year update of the 2016/17 capital programme of Local Committee funded highway works in Reigate and Banstead. It also provides an update on schemes funded by the Road Safety Working Group and those being progressed using developer contributions.

2.2 A number of ITS improvement schemes have been progressed in 2016/17, as highlighted below and set out in more detail in Annex 1.

- Zebra crossings installed on Tattenham Crescent, Epsom Downs.
- Footway widening and pedestrian access improvements to footway along Outwood Lane, Chipstead, between junction with Hazelwood Lane and Ramblers Rest.
- Extended the existing 30mph speed limit on Masons Bridge Road, Redhill.
- Design of schemes for implementation in 2017/18.

2.3 The Local Committee ITS capital maintenance budget has also been used to fund Local Structural Repair schemes this financial year.

### Revenue Programme

2.4 **Table 1** below shows the revenue maintenance allocations for 2016/17, together with examples of the works carried out. This budget has been spent in full.

Item	Allocation	Works Carried Out
Drainage / ditching works	£33,278	Works carried out include hire of additional jetting resource for the Borough and small ditching and drainage works
Tree works	£12,000	Works carried out include tree works, stump grinding and flailing
Parking	£15,000	Contribution towards parking review in Reigate and Banstead
Signs and Road markings	£5,000	Provision of new signs at various locations across the Borough
Speed Limit Assessments	£2,500	Speed limit surveys carried out at various locations across the Borough
Community Enhancement	£50,000	£5,000 per divisional Member, spent on small highway improvements to benefit the local community. Works carried out include provision of dropped kerbs, footway widening and provision of pedestrian guard railing.
Minor Maintenance Works	£100,000	Hire of Revenue Maintenance Gang to carry out minor works throughout the Borough, including vegetation clearance, sign cleaning, general highway 'housekeeping' etc.
<b>TOTAL</b>	<b>£217,778</b>	

**Table 1 – Revenue Maintenance 2016/17**

### **Greater Redhill Sustainable Transport Package (STP)**

- 2.5 Phase 1 of the programme of cycle/pedestrian improvements are almost complete. The final section of works to widen the Woodhatch Road shared cycle/pedestrian footway between the junction with Maple Road to the south and Pendleton Road to the north is now signed off as complete. Additional signing improvements for the NCR1 route are being progressed, along with providing cycle gutters cross the railway footbridge at Salfords station to make it easier and safer for people to cross with their bikes. This provides a cycle link for routes between the A23 corridor and the NCR21. New cycle counters have been installed at key sites in Redhill-Horley to provide monitoring for the cycle improvement measures introduced through this project.
- 2.6 Detailed design and pre construction work is almost complete for the widened shared footway along Princess Way to provide improved facilities and linkage to adjacent routes for cyclists and pedestrians within Redhill town centre. Scheme construction is expected to commence during February. The SCC Works Communications Team will be providing regular information to the public during these works to minimise disruption. Following completion of these works, construction will commence at the Sainsbury's junction on Princess Way to introduce a bus only signalised right turn facility into Ladbroke Road. The right turn facility for buses will provide better reliability and journey time improvements for local services.
- 2.7 Other schemes in progress include additional cycle parking facilities for Earlswood Station and Meath Green school in north Horley, to provide linkage to the cycle route improvements being delivered through this project. Further improvement schemes for the NCR21 are also being taken forward for possible delivery during 18/19, subject to available funding.
- 2.8 Local Committee approval was received in September 2016 to proceed with the Phase 2 programme of works. Detailed design work is underway for the agreed priority sections of cycle/pedestrian route along Maple Road, the A23 Three Arch Road junction, and south along the A23 corridor. Additional design work for the quality bus corridor improvements is being carried out to enhance service reliability and accessibility along the corridors served by local bus services 430/435 and 420/460.
- 2.9 The proposed footway/cycleway scheme for Maple Road and A23 south of Three Arch Road junction were prioritised for early construction during the 2016/17 financial year. However, issues primarily concerning common land ownership have resulted in delays to the completion of detailed design for these schemes. These issues are being worked through with construction rescheduled to commence during April-June 2017.
- 2.10 Design works for the A23 Three Arch Road junction are underway. The output from this study will provide a range of options designed to address the issues and constraints currently experienced at this junction. The scope of this work is to provide improvements for cyclists and pedestrians, along with addressing reliability and punctuality issues for bus routes through the

junction, whilst also considering access improvements to the hospital site and other safety and reliability issues for all road users. The study is expected to be complete by the end of March.

- 2.11 The next Member Task Group is currently being scheduled to review the available scheme design outputs and agree any options prior to construction. A further update on this project will be brought to the next Local Committee to report on the programme of Phase 2 schemes for delivery through to the end of 2017/18.

### **Epsom and Banstead STP**

- 2.12 The formal call for project funding bids was received from the Coast to Capital (C2C) Local Enterprise Partnership (LEP) during December. The final scheme business case was submitted on 6<sup>th</sup> January 2017. C2C LEP are currently evaluating the bids, with a funding award decision expected to be made around the end of February/early March.

- 2.13 C2C have specified that they are looking for funded project expenditure to commence during the current financial year. With this tight timescale in mind detailed design of the A217 Horseshoe Crossing and pedestrian/cycle route connections has commenced. Early design of the A217 Horseshoe crossing is necessary to ensure this scheme can be constructed during the summer 2017 school holiday period.

- 2.14 Road Safety Audits at stage 1 for all schemes within the package are now underway, in preparation of an early LEP funding decision. Further details including the project business case submission main document can be found on the Surrey CC Major Schemes webpage, using the web address below. Updates will be posted here.

[www.surreycc.gov.uk/epsombansteadstp](http://www.surreycc.gov.uk/epsombansteadstp)

- 2.15 The Member Task Group is due to meet after the funding award decision is known, to discuss scheme delivery and agree a way forward. A full report will be taken to the next available Local Committee to provide an update on the scheme and funding position, and to seek approvals for the proposed delivery programme. On current timescales scheme construction is expected to commence next financial year and run through to end of 2018/19.

### **Wider Network Benefits**

- 2.16 There have been some slight delays in programme delivery across each component element of the project as each specialist Contractor has mobilised and liaised with Surrey's own Street Lighting Contractor and Traffic Signals Contractor, in order to ensure the installation of new equipment can proceed in the locations specified.

- 2.17 In the final quarter of 2016/17 installation of Automatic Number Plate Recognition (ANPR) cameras, CCTV Cameras and Variable Message Signs

[www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead)

(VMS) will all commence. ANPR and CCTV installation should be completed by April, with completion of VMS installation in May/June.

- 2.18 Installation of the Average Speed Cameras on the A217 (from J8 M25 to Banstead Crossroads) has been delayed slightly but is now anticipated to commence in May 2017 with completion in June/July 2017.
- 2.19 As each phase of equipment is installed the associated links and support systems are being installed in Surrey's NMIC in Leatherhead.
- 2.20 Throughout 17/18, upon completion of the ANPR, CCTV and VMS equipment, delivery will move to installing "Dial Up Signal Control" (DUSC) on the traffic signals across the network, allowing them to be preconfigured to operate alternate signal strategies when network conditions dictate.

### Customer Enquiries

- 2.21 **Table 2** shows the number of enquiries received during 2016. The total number of enquiries received in the calendar year 2016 is 136,629 and average of 11,386 per month, an increase of approximately 12% on 2015. The current figures indicate that despite no major incidents (such as the floods in 2014) customer contact continues to increase and customer expectation continues to grow.
- 2.22 All enquiries are categorised at the point of logging, either automatically through the website or by officers. Safety defects are passed to Kier to deal with and the remainder are passed to the SCC local office for further investigation. During 2015 the average split was 39% SCC and 61% Kier; for 2016 this has seen a shift to 45% SCC/55% Kier. This may be as a result of the proactive patching and resurfacing work.
- 2.23 For Reigate and Banstead specifically, 19,450 enquiries were received between January and December of which 7,698 were directed to the local area office for action, of these 94% have been resolved. This is slightly below the Highways countywide average of 96%.

Period	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-Dec 2015	121,578	16,934	6,050
Jan-Dec 2016	136,629	19,450	7,698

**Table 2: Customer Enquiries 2016**

- 2.24 **Table 3** shows the number of complaints received in 2016 by Surrey Highways and the South East area, which includes Reigate and Banstead. Surrey Highways received 462 complaints in 2016 (a 10% reduction on 2015).

<b>Period</b>	<b>Surrey Highways: Complaints (no.)</b>	<b>South East Area: Stage 1 Complaints (no.)</b>
Jan-Dec 2015	513	105
Jan-Dec 2016	462	132

**Table 3: Complaints 2016**

2.25 Of the 132 Stage 1 complaints for the South East Area, 28 were taken forward to Stage 2. For Reigate and Banstead, there were 51 Stage 1 and 14 Stage 2 complaints in 2016. The main reasons for these complaints were service quality, service delivery and communication. Following independent investigation, the service was found to be at fault in three of the Stage 2 complaints. Surrey Highways continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. There were also 5 complaints directed to the LGO none of which were upheld.

2.26 Recent surveys conducted with the Highways Customer Panel showed that 75% of those surveyed were either satisfied or very satisfied with the customer service they received. This is up from 71% in 2016.

### **3. OPTIONS:**

3.1 Not applicable.

### **4. CONSULTATIONS:**

4.1 Not applicable

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The key objective with regard to the 2016/17 budgets has been to manage to a neutral position.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

### **7. LOCALISM:**

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

7.2 Specific funding is allocated from the Local Committee's devolved budget which allows Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability implications (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

### 8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

### 8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 This report sets out highway works carried out in Reigate and Banstead in 2016/17, for Members' information.

## **10. WHAT HAPPENS NEXT:**

10.1 The remaining budget for 2016/17 will be spent and the end of year outturn figures will be finalised.

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### **Contact Officer:**

Anne-Marie Hannam, Senior Engineer, South East Area Team, 03456 009 009

### **Consulted:**

Not applicable

### **Annexes:**

Annex 1: Summary of Progress

### **Sources/background papers:**

- Report to Reigate and Banstead Local Committee, 14<sup>th</sup> December 2015
  - Report to Reigate and Banstead Local Committee, 7<sup>th</sup> March 2016
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CAPITAL ITS IMPROVEMENT SCHEMES			
<b>Project: Outwood Lane, Chipstead</b>			
<b>Detail:</b>	Footway improvements	<b>Division:</b> Banstead, Woodmansterne and Chipstead	<b>Allocation:</b> £45,000
<b>Progress:</b> The scheme involves widening of the existing footway between Hazlewood Lane and the Ramblers Rest and improving access to it. Work is currently on-site, to be completed by the end of March 2017.			
<b>Project: Victoria Road, Horley</b>			
<b>Detail:</b>	Pedestrian crossing	<b>Division:</b> Horley East	<b>Allocation:</b> £50,000
<b>Progress:</b> Following the receipt of a petition to the Local Committee, a new commission brief has been submitted to the Design team to design a pedestrian crossing to be located on Victoria Road between the junctions of Regents Mews and Elizabeth Court, in order to improve pedestrian access to the Health Centre. Following an assessment of vehicle speeds and because the crossing will need to be located in close proximity to existing junctions it was agreed with the local Divisional Member that a Zebra Crossing will be installed. The design work is ongoing and an application has been made for approval to carry forward the funding to next financial year.			
<b>Project: Tattenham Crescent, Epsom Downs</b>			
<b>Detail:</b>	Upgrade of existing pedestrian refuge	<b>Division:</b> Nork and Tattenhams	<b>Allocation:</b> £70,000

## CAPITAL ITS IMPROVEMENT SCHEMES

**Progress:**

Width of existing pedestrian refuge too narrow to provide adequate protection to pedestrians and mobility scooter users. Options developed by design team and shared with the Chairman, Vice-Chairman and divisional Member for consideration. Preferred option has been selected and detailed design is now complete, works to start on site at the end of February, for completion by the end of March 2017.

**Project: Slipshatch Road, Reigate**

<b>Detail:</b> Speed reducing feature	<b>Division:</b> Earlswood and Reigate South	<b>Allocation:</b> £30,000
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**Progress:**

Measures to reduce eastbound vehicle speeds at the change in speed limit from derestricted to 30mph. Feasibility report and drawings with several options were sent to the Chairman, Vice-Chairman and divisional Member for consideration. Preferred option which includes build-outs with a priority/give-way system and extended 30mph speed limit has been selected. Work onsite to construct the scheme has been delayed because Slipshatch Road is on the diversion route for the Flanchford Road bridge works. Construction is therefore expected early on in the 2017/18 financial year. An application has been made for approval to carry forward the funding to next financial year.

**Project: Croydon Lane, Banstead**

<b>Detail:</b> Pedestrian Crossing	<b>Division:</b> Banstead, Woodmansterne and Chipstead	<b>Allocation:</b> £4,000
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## CAPITAL ITS IMPROVEMENT SCHEMES

**Progress:**

Facility to assist pedestrians crossing the A2022 to access bus stops and Banstead town centre. Timescales for implementation will depend on option developed. Design only 2016/17. A commission brief for this design work has been submitted to the Design Team and options are being developed, which will be shared with the Chairman, Vice-Chairman and divisional Member for consideration.

**Project: Albert Road and Lumley Road, Horley**

<b>Detail:</b> Reinstatement of two-way working	<b>Division:</b> Horley West, Salfords & Sidlow/Horley East	<b>Allocation:</b> £4,000
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**Progress:**

Consultation carried out in Jan/Feb 2017 to determine support for returning both roads to two-way working throughout their lengths. Results of consultation emailed to Chair, Vice Chair and Divisional Member for a decision on a way forward.

**Project: Grovehill Road, Redhill**

<b>Detail:</b> Provision of pedestrian refuge in bellmouth with A23.	<b>Division:</b> Redhill East	<b>Allocation:</b> £4,000
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**Progress:**

Scheme has already been constructed as part of the Balanced Network scheme. Funding to be reallocated to the Outwood Lane scheme, as agreed with the Local Committee Chairman.

**Project: Accessibility improvements – dropped kerbs/tactile paving**

<b>Detail:</b> Provision of dropped kerbs/tactile paving.	<b>Division:</b> All	<b>Allocation:</b> £10,000
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<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Progress:</b> Works order raised to install 6 sets of dropped kerbs to complete the Sarel Way Accessibility Project in Horley. Works complete.		
<b>Project: Small Safety Schemes</b>		
<b>Detail:</b> As set out below	<b>Division:</b> All	<b>Allocation:</b> £13,169
<b>Masons Bridge Road, Redhill</b> <span style="float: right;"><b>Earlswood and Reigate South</b></span> Speed limit reduction – between Kings Mill Lane and existing 30mph speed limit terminal south of Spencer Way, work is progressing on this scheme and will be completed by the end of February 2017.		
<b>Project: Signs and Road Markings</b>		
<b>Detail:</b> As set out below	<b>Division:</b> All	<b>Allocation:</b> £5,000
<b>Bletchingly Road, Merstham</b> It came to light that the 30mph terminal signs on Bletchingly Road, east of Radstock Way, were in the wrong location. Therefore the signs were removed and new 30mph terminal speed limit signs installed at the end of the system of street lighting, in the vicinity of The Gatehouse. This work enables Surrey Police to enforce the 30mph speed limit.		
<b>Project: Stage 3 Road Safety Audits</b>		
<b>Detail:</b> To be carried out as required	<b>Division:</b> All	<b>Allocation:</b> £5,000
<b>Progress:</b>		

<b>CAPITAL ITS MAINTENANCE SCHEMES (LSR/FOOTWAYS)</b>		
<b>Project</b>	<b>Division</b>	<b>Update</b>
Nutley Lane, Reigate - carriageway (approx. 50m length north from railway bridge)	Reigate	Delayed due to utility work
Beechfield, Banstead - carriageway (approx. 100m length from Sutton Lane)	Banstead, Woodmansterne and Chipstead	Completed
Park House Drive, Reigate - carriageway (whole length)	Earlswood and Reigate South	Completed
The Glebe, Horley - carriageway (whole length)	Horley West, Salfords and Sidlow	Completed
Marketfield Road (Kingsgate), Redhill - carriageway (2 sections – outside Frankie & Bennys and outside Red Central entrance)	Redhill East	Completed
Pendleton Close, Redhill - carriageway (whole length)	Redhill West and Meadvale	Completed
Sutton Gardens, Merstham - footway (both sides, whole length)	Merstham and Banstead South	To be programmed
Ballards Green, Burgh Heath - carriageway (from Duncan Road to outside no. 11)	Tadworth, Walton and Kingswood	Completed
Walkfield Drive, Tattenham Corner - carriageway (whole length)	Nork and Tattenhams	Completed
Haroldslea Close, Horley - carriageway (whole length)	Horley East	Completed

### POTENTIAL DEVELOPER FUNDED SCHEMES

**Project:** A23 High Street, Merstham

**Detail:** Convert existing zebra to signal control

**Division:** Merstham and Banstead South

**Progress:**

Design completed, safety audit carried out. There is currently insufficient developer funding available to implement conversion of the zebra to signal control so proposal deferred until additional funding source has been identified, or alternative use of funding identified, following discussion with divisional Member.

**Project:** Tadworth Street, Tadworth

**Detail:** Localised road widening

**Division:** Tadworth, Walton and Kingswood

**Progress:**

Localised road widening to provide additional traffic lane on approach to A217 Brighton Road roundabout. Utilities equipment identified as requiring diversion. There is currently insufficient developer funding available to meet the budget estimated scheme cost. Scheme on hold.

Following a site meeting with divisional Member, it was agreed to pursue cutting back of trees that currently obstruct sightlines and to ensure the boundary fencing at the back of footway is secure. Investigate use of developer contributions to fund improved street lighting and signing.

## POTENTIAL DEVELOPER FUNDED SCHEMES

**Project:** A23 Brighton Road/Salbrook Road/ Lodge Lane, Salfords

**Detail:** Junction Improvement

**Division:** Horley West, Salfords and Sidlow

**Progress:**

Expansion of activities on the Salbrook industrial site (Police Holding Centre, new Fire Station, waste recycling centre) will increase traffic movements at the existing priority junction, which already has a poor safety record. Consideration also to be given to providing facilities to assist pedestrians and cyclists crossing the A23 at this location. This proposal has been added to the A23 Corridor Economic Support Scheme in the Reigate and Banstead Strategic Economic Plan. The Design Team has produced a report, to be issued to the Chairman, Vice-Chairman and divisional Member. A bid for CIL funding in order to carry out improvements to this junction, including the installation of traffic signals, has been submitted.

**Project:** A240 Reigate Road, Epsom Downs

**Detail:** Pedestrian Improvements

**Division:** Nork and Tattenhams

**Progress:**

Improvements to footway (localised widening, provision of tactile paving as set out in s106 agreement) associated with new care home being constructed south of Yew Tree Bottom Road. Work to install dropped kerbs at entrance to access road on Tattenham Way (near to junction with Reigate Road), currently on site. Work to carry out localised footway widening will follow on.

**Project:** A217 Brighton Road/A2022 Fir Tree Road/Bolters Lane, Banstead (Banstead Crossroads)

**Detail:** Junction Improvement

**Division:** Banstead, Woodmansterne and Chipstead/Nork and Tattenhams

**Progress:**

Priority being given to A217 Brighton Road/Burgh Wood pedestrian crossing scheme, scheme on hold.

**Project:** A240 Reigate Road/A2022 Fir Tree Road (Drift Bridge junction), Epsom Downs

**Detail:** Junction Improvement

**Division:** Nork and Tattenhams

<b>POTENTIAL DEVELOPER FUNDED SCHEMES</b>
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**Progress:**

Signal timings optimised following review and revalidation of data sets. Further improvements to assist cyclists through the junction are being proposed for inclusion in the Epsom and Banstead STP bid to LEP.

<b>POTENTIAL DEVELOPER FUNDED SCHEMES</b>
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**Project: Langshott Bus Route****Detail:** Route Improvements**Division:** Horley East**Progress:**

Work on this scheme is progressing.

**Project: A217 Brighton Road, (north of The Drive), Nork****Detail:** Vehicle restraint system**Division:** Nork and Tattenhams**Progress:**

Increased development along the service road of the A217 Brighton Road north of The Drive has raised concerns about the potential for vehicles to leave the service road and enter the main northbound carriageway. Design proposal agreed with divisional Member. Works complete.

**Project: Preston Regeneration****Detail:** Various measures**Division:** Nork and Tattenhams/Tadworth, Walton and Kingswood

## POTENTIAL DEVELOPER FUNDED SCHEMES

**Progress:**

Regeneration of the Preston area, managed by the Borough Council, to include infrastructure and open space improvements addressing parking and traffic flow problems, supporting sustainable transport, and improving the quality of open spaces.

The A240 Reigate Road, Epsom Downs scheme to extend the footway/cycleway constructed by Reigate and Banstead between signalised junction into Asda and Church Lane, is currently on hold. Progress of this scheme is subject to securing developer funding through the Community Infrastructure Levy (CIL).

<b>POTENTIAL DEVELOPER FUNDED SCHEMES</b>		
<b>Project: Epsom Lane North, Epsom Downs</b>		
<b>Detail:</b> Accident Remedial Scheme	<b>Division:</b> Nork and Tattenhams	
<b>Progress:</b> Site meeting held with divisional Member to investigate safety improvements at the southern end of Epsom Lane North at the bend by Kingswood Road. Minor improvements have been identified including, signs, lines and bollards. Works have been ordered.		
<b>Project: A217 Brighton Road/ Burgh Wood, Nork</b>		
<b>Detail:</b> Signalised Pedestrian Crossing	<b>Division:</b> Nork and Tattenhams	
<b>Progress:</b> Scheme to be included within the Epsom and Banstead bid to the LEP, feasibility design and Stage 1 Safety Audit completed.		
<b>Project: Eastgate, Nork</b>		
<b>Detail:</b> Install one-way working and echelon parking	<b>Division:</b> Nork and Tattenhams	
<b>Progress:</b> Site meeting held with divisional Member and parking team to discuss possibility of installing echelon parking. A bid for CIL funding for this scheme has been submitted. This scheme will be progressed if the CIL bid is successful.		
<b>Project: Tattenham Crescent, Epsom Downs</b>		
<b>Detail:</b> Upgrade of existing pedestrian refuge	<b>Division:</b> Nork and Tattenhams	
<b>Progress:</b> See Capital ITS Improvement Scheme.		
<b>Project: Chequers Lane, Walton on the Hill</b>		
<b>Detail:</b> Priority give-way	<b>Division:</b> Tadworth, Walton and Kingswood	

### POTENTIAL DEVELOPER FUNDED SCHEMES

**Progress:**

Investigation of previous proposal to install measures to slow traffic entering the village from the west. Divisional Member to be consulted on requirements for this location.

### ROAD SAFETY TEAM SCHEMES

**Project:** A25 Buckland Road/West Street, Reigate (nr Flanchford Road)

**Detail:** Gateway feature incorporating speed limit terminals and traffic islands.

**Division:** Reigate

**Progress:**

There is currently no funding available to progress this scheme.

**PARKING****Progress:**

The 2015/16 parking review is complete apart from some snagging. The Redstone Hill area permit schemes in Redhill went live on 1 February 2017.

The 2016/17 proposals were advertised in November 2016. Comments and objections have been collated and are about to be shared with members for final decisions.

**Note:** Information correct at time of writing (08/02/17)

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)**

**DATE:** 27 FEBRUARY 2017  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER



**SUBJECT:** HIGHWAYS FORWARD PROGRAMME  
 2017/18 – 2018/19 - UPDATE

**DIVISION:** ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

In December 2016 the Local Committee agreed a draft programme of highway works in Reigate and Banstead for 2017/18 – 2018/19. Whilst the County's budget was agreed by Council on 7 February, the Medium Term Financial Plan and detailed programme of schemes will not be agreed by Cabinet until 28 March 2017. This report seeks delegated authority for the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works should the Local Committee's devolved budget change.

**RECOMMENDATIONS:****The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the contents of the report; and
- (ii) Authorise delegation of authority to the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works for 2017/18 if there is a change in the Local Committee's devolved budget.

**REASONS FOR RECOMMENDATIONS:**

To enable delivery of the Local Committee's 2017/18 programme of highway works to commence without delay at the start of the financial year if there is a change in the devolved budget.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In December 2016, the Local Committee agreed the draft programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2017/18 – 2018/19. The capital funding was based on the budget set out in the Medium Term Financial Plan (MTFP) 2015-20 and the revenue budget assumed the same level of funding as received this financial year.

1.2 The County's revenue and capital budget was agreed by Council on 7 February 2017. Council noted that the detailed programme of schemes would be agreed by Cabinet at the 28 March 2017 as part of the Medium Term Financial Plan.

## **2. ANALYSIS:**

2.1 The decision on the Local Committee's devolved highway budget will not be made until the Cabinet meeting on 28 March 2017. In order to progress the Local Committee's programme of highway works without delay at the start of the new financial year, delegated authority is being sought to enable the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works for 2017/18 should there be a change in the Local Committee's devolved budget.

2.2 If a change to the capital forward programme is required, officers would suggest that the Local Committee's outstanding Integrated Transport Scheme commitments are prioritised. Similarly for the revenue programme, the provision of a revenue maintenance gang and funding to carry out drainage works are seen by officers as being the highest priority in Reigate and Banstead.

## **3. OPTIONS:**

3.1 The Local Committee is being asked to authorise delegated authority to enable a revised highway works programme to be agreed should there be a change in the Local Committee's devolved budget.

## **4. CONSULTATIONS:**

4.1 Appropriate consultation will be carried out as part of the delivery of the works programme.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Whilst the County's budget was agreed by Council on 7 February, the Medium Term Financial Plan and detailed programme of schemes will not be agreed by Cabinet until 28 March 2017. This includes the Local Committee's devolved highways budget.

5.2 A number of virements were agreed by the Local Committee in December 2016 which enables the budget to be managed and the programme delivered in a flexible and timely manner.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

## **7. LOCALISM:**

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

**8.1 Crime and Disorder implications**

A well-managed highway network can contribute to reduction in crime and disorder.

**8.2 Sustainability implications**

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The Local Committee's devolved highway budget will not be agreed by Cabinet until 28 March 2017. This report seeks delegated authority to enable the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works for 2017/18 should there be a change in the Local Committee's devolved budget. This will enable delivery of the programme to commence in April 2017.

**10. WHAT HAPPENS NEXT:**

10.1 The Area Highway Manager will meet with the Local Committee Chairman and Vice-Chairman to agree a revised highway works programme should there be a change in the Local Committee's devolved highway budget following the Cabinet meeting on 28 March 2017. Members will be updated accordingly.

**Contact Officer:**

Anita Guy, Principal Engineer, South East Area Team, 03456 009 009

**Consulted:** Local Committee (Reigate & Banstead) Chairman and Vice-Chairman

**Annexes:** None

**Sources/background papers:**

Report to Reigate and Banstead Local Committee 12 December 2016: Highways Forward Programme 2017/18 – 2018/19

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)**

**DATE:** 27 FEBRUARY 2017  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER



**SUBJECT:** DOGHURST LANE & HAZELWOOD LANE, CHIPSTEAD  
 PROPOSED 20MPH SPEED LIMIT

**DIVISION:** BANSTEAD, WOODMANSTERNE & CHIPSTEAD

**SUMMARY OF ISSUE:**

Chipstead Residents Association has raised concerns about traffic speeds on roads in Chipstead. As a result the Residents Association commissioned a consultant to look into reducing the speed limit on some of the roads in Chipstead. Following results of speed surveys arranged by the consultant, Chipstead Residents Association are requesting that Surrey County Council progress a speed limit reduction on Doghurst Lane and Hazelwood Lane from 30mph to 20mph. This proposal has not been prioritised for inclusion on the 2017/18 or 2018/19 forward programme of funded highway works. This report outlines actions taken by Officers as a result of this request.

**RECOMMENDATIONS:****The Local Committee (Reigate & Banstead) is asked to:**

- (i) Authorise the funding of additional speed surveys on Hazelwood Lane to better inform the feasibility of reducing the speed limit on Hazelwood Lane using signs alone from 30mph to 20mph;
- (ii) If the measured mean speeds on Hazelwood Lane, recorded by the additional surveys in recommendation (i) above, comply with Surrey's Policy to reduce the speed limit using signs alone, authorise that the proposal to reduce the speed limit on Doghurst Lane and Hazelwood Lane from 30mph to 20mph by signs alone be added to the Integrated Transport Schemes (ITS) list for possible future funding.
- (iii) Should funding be provided either by the Residents Association to promote this scheme or the scheme is prioritised over other schemes on the ITS list, and if recommendation (ii) above applies, authorise the Area Highway Team to carry out consultation on the proposed speed limit reduction with the residents of both Doghurst Lane and Hazelwood Lane, and the roads accessed from these roads.

**REASONS FOR RECOMMENDATIONS:**

To advise the Local Committee of the work being carried out following the speed surveys arranged by the consultant acting on behalf of Chipstead Residents Association, and to enable further speed surveys to be carried out on Hazelwood Lane to progress the scheme.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Chipstead Residents Association has expressed concerns over traffic speeds on a number of roads in Chipstead.
- 1.2 As a result they commissioned a specialist highways consultant to investigate the possibility of speed limit reductions on some of the roads in Chipstead.

**2. ANALYSIS:**

- 2.1 The consultant, employed by the residents association, arranged for a number of speed surveys on the roads in Chipstead. The measured mean speeds on Doghurst Lane and Hazelwood Lane comply with Surrey's Policy "Setting Local Speed Limits" for a signed only speed limit reduction to 20mph.
- 2.2 A plan showing the location of Doghurst Lane and Hazelwood Lane is attached as **Annex 1**.
- 2.3 Surrey Police have been informally consulted on the proposal for a signed only speed limit reduction to 20mph on Doghurst Lane and Hazelwood Lane. The Police support the proposal for a speed limit reduction to 20mph on Doghurst Lane. However they have requested that additional speed data be collected on Hazelwood Lane, as they do not consider that the locations from which the data was collected provides a representative record of the traffic speeds on Hazelwood Lane.
- 2.4 Officers would not recommend that a speed limit on a road is reduced if the Police do not support the proposal, as the Police would be responsible for enforcing the new speed limit. It is therefore proposed that additional speed surveys are carried out on Hazelwood Lane, funded by the Local Committee revenue funding, and that prior to the surveys being carried out the survey locations are agreed with the Police.
- 2.5 If the measured mean speeds recorded by the additional surveys on Hazelwood Lane comply with Surrey's Policy for a signed only speed limit reduction, then the proposal for a signed only speed limit reduction from 30mph to 20mph on Doghurst Lane and Hazelwood Lane will be added to the Integrated Transport Scheme (ITS) list for consideration for future funding.
- 2.6 The Reigate and Banstead Revised Highways Forward Programme for 2017/18 and 2018/19 forms the subject of a separate report to the February meeting of the Local Committee. It should be noted that no funding has been allocated to progress a speed limit reduction in either 2017/18 or 2018/19.

[www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead)

2.7 If the proposed speed limit reductions on Doghurst Lane and Hazelwood Lane are prioritised over other schemes for future funding in Reigate and Banstead, local residents will be consulted on the proposed speed limit reduction. The majority of residents on both Doghurst Lane and Hazelwood Lane, and also the roads accessed from these roads, will need to support the proposal for it to be progressed.

2.8 This proposal has been considered as Chipstead Residents Association has undertaken to provide funding to progress the scheme. Consultation would only be carried out if sufficient funding were identified to progress the scheme, including the cost of consultation, making the speed limit order and the provision of the necessary traffic signs.

### **3. OPTIONS:**

3.1 Authorise the funding of additional speed surveys on Hazelwood Lane on the advice of the Police to better inform the feasibility of this proposal.

3.2 If the additional speed data collected complies with Surrey's Policy to reduce the speed limit on Hazelwood Lane using signs alone, authorise that the proposal be added to the ITS list for consideration for future funding.

3.3 If 3.2 above applies, authorise the Area Highway Team to carry out consultation as outlined in paragraph 2.7 above, should funding be provided either by Chipstead Residents Association to promote this scheme or the scheme be prioritised above other schemes on the ITS list.

### **4. CONSULTATIONS:**

4.1 Surrey Police have been consulted on the results of the speed surveys carried out by the consultants.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The costs of these works, including consultation with affected residents, the making of the speed limit order and provision of the necessary signs are in the region of £8,000.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

### **7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community are taken into account wherever possible.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**8.1 Crime and Disorder implications**

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 It is recommended that additional speed surveys on Hazelwood Lane be carried out to better inform the feasibility of this proposal.

9.2 Should the measured mean speeds comply with Surrey's Policy for a signed only speed limit reduction on Hazelwood Lane, it is recommended that the proposed scheme to reduce the speed limit on Doghurst Lane and Hazelwood Lane be added to the ITS list for consideration for future funding.

**10. WHAT HAPPENS NEXT:**

10.1 Subject to Local Committee approval the additional speed surveys will be carried out in Hazelwood Lane.

10.2 If the results of the surveys comply with Surrey's Policy for a signed only speed limit reduction to 20mph, then the proposal to reduce the speed limit on Doghurst Lane and Hazelwood Lane from 30mph to 20mph be added to the ITS list for consideration for future funding.

**Contact Officer:**

Philippa Gates, Traffic Engineer, 03456 009 009

**Consulted:**

Surrey Police

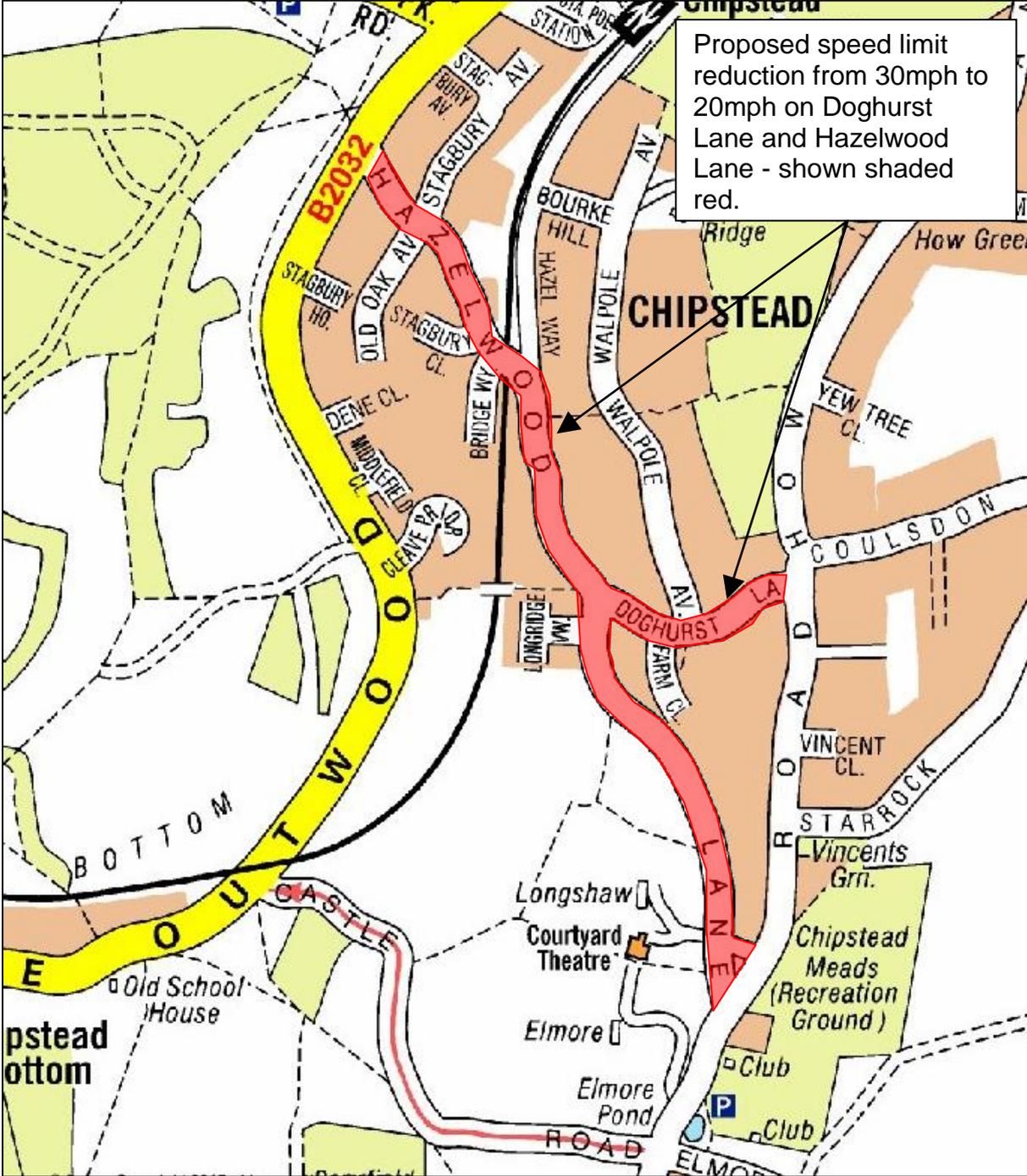
**Annexes:**

Annex 1 – Plan detailing the location of Doghurst Lane and Hazelwood Lane

**Sources/background papers:**

None

Annex 1  
Doghurst Lane and Hazelwood Lane, Chipstead



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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 27 FEBRUARY 2017  
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: A217 BRIGHTON ROAD, BANSTEAD  
 PROPOSED PEDESTRIAN CROSSING NEAR THE  
 HORSESHOE

DIVISION: NORK & TATTENHAMS  
 BANSTEAD, WOODMANSTERNE & CHIPSTEAD

**SUMMARY OF ISSUE:**

A scheme is currently being designed to provide a signalised pedestrian crossing on the A217 Brighton Road, Banstead in the vicinity of the footpath between the A217, Brighton Road and The Horseshoe. This report seeks authority both to advertise a pedestrian crossing notice, and to make a Traffic Regulation Order to implement the necessary changes to the existing waiting restrictions on the A217 Brighton Road. This scheme forms part of the Epsom-Banstead Sustainable Transport Plan (STP) bid to the Coast to Capital Local Enterprise Partnership (LEP).

**RECOMMENDATIONS:****The Local Committee (Reigate & Banstead) is asked to:**

- (i) Authorise the advertisement of a pedestrian crossing notice for the proposed new signalised pedestrian crossing of the A217 Brighton Road, between a location on the west side of the A217 Brighton Road, north of the junction with Burgh Wood, and the public footpath on the east side of the A217 Brighton Road that leads to The Horseshoe, as shown in **Annex 1**;
- (ii) Authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement any new waiting restrictions that are required on the A217 Brighton Road in relation to the proposed new pedestrian crossing, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- (iii) Authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the Local Divisional Member to resolve any objections received in connection with the proposals.

**REASONS FOR RECOMMENDATIONS:**

To enable a new signalised pedestrian crossing to be constructed on the A217 Brighton Road in Banstead.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 A petition was presented to the March 2016 meeting of Reigate & Banstead Local Committee requesting that a pedestrian crossing be provided on the A217 Brighton Road in Banstead in the vicinity of Burgh Wood.
- 1.2 There is an informal crossing point on the A217 just north of Burgh Wood, adjacent to the footpath that leads to The Horseshoe.
- 1.3 The Local Committee supported the request for a crossing and asked Officers to identify sufficient funding to implement the proposal. It was subsequently agreed by the Epsom to Banstead STP Project Board that this proposal be included in the bid to the Coast to Capital LEP.

## **2. ANALYSIS:**

- 2.1 Officers are aware that the road safety of pedestrians crossing the A217 Brighton Road at the informal crossing point referred to above has been of concern to local residents for a number of years. The request for a formal crossing point had been identified as a priority project prior to the receipt of the petition. It is included in both the Reigate & Banstead Transport Forward Programme that forms part of the Surrey Transport Plan, and also in the Reigate & Banstead Borough Council Infrastructure Delivery Plan.
- 2.2 Funding to carry out a feasibility design for the crossing was secured from developer contributions collected in the Banstead area. As a result feasibility design for a signalised pedestrian crossing, between a location on the west side of the A217 Brighton Road, north of the junction with Burgh Wood, and the public footpath on the east side of the A217 Brighton Road that leads to The Horseshoe, was carried out during 2016.
- 2.3 A plan detailing the location of the proposed signalised pedestrian crossing is shown in **Annex 1**.
- 2.4 The provision of a signalised pedestrian crossing on the A217 Brighton Road in Banstead has been included in the Epsom to Banstead STP bid to the Coast to Capital LEP. The bid was submitted in January 2016 and at the time of writing this report it is not yet known whether the bid has been successful.
- 2.5 An update on the Epsom to Banstead STP bid to the LEP is included as part of the Highway Schemes End of Year Update Report to this Committee.
- 2.6 If the bid to the LEP is successful, then the crossing will be part funded by the LEP. If the bid is unsuccessful, the crossing will be funded by developer contributions collected in the local area.
- 2.7 If the bid to the LEP is successful, it is proposed that works will be carried out to widen sections of the existing footways to provide shared footway cycleway links to the proposed crossing. If however the bid to the LEP is unsuccessful then the proposed signalised crossing will be constructed without these additional works.

2.8 It is proposed to construct the proposed signalised crossing during the 2017 school summer holidays.

### **3. OPTIONS:**

#### 3.1 OPTION 1

- Authorise the advertisement of a pedestrian crossing notice for the proposed signalised pedestrian crossing on the A217 Brighton Road in Banstead.
- Authorise the advertisement of a notice for a Traffic Regulation Order to implement new waiting restrictions in connection with the construction of the proposed crossing.

This option will enable the construction of the proposed crossing.

#### 3.2 OPTION 2

- Do not authorise the advertisement of a pedestrian crossing notice for the proposed signalised pedestrian crossing on the A217 Brighton Road in Banstead.
- Do not authorise the advertisement of a notice for a Traffic Regulation Order to implement new waiting restrictions in connection with the construction of the proposed crossing.

If this option is progressed the proposed crossing will not be constructed.

### **4. CONSULTATIONS:**

4.1 A public consultation exercise was carried out by Surrey County Council's Transport Policy Team during the summer of 2016 as part of the Epsom to Banstead STP bid to the LEP. The proposed signalised crossing of the A217 Brighton Road in Banstead was included as part of this process, and there was significant public support for the proposed crossing.

4.2 The Police have been consulted on the proposed crossing and are in full support of the proposal.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The costs of these works include the detailed design and implementation costs of the proposed signalised crossing. The estimated costs not including construction of the associated shared footway/cycleways are £215,000.

5.2 If the Epsom to Banstead STP bid to the Coast to Capital LEP is successful, then these costs will be part funded by the LEP as part of Epsom to Banstead STP project.

5.3. If the Epsom to Banstead STP bid to the Coast to Capital LEP is unsuccessful, then the cost of the further detailed design and implementation of the signalised crossing will be funded from developer contributions collected in the local area.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

**7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community are taken into account wherever possible.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

8.2 Sustainability

The creation of a new signalised pedestrian crossing will encourage use of sustainable transport thus reducing the number of car journeys and therefore emissions.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The proposed works to provide a signalised pedestrian crossing on the A217 Brighton Road are currently being designed. It is recommended that Option 1 is implemented as set out in paragraph 3.1.

**10. WHAT HAPPENS NEXT:**

10.1 Subject to Local Committee approval the works will be implemented during 2017/18, following completion of the detailed design.

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**Contact Officer:**

Philippa Gates, Traffic Engineer, 03456 009 009

**Consulted:**

A public consultation exercise was carried as part of the Epsom to Banstead STP bid to the LEP

**Annexes:**

Annex 1 – Plan detailing the location of the proposed signalised pedestrian crossing

**Sources/background papers:**

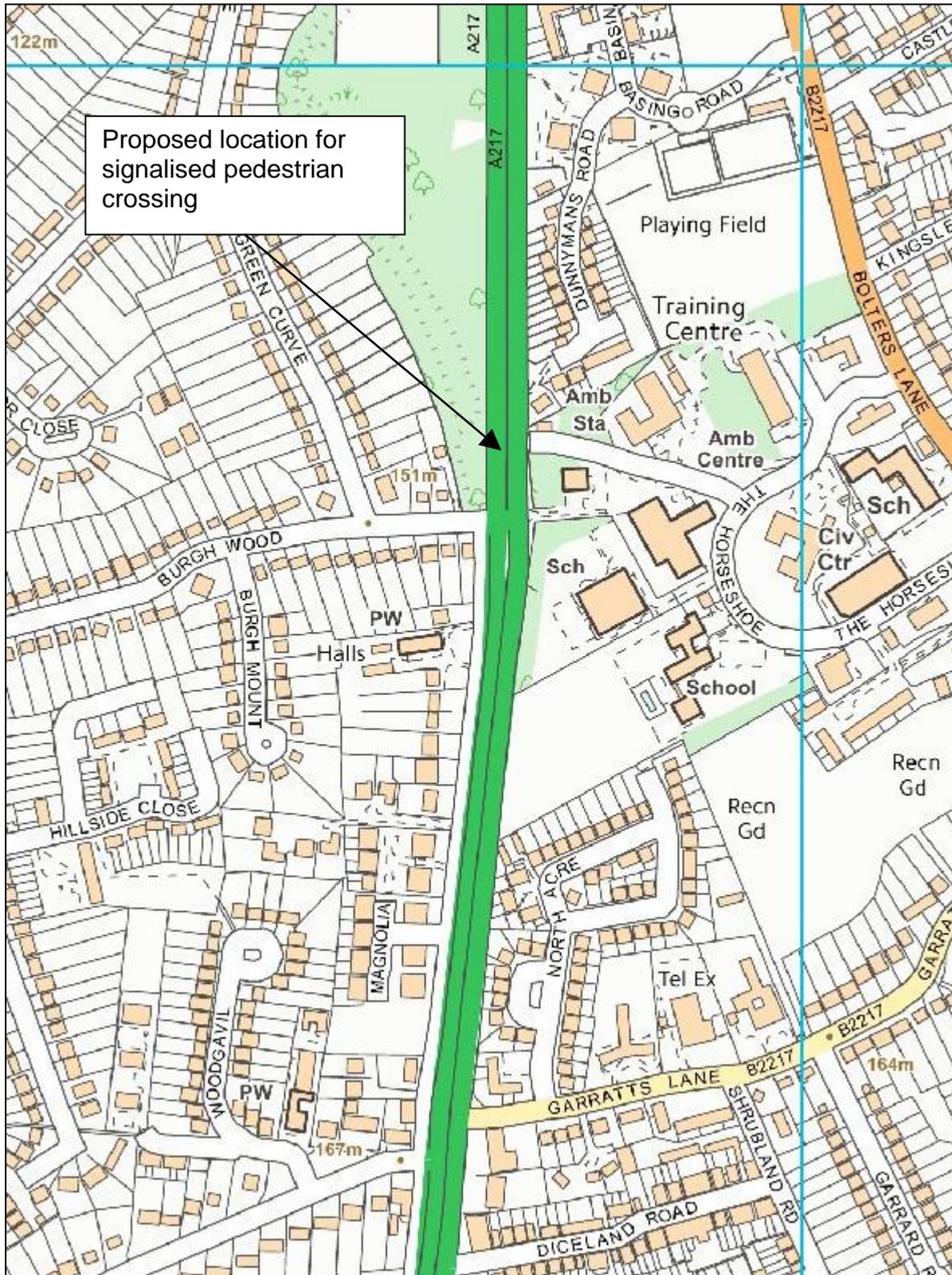
Petition to Reigate & Banstead Local Committee, March 2016 - A217 Burgh Wood, Pedestrian Crossing

Report to Reigate & Banstead Local Committee, March 2016 - Epsom to Banstead Sustainable Transport Package

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Annex 1  
A217 Brighton Road, Banstead  
Proposed Signalled Pedestrian Crossing



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