

# 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

- Preferred option for improvements to the A23 at the junction with Three Arch Road and Maple Road.
- Update on local highways schemes funded by the Local Committee.
- Petitions from residents on bridleway maintenance around Reigate Heath, and the speed limit on a service road off London Road North.



## Venue

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

**Date:** Monday, 17 September  
2018

**Time:** 2.00 pm



SURREY

Get involved

# 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. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting 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.

## ***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 Partnership officer is here to help.

*Email:* [victoria.eade@surreycc.gov.uk](mailto:victoria.eade@surreycc.gov.uk)

*Tel:* 02085 417939 (text or phone)

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



Follow @ReigateLC on Twitter

This is a meeting in public.

Please contact **Vicki Eade, Partnership Lead** 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**

Mr Jeff Harris, Tadworth, Walton & Kingswood (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  
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  
Mr Graham Knight, Horley East

### **Borough Council Appointed Members**

Cllr Rod Ashford, Kingswood with Burgh Heath  
Cllr Richard Biggs, Horley West  
Cllr Michael Blacker, Reigate Central  
Cllr Hal Brown, Earlswood and Whitebushes  
Cllr Gareth Owen, Reigate Hill  
Cllr Tony Schofield, Horley East  
Cllr John Stephenson, Chipstead, Hooley and Woodmansterne  
Cllr Mrs Rachel Turner, Tadworth and Walton  
Cllr Jonathan White, Nork  
Cllr Jonathan F White, Meadvale and St Johns

Chief Executive  
**Joanna Killian**

#### **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. 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 Community Partnerships Team at the meeting.**

## **OPEN FORUM**

Before the formal Committee session begins, the Chairman will invite questions 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.

### **1 APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

### **2 CHAIRMAN'S ANNOUNCEMENTS**

Agenda item only

### **3 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 6)

To approve the minutes of the previous meeting as a correct record.

### **4 DECLARATIONS OF INTEREST**

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

### **5 PETITIONS**

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Two petitions have been received:

- Petition to reduce traffic speeds on the service road off London Road North, Merstham, brought by the Residents Action Group for the Environment, (RAGE), which represents local environmental concerns of residents of London Road North and Glebe Road, Merstham.

- Petition to Surrey County Council to cut back and clear vegetation on or adjacent to bridleways around Reigate Heath, brought by Mrs Helen Slade.

The petitions and responses will be published in a supplementary agenda pack ahead of the meeting.

## **6 FORMAL PUBLIC QUESTIONS**

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.

Questions and responses will be published in a supplementary agenda pack ahead of the meeting.

## **7 FORMAL MEMBER QUESTIONS**

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.

Questions and their responses will be published in a supplementary agenda pack ahead of the meeting.

## **8 PEOPLE AND PLACES - PRESENTATION FROM SCC LEAD CABINET MEMBERS (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN)**

Presentation from the county council's Lead Cabinet Members for People and Place, and the Director of Transformation at Surrey Heartlands Health and Care Partnership, on working together with district and borough councils, with a key focus on health and wellbeing.

*(Presentation to be circulated with the minutes).*

## **9 A23 THREE ARCH ROAD JUNCTION - GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE (EXECUTIVE FUNCTION)**

(Pages 7 - 20)

The purpose of this report is to update all members of Local Committee with regard to the preliminary design for improvements at this junction; its estimated costs and benefits; and to seek authority to progress the scheme to the next stage.

*(Report and Annex attached)*

## **10 HIGHWAYS SCHEMES UPDATE (EXECUTIVE FUNCTION)**

(Pages 21 - 40)

To inform the Local Committee on the progress of the 2018/19 Integrated Transport and highways maintenance programmes in Reigate and Banstead, as well as other projects that are not funded through the Local Committee such as the Winter Recovery Programme, the M23 Smart Motorway project, the Horley

Masterplan, centrally funded maintenance and the A23 Network Resilience Project.

*(Report and 2 annexes attached).*

**11 RECOMMENDATIONS AND DECISIONS TRACKER [FOR INFORMATION]** (Pages 41 - 48)

The tracker monitors the progress of the decisions and recommendations that the Local Committee has agreed.

The Local Committee is asked to note the progress made and agree to remove from the tracker any items marked 'complete'.

*(Report attached).*

**12 FORWARD PLAN [FOR INFORMATION]** (Pages 49 - 50)

The Local Committee (Reigate and Banstead) is asked to note the contents of the forward plan.

*(Report attached).*

This page is intentionally left blank

**DRAFT**

Minutes of the meeting of the  
**Reigate AND BANSTEAD LOCAL COMMITTEE**  
 held at 2.00 pm on 5 June 2018  
 at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

**Surrey County Council Members:**

- \* Mr Jeff Harris (Chairman)
- \* Ms Barbara Thomson (Vice-Chairman)
- Mrs Natalie Bramhall
- \* Mr Jonathan Essex
- \* Mr Bob Gardner
- \* Dr Zully Grant-Duff
- \* Mr Ken Gulati
- \* Mrs Kay Hammond
- \* Mr Nick Harrison
- \* Mr Graham Knight

**Borough / District Members:**

- \* Cllr Rod Ashford
- \* Cllr Richard Biggs
- \* Cllr Michael Blacker
- Cllr Hal Brown
- \* Cllr Gareth Owen
- \* Cllr Tony Schofield
- \* Cllr John Stephenson
- \* Cllr Mrs Rachel Turner
- \* Cllr Jonathan White
- \* Cllr Jonathan F White

\* In attendance

---

**13/18 APOLOGIES FOR ABSENCE [Item 1]**

Apologies had been received from Cllr H. Brown and Mrs Bramhall.

**14/18 CHAIRMAN'S ANNOUNCEMENTS [Item 2]**

1. The Chairman welcomed the new borough co-optees.
2. The Leader of the county council will be holding a session on his new 'vision' for Surrey on Friday 29<sup>th</sup> June in Reigate and all borough councillors will be invited to attend.
3. The Chairman reminded members they had been invited to the Junior Citizen VIP event in July.
4. He reminded members that proposals for the next parking review should be submitted by end Nov 2018.
5. Two new consultations have been opened (a) Low Emissions Strategy and (b) Electric Vehicle strategy. The Partnership Committee Officer to circulate details to members.

## ITEM 3

6. Members were invited to view the information on display regarding a possible change to LED street lighting.
7. The Chairman reminded members of the need to ensure that they spend their community and highways allocations.

### **15/18 MINUTES OF PREVIOUS MEETING [Item 3]**

The minutes of the meeting on 05 March 2018 were agreed to be a true record.

### **16/18 DECLARATIONS OF INTEREST [Item 4]**

No declarations of interest were received.

### **17/18 PETITIONS [Item 5]**

No petitions were received.

### **18/18 FORMAL PUBLIC QUESTIONS [Item 6]**

1. Mr Iain Gordon had submitted a written question to the Local Committee and received a response in advance of the meeting. (see supplementary papers).
2. As a supplementary question Mr Gordon asked for clarification on whether the signage was enforceable. He had been informed in 2015 that it was and subsequently that it was not.
3. The divisional member for Horley East, who had been the portfolio holder for parking at the borough council 2017-18, explained that there had been an issue with enforcement. Going forward the Joint Enforcement Team might be able to take this on however they were still waiting for the necessary obstructive vehicles powers to be transferred from the police. The Chairman agreed to write to the Chief Constable on this matter and that the committee would endeavour to provide Mr Gordon with a response to his question within 2 weeks.

### **19/18 FORMAL MEMBER QUESTIONS [Item 7]**

No formal member questions had been received.

### **20/18 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION FOR INFORMATION] [Item 8]**

**Declarations of interest: None**

**Officers in attendance: Zena Curry, Area Highways Manager**

**Public questions, petitions or statements: None**

Member discussion highlights:

1. The £1,000 budget for speed limit assessments was sufficient for approximately six in 2018/19 based on an average cost of £180 for the tubes.
2. (Refer 2.7) Only some sections of the A23 shared cycle way had bollards to prevent parking. It had not been necessary to install them in those areas where there were no parking issues or the path was wide enough for vehicles to park. This would be considered as part of the safety audit.
3. The maintenance gang did not carry out patching on the footway; this was done by Kier. Members could use some of their £7500 highway allocations to fund this work.
4. The Cabinet Lead Member for Place would be compiling a document for members, with information on the work of the revenue maintenance gang. Of the £100,000 allocated in the budget approx. £70,000 funded a full-time gang for mostly off highway works across the borough. The remaining £30,000 (approx) paid for materials.
5. M25 junction 8 – members were disappointed that Highways England seemed to be moving ahead with this and the A23 Brighton Road, Hooley schemes irrespective of the objections and concerns they had expressed to its representatives at the recent informal local committee meeting.
6. In particular members were concerned about the impact that the planned changes would have on local traffic flow. There was no county funding available to manage the resulting bottle necks for example on Reigate Hill. The Chairman agreed to write to Highways England to set out the local committee's concerns.
7. Officers were aware of the damage that had been done by HGVs to the central verge on the A217 in Lower Kingswood. Officers were considering possible traffic management options to allow reinstatement works to take place.
8. Members asked about the amount of funding had been allocated to implement the NCR21 diversion across the footbridge at Salfords Station and whether there were plans to connect the new cycle route on the A23 to Epsom hospital.
9. The AHM agreed to check with the relevant teams on these points and report back to members.
10. Members highlighted the fact that some of the lining work from the parking review 2016-17 still had not been implemented and asked that the parking team report back on which measures were still outstanding and when they would be completed.
11. Members were aware of the difficulties posed by parked vehicles in preventing this work being completed but urged officers to revise their approach in either removing vehicles if possible or through enforcement. The AHM agreed to pass on to the parking team a suggestion to put down cones before commuters arrive.
12. A second sinkhole has appeared in Victoria Road, Horley and the Asset Team are in discussion with the Utilities. The Chairman was hoping to have a meeting with SESW representatives and divisional members next month.
13. Discussions are underway on whether Victoria Road could be temporarily patched in time for the Horley Carnival on 15 June 2018.
14. Members asked for an update on the Preston regeneration scheme and progress on the design of works in Chetwode Road. This was a jointly funded scheme led by the borough council and Peter Boarder

## ITEM 3

(SCC/RBBC officer) was working with the design team to identify solutions.

15. Members expressed their concerns that schemes were not being effectively coordinated and that communication with residents needed improving. The Chairman encouraged members to check for themselves the accuracy of any diversion routes.
16. Members expressed concerns over the delay in adopting of roads as part of the Horley Masterplan (refer decision tracker)
17. The cameras on the A217 (including the two not working) will all be calibrated to work fully as part of the traffic management system once the water (SES) works had been completed.
18. With reference to the LED lighting proposal members would like consideration be given to leaving the new lights on all night.
19. Members expressed frustration that there was not a better way for residents to report issues on the highway at the inefficiency and accessibility of the 'Report it' tab where faults on the highway are reported. The report it tab has been improved however the AHM has passed on the suggestion of a GPS based app to the Innovations Board. Residents should be encouraged to use it rather than a third party app to ensure that any issues are received by the county council.
20. The divisional member for Reigate expressed her disappointment at not having received answers from the local highways team to the questions she had submitted as part of the March meeting.
21. The AHM apologised for the delay and would follow up on the responses as a matter of priority.

### RECOMMENDATIONS:

The Local Committee (Reigate and Banstead) agreed to note the contents of this report.

## **21/18 COMMUNITY SAFETY FUNDING AND APPOINTMENT OF MEMBERS TO TASK GROUPS AND OUTSIDE BODIES [EXECUTIVE FUNCTION FOR DECISION] [Item 9]**

**Declarations of interest: None**

**Officer in attendance: Sarah J Smith**

**Public questions, petitions or statements: None**

1. Members agreed that Mrs Thomson should be appointed as committee representative on the East Surrey Community Safety Partnership and Mrs Hammond was appointed as substitute.
2. Members were reminded that it had been agreed at the previous meeting on 05 March 2018 that the Chairman and Mrs Hammond should continue as committee representatives on the Early Help Advisory Board.
3. It was agreed the county membership of the Greater Redhill STP task group should remain unchanged: Mrs Thomson, Mrs Bramhall, Mr Essex and Mrs Hammond. Cllr Schofield, Cllr Blacker and Cllr Stephenson were appointed as borough members.

4. The Chairman proposed a change (seconded by Mrs Grant Duff) to the ToR for the parking task group to allow for four county members; Mrs Thomson, Mrs Bramhall, Mrs Grant-Duff and Mr Knight were duly appointed as were borough members Cllr Owen, Cllr Blacker and Cllr Jonathan C White.

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

- (i) The committee's delegated community safety budget of £3,000 for 2018/19 be retained by the Community Partnership Team, on behalf of the Local/Joint Committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of this report.
- (ii) Authority be delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of this report.
- (iii) The committee receives updates on the project(s) funded, the outcomes and the impact it has achieved.
- (iv) The committee approves the terms of reference and membership of the task groups and appointments to outside bodies, as detailed at paragraphs 2.8 and annex 1 of this report.

**22/18 RECOMMENDATIONS AND DECISIONS TRACKER [FOR INFORMATION]  
[Item 10]**

Members agreed to note the progress made and to remove any items marked 'complete'.

Meeting ended at: 3.21 pm

---

**Chairman**

This page is intentionally left blank

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****SURREY****DATE: 17 September 2018****LEAD OFFICER: Neil McClure, Transport Strategy Project Manager, Transport Policy****SUBJECT: A23 Three Arch Road Junction  
(Greater Redhill Sustainable Transport Package)****DIVISION: Salfords & Sidlow****SUMMARY OF ISSUE:**

The junction of the A23 with Three Arch Road and Maple Road Junction occupies a crucial location on the strategic road network.

The junction lies on the A23 which is a non-primary A-road linking London to Brighton. Locally this section of the A23 connects Redhill town centre to the north and Horley, Gatwick and Crawley to the south. These areas link key areas of housing and economic growth within the County and in the wider Gatwick area.

Importantly East Surrey Hospital is also located close to the junction off of Three Arch Road, serving as the region's main Accident and Emergency department.

Currently however the junction suffers from major congestion, particularly during am and pm peak hours. This consequently results in severe traffic delays for all road users. Of particular concern is the detrimental impact this has on people's ability to get to places of work, to our major towns, to Gatwick and also to key community facilities such as East Surrey Hospital.

Major improvements are required at the junction in order to improve capacity now and support future growth within the region, including the growth associated with new development as part of the Horley Master Plan and the wider Gatwick Diamond region. Measures are also required at this junction to improve safety for cyclists and pedestrians, and to provide improved reliability for local bus services.

The County Council, in partnership with Reigate and Banstead Borough Council, through the Greater Redhill Project Board, therefore commissioned a major study to develop a number of feasibility options into how capacity and sustainable travel could be improved at the junction.

The output of this work has been the development of a preferred preliminary design for a scheme that achieves major improvements to this important junction.

The Greater Redhill Sustainable Transport Package (STP) Members Task Group has supported and agreed that this scheme is taken forward.

The purpose of this report is to update all members of Local Committee with regard to the preliminary design; its estimated costs and benefits; and to seek authority to progress the scheme to the next stage.

**RECOMMENDATIONS:**

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

- Agree the Redhill STP Member Task Group recommendation to proceed with the preferred scheme option and to progress to detailed design stage and public consultation.
- Note that the next steps will involve:
  - An application being made to the Planning Inspectorate on behalf of the Secretary of State for Environment, Food and Rural Affairs to deregister the necessary common land at the junction and to offer equivalent exchange land.
  - The acquisition of land at the Maple Road allotment site from Reigate and Banstead Borough Council.
  - Applications being made to secure additional funding to enable the delivery of the scheme.
- Delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman, Transport Strategy Project Manager and Electoral Division Member covered by the scheme to agree the consultation material.

**REASONS FOR RECOMMENDATIONS:**

1. Capacity improvements are needed at the junction to allow for current and expected increased future traffic volumes to operate effectively along the A23 corridor and through the junction with Three Arch Road and Maple Road.
2. Sustainable transport improvements are required at this junction to provide safer routes for cyclists and pedestrians travelling through the junction.
3. Improved traffic flow through the junction combined with measures to provide bus priority are needed to make bus travel in the area more reliable and attractive in order to increase passenger numbers, and provide a quality alternative to using the car.
4. Capacity and sustainable travel improvements to the junction are required for improved emergency and visitor access to East Surrey Hospital.
5. Further work is required to develop the scheme and associated costs; this includes identifying the extent of ground utility stats that will be affected by the proposed works, providing a plan for any displaced local parking, undertaking the process for common land exchange and proposed way forward, and developing a programme with provisional timescales for scheme delivery.
6. Holding a consultation with Council Members, stakeholders, local residents and businesses, and other members of the public will assist the development of a final detailed scheme design.

7. A number of possible funding sources have been identified for the anticipated costs of constructing this scheme. Greater detail and refinement of scheme costs is needed before a business case bid can be prepared to secure the full funding necessary for the scheme.

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

- 1.1 Surrey County Council secured funding from the Coast to Capital Local Enterprise Partnership (C2C LEP) for the Redhill Sustainable Transport Package (STP) to improve sustainable travel options and related transport improvements in the greater Redhill area. The STP will make travelling by bike, bus, on foot and connecting with rail, safer, easier and faster.
- 1.2 Central to the package of transport measures designed to deliver the aims and objectives of the Redhill STP is the A23 corridor linking Redhill and Reigate to Horley and Gatwick. This includes the A23 junction with Three Arch Road and Maple Road, providing direct access to East Surrey Hospital.
- 1.3 The A23 corridor and junction with Three Arch Road and Maple Road is a crucial location on the strategic highway network. Currently however the junction suffers from major congestion, particularly during am and pm peak hours. This consequently results in severe traffic delays for all road users.
- 1.4 Of particular concern is the detrimental impact this has on people's ability to get to places of work, to our major towns, to Gatwick and also to key community facilities.
- 1.5 It is recognised that major improvements are required at the junction in order to improve capacity now and support future growth within the region, including the growth associated with new development as part of the Horley Master Plan and the wider Gatwick Diamond region.
- 1.6 The junction is a key emergency route to and from East Surrey (ES) Hospital. During peak times, long delays back in to ES Hospital and prevent vehicles from exiting and create issues for ambulance access. Queuing traffic has also been observed with mounting the pavement to manoeuvre around stationary vehicles which is a safety issue for pedestrians. Issues at this site are exacerbated by a narrow railway bridge.
- 1.7 Congestion at the junction also causes delay to bus services, affecting journey time reliability on key routes including the 100, 315, 400, 420, 430, 435, 424, 460 which all serve East Surrey Hospital
- 1.8 The junction is also a key crossing point for pedestrians, cyclists and bus users including local residents and people needing to access ES Hospital. The junction connects to the recently constructed shared pedestrian and cycle path along the A23 heading south from the junction towards Horley. A further link has recently been constructed along Woodhatch Rd where cyclists and pedestrians can use Maple Road to access the A23 shared path via Three Arch Junction. Further work is now required to improve facilities and safety for pedestrians, cyclists and bus users travelling through the A23 Three Arch junction and onto connecting routes.

## ITEM 9

- 1.9 To resolve the issues at this junction a feasibility study was commissioned to collect data, assess different options and provide a recommended option to take forward. The options were presented to the Redhill STP Member Task Group who agreed to take forward the preferred option. The Committee are now asked to consider approving officers to work on the next steps of developing this scheme further.

### **2. PREFERRED SCHEME :**

- 2.1 Annex A provides the outline design drawing of the scheme. The main elements of the preferred scheme will encompass the following:
- Extension of the left turn flare on the A23 Horley Road North arm by 40 metres to increase the stacking capacity.
  - Revision of the priority on the Three Arch Road gyratory to give priority to westbound traffic on Three Arch Road. This will prevent vehicles using the gyratory to 'rat-run'.
  - Kerb re-alignment at the westbound bus stop on Three Arch Road to allow vehicles to pass stationary buses and prevent vehicles mounting the kerb.
  - Widening of the westbound carriageway on Three Arch Road to provide a three-lane approach to the junction.
  - Extension of the existing "No waiting at any time" restriction on the A23 Horley Road South arm to increase capacity at the junction.
  - Widening of the carriageway to provide two northbound ahead lanes and a right turn ghost island at the centre of the junction.
  - Providing an on-carriageway cycle route between the existing toucan crossing on Three Arch Road and approximately 15 metres east of the westbound bus stop.
  - Providing a shared footway / cycleway on the southern footway of Three Arch Road linking the on-carriageway cycle route on Three Arch Road with the shared footway / cycleway on the A23.
  - Upgrading and re-aligning the existing uncontrolled crossings on Three Arch Road to toucan crossings.
  - Upgrading the existing controlled crossing on the A23 South arm to a toucan crossing.
  - Provision of intelligent bus priority at the traffic signals.
- 2.2 The preferred scheme will provide major benefits, including:

### Reduced congestion and traffic delays

- 2.2.1 The results of the traffic modelling indicate that the preferred scheme will provide major journey time savings and a reduction of queues at the A23 / Three Arch Road junction.
- 2.2.2 The modelling shows that there would be a 50% reduction in journey times at the junction during peak periods compared to doing nothing.

<b>Proportional Change in Journey Times per Vehicle by Direction in AM and PM Peak</b>	
	Preferred scheme
Eastbound	33%
Westbound	74%
Northbound	33%
Southbound	26%
<b>Average</b>	<b>50%</b>

- 2.2.3 There would be significant improvements in journey times in the westbound direction on Three Arch Road, with an improvement of 74% during peak times. Journey times would reduce from 9mins to 2 mins 30 secs in the am peak and from 10 minutes to 2 mins 30 secs in the pm peak. There would also be a 33% saving in eastbound and northbound journey times from 9 minutes to 6 minutes and 15 minutes to 9 mins respectively. Southbound journey times would also see a 26% saving from 9 minutes to 6 mins 30 secs.

- 2.2.4 During the AM and PM peak hours queues would be greatly reduced. During the AM peak this would be most pronounced southbound with queue lengths reducing from 26 cars to just 1 and northbound from 53 to 13 vehicles.

<b>AM Peak journey Times per Vehicle by Direction in Minutes</b>		
AM Peak	Do nothing	Preferred Scheme
Eastbound	5 mins	3 mins
Westbound	9 mins	2.5 mins
Northbound	10 mins	4.5 mins
Southbound	4 mins	3.5 mins
<b>Total</b>	<b>28 mins</b>	<b>13.5 mins</b>

<b>PM Peak journey Times per Vehicle by Direction in Minutes</b>		
AM Peak	Do nothing	Preferred Scheme
Eastbound	4 mins	3 mins
Westbound	10 mins	2.5 mins
Northbound	5 mins	4.5 mins
Southbound	5 mins	3.5 mins
<b>Total</b>	<b>24 mins</b>	<b>12.5 mins</b>

## ITEM 9

2.2.5 During the PM peak this would be also be most significant southbound with queue lengths reducing from 45 to 1 car and northbound from 30 vehicles to 7 vehicles.

<b>AM Peak Queue Length (number of vehicles)</b>		
	Do nothing	Preferred scheme
Eastbound	13	10
Westbound	16	6
Northbound	53	13
Southbound	26	1
<b>Average</b>	<b>27</b>	<b>8</b>

<b>PM Peak Queue Length (number of vehicles)</b>		
	Do nothing	Preferred scheme
Eastbound	9	7
Westbound	19	6
Northbound	30	7
Southbound	45	1
<b>Average</b>	<b>26</b>	<b>5</b>

### **Improved access to and from East Surrey Hospital**

2.2.6 The results of the modelling provide a significant reduction in queue lengths on Three Arch Road (westbound direction) during both peak periods which would improve access routes to and from ES hospital.

### **Improved bus journey time reliability**

2.2.7 The scheme would provide improved bus time reliability because of the high journey time savings and reduction of queues at the junction, in addition to provision for intelligent bus priority at the traffic signals for late running buses.

### **Improved cycling and walking provision**

2.2.8 The scheme proposes a shared footway /cycleway on the southern side of Three Arch Road linking the proposed on-carriageway route to the shared footway/cycleway on the A23 southern arm, improving the existing provision for non-motorised users. The shared footway /cycleway will provide a safer route for pedestrians and cyclists that link to desire lines via the proposed toucan crossings.

2.8 To progress the scheme further will require more detailed work including:

- Information gathering including topographic and GPS surveys required to develop utility diversion costs and validate detail of design option.
- Land acquisition and common land exchange
- Securing additional funding
- Completing the detailed design

2.9 An anticipated provisional timeline is:

2018/19	Information gathering and commencement of common land deregistration and exchange
2019/20	Complete common land exchange, complete acquisition of allotment land, detailed design and funding applications
2020/21	Construction

### **3. OPTIONS:**

3.1 Following identification by county and borough officers delivering the Redhill STP programme that the Three Arch Road Junction needed further feasibility to assess different scheme options, Atkins transport consultants were commissioned to produce a feasibility options study.

3.2 Atkins used information collected as part of the Greater Redhill STP project to inform this study, including a topographical survey, junction turning counts and a collision analysis. In addition to this, the following tasks were undertaken as part of this study:

- i. A review of land registry information;
- ii. Obtaining information on statutory utilities;
- iii. Site visits;
- iv. A meeting with a representative from East Surrey Hospital;
- v. A parking survey on the A23 South arm and Maple Road;
- vi. Journey time data; and
- vii. Junction turning counts and queue lengths at the Three Arch Road / Canada Avenue roundabout.

3.3 After obtaining information for analysing the existing situation, feasibility level design options were developed which included:

- Option 1: A signalised junction with widening on the southbound approach to the junction to provide a left turn slip lane onto Three Arch Road towards ES Hospital.
- Option 2a: A signalised junction with widening on Three Arch Road to allow for a three lane exit and widening on northbound exit arm to two lanes.
- **Option 2b (Preferred Scheme):** Widening on southbound approach to provide left turn slip lane into Three Arch Road, widening on Three Arch Road to provide three lane exit and widening on northbound exit arm to two lanes.
- Option 3: A roundabout in place of the signalised junction.
- Option 4: Do nothing option

3.4 The study identified Option 2b as the preferred scheme as this provides the greatest benefits to journey times, access to / from the hospital, improvements

## ITEM 9

for pedestrians and cycles, journey time reliability for buses and the least impact on parking. The benefits of this scheme are set out above in section 2.

- 3.5 The options were presented to the Redhill STP Member Task Group on 12 October 2017, and further on 16 July 2018 after the final report was completed by Atkins including a recommendation to proceed with scheme option 2B. The Task Group agreed with the recommendation and to support taking scheme 2B forward.

### **4. CONSULTATIONS:**

- 4.1 **Greater Redhill STP:** Between 19 June and 31 July 2015, consultation was carried out where stakeholders were asked for their views on the full Greater Redhill STP scheme proposals to help the development of the scheme into the next more detailed stage of design.
- 4.2 A proposal to provide sustainable transport improvements to the A23 Three Arch Road junction was included within this consultation.
- 4.3 As well as a questionnaire survey, a public exhibition was held at the East Surrey Hospital on Thursday 9 July and Saturday 11 July 2015. The results of the consultation can be found at the following location on Surrey County Councils website;
- [https://www.surreycc.gov.uk/\\_\\_data/assets/pdf\\_file/0010/84925/Greater\\_redhill\\_stp\\_public\\_engagement\\_analysis\\_report.pdf](https://www.surreycc.gov.uk/__data/assets/pdf_file/0010/84925/Greater_redhill_stp_public_engagement_analysis_report.pdf)
- 4.4 Detailed public consultation was also undertaken in the preparation of the Horley Master plan as part of the plan making process for the Borough's 2005 Local Plan.
- 4.5 Three Arch Road Junction is included within the Forward Programme of the Reigate & Banstead Local Transport Strategy. This has recently been revised which included a 6 week public consultation on both the revised strategy and forward programme.
- 4.6 As part of the work conducted by Atkins to develop the feasibility design for this scheme, consultation with key staff at ES Hospital has been undertaken to further inform the scheme requirements.
- 4.7 The scheme has been developed in consultation with the Greater Redhill STP Project Board including Surrey County Council and Reigate & Banstead Borough Council Officers. The Project Board includes representation from all relevant service areas for example Local Highways, Road Safety, Passenger Transport, Transport Development Planning and Cycling.
- 4.8 The scheme has also been developed in consultation with the Redhill STP Member Task Group. The options Atkins investigated for the feasibility study were presented to the Member Task Group on 12 Oct 2017 and 16 July 2018 including a recommendation to proceed with scheme option 2B. The Task Group agreed with the recommendation and to support taking scheme 2B forward.
- 4.9 This report seeks approval from Committee to hold further consultation on the scheme which has been agreed to take forward. This would include consultation

with Council Members, stakeholders, local residents and businesses, and other members of the public after further work on the scheme design has been completed. The feedback gathered via the consultation will help inform the development of a final detailed scheme design

- 4.10 The Borough Council's Executive Member for Property and Acquisitions has been consulted about the acquisition of allotment land and provided in principle agreement.

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

- 5.1 The estimated scheme cost is between £2.8 – £3.3m including allowances for contingency, risk and optimism bias.
- 5.2 A business case will be required in order to submit a bid for funding including an economic appraisal which will evaluate the scheme benefits and value for money (BCR). The business case will also include the Financial and Economic case for the scheme, and will be subject to Surrey CC Investment Panel approval and section 151 Officer sign-off.
- 5.3 The preferred scheme has potential allocated match funding from a variety of sources, including Reigate and Banstead CIL and Horley Master Plan Section 106 developer funding.
- 5.4 Further funding will be required to deliver this scheme. More detailed work is therefore required to secure appropriate funding sources.

#### **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 package of measures being delivered under the Greater Redhill STP, which include the main A23 corridor and junction with Three Arch Road and Maple Road, aims to deliver sustainable and public transport measures to improve accessibility, encourage its use and improve safety.

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

Area assessed:	Direct Implications:
Crime and Disorder	Improve access to rail stations and other passenger transport interchange facilities, and reduce the fear of crime and disorder.
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	Set out below.

### 8.1 Sustainability and Public Health implications

Improvements to Three Arch Junction will provide increased capacity and improved access for emergency vehicles, patients and visitors to East Surrey Hospital for health and A&E treatments within the Surrey and Sussex Healthcare NHS Trust.

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The Surrey Health and Well-being Strategy have identified obesity as one of the priority public health challenges.

It could be that increased levels of walking cycling and bus usage to and around the area will have a positive effect on the local retail economy as some recent studies suggesting that these groups actually spend more on a trip into a town than a motorist.

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

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

- 9.1 The scheme will deliver significant benefits including major capacity improvements, improved journey time reliability, better access to the hospital, and improvements for safety and sustainable travel.
- 9.2 **The Local Committee (Reigate & Banstead) is asked to:**
- Agree the Redhill STP Member Task Group recommendation to proceed with the preferred scheme option and to progress to detailed design stage and public consultation.
  - Note that the next steps will involve:
    - An application being made to the Planning Inspectorate on behalf of the Secretary of State for Environment, Food and Rural Affairs to deregister the necessary common land at the junction and to offer equivalent exchange land.

- The acquisition of land at the Maple Road allotment site from Reigate and Banstead Borough Council.
- Applications being made to secure additional funding to enable the delivery of the scheme.
- Delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman, Transport Strategy Project Manager and Electoral Division Member covered by the scheme to agree the consultation material.

## 10. WHAT HAPPENS NEXT:

- 10.1 If members of the committee approve the A23 junction scheme design to be taken forward, Officers will progress work to refine scheme costs and identify all other scheme requirements and identify funding sources for delivery of this scheme.
- 10.2 If the proposed delegated authority route is agreed by members of the committee the consultation material on the scheme will be produced with suitable publicity events planned.
- 10.3 Regular reporting and updates will be provided to the Redhill STP Member Task Group who will continue to oversee this work as part of the next phase of the Redhill STP project.
- 10.4 Regular updates will be provided to the Local Committee, through the Local Area Highways report. A standalone report will be brought to a later Local Committee for decision after scheme consultation is complete. This will provide Members with a report on the consultation responses and analysis, and set out the final detail scheme design and proposed funding route.
- 10.5 The revised priority arrangements on the Three Arch Road gyratory to give priority to westbound traffic on Three Arch Road, as identified within the scheme benefits section 2.1 above, requires minor revisions to lining at the junction. These changes will prevent vehicles using the gyratory to 'rat-run' and impeding emergency and other vehicle access to/from the hospital. In consultation with ES hospital this has been agreed to take forward now as a dedicated scheme item for delivery by the Local Highways team. Local Highways team have engaged contractors to undertake this work.

**Contact Officer:** Neil McClure

Job title: Transport Strategy Project Manager, Transport Policy, Surrey County Council  
Contact number 03456 009 009

**Consulted:**

See section 4 of this report.

**Annexes:**

Annex A - Outline design for preferred scheme option

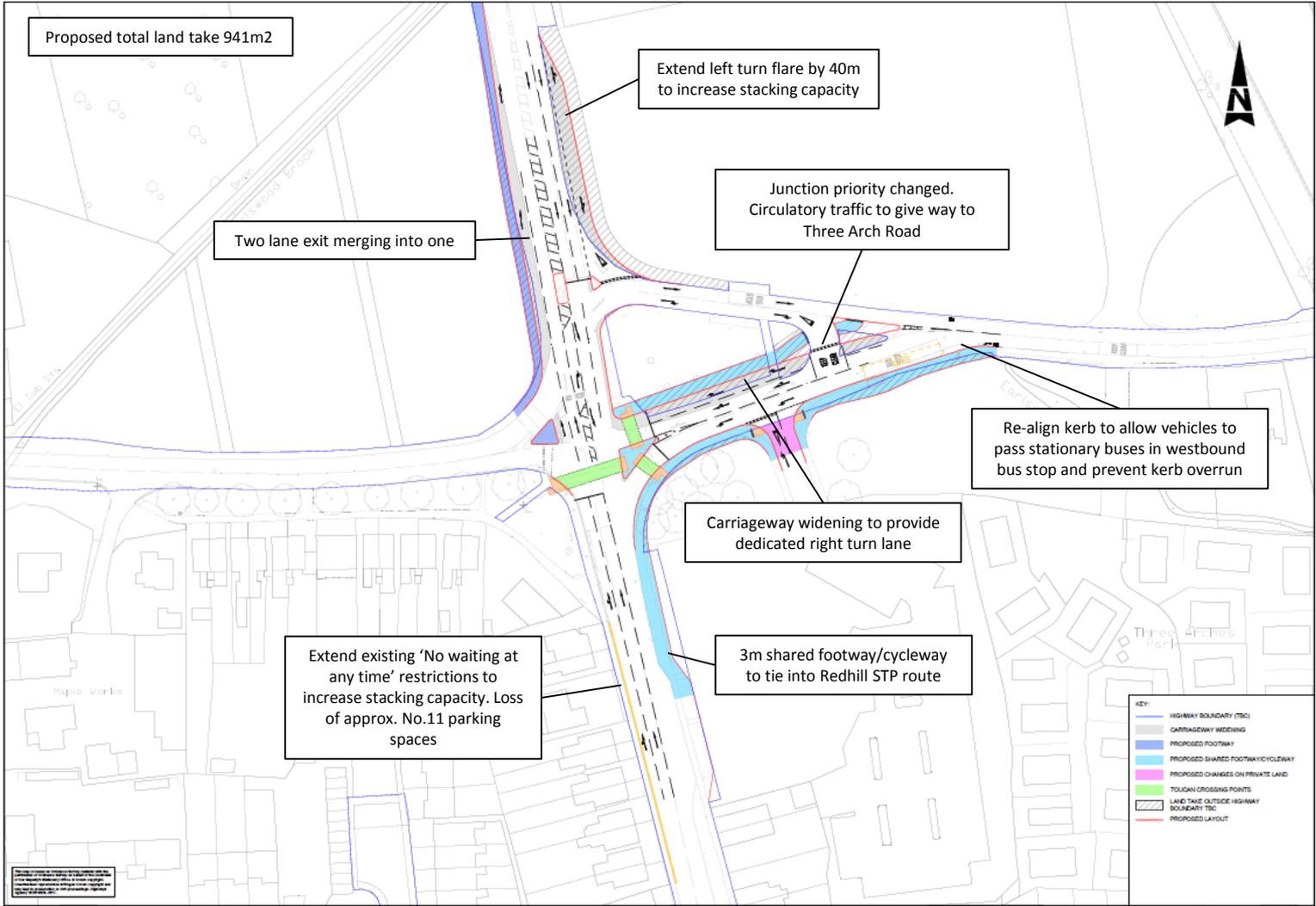
**Sources/background papers:**

- Surrey County Council Major Schemes project web page  
[www.surreycc.gov.uk/redhillstp](http://www.surreycc.gov.uk/redhillstp)

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

## ITEM 9

- <https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/reigate-and-banstead-major-transport-schemes>



This page is intentionally left blank

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

**DATE:** 17 SEPTEMBER 2018  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER



**SUBJECT:** HIGHWAYS SCHEMES UPDATE REPORT

**AREA(S) AFFECTED:** ALL

**SUMMARY OF ISSUE:**

To inform the Local Committee on the progress of the 2018/19 Integrated Transport and highways maintenance programmes in Reigate and Banstead, as well as other projects that are not funded through the Local Committee such as the Winter Recovery Programme, the M23 Smart Motorway project, the Horley Masterplan, centrally funded maintenance and the A23 Network Resilience Project.

**RECOMMENDATIONS:**

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

**REASONS FOR RECOMMENDATIONS:**

Programmes of work have been agreed in consultation with the Committee. The Committee is asked to note the progress of the Integrated Transport Scheme programme and revenue maintenance expenditure. As well as the work that is being carried out on the Winter Recovery Programme, M25 Junction 8 scheme, the M23 Smart Motorway project, the Greater Redhill STP, Horley Masterplan, A23 Network Resilience Project and the large scale, centrally funded maintenance schemes.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In December 2017, Reigate and Banstead Local Committee agreed a programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2018/19, to be funded from the Local Committee's devolved budget.
- 1.2 In March 2018, Reigate and Banstead Local Committee agreed a revenue maintenance expenditure for 2018/19, to be funded from the Local Committee's devolved budget, following the approval of the 2018/19 budget by full Council on 6 February 2018. Where it was agreed that the revenue allocation to Local Committees be increased, and a member Local Highways Fund be introduced.
- 1.3 In addition to the Local Committee's devolved budget, countywide budgets have been used to fund major maintenance (Operation Horizon and the Winter Recovery Programme), drainage works and other capital highway schemes.

Countywide revenue budgets are used to carry out both reactive and routine planned maintenance works.

- 1.4 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.

## **2. ANALYSIS:**

### 2.1 Local Committee finance

The Reigate and Banstead Local Committee had delegated highway budgets for the current Financial Year 2018-19 as follows:

- Capital: £36,363
- Carry forward from 2017/18: £11,000
- Revenue: £168,182
- **Total: £215,545**

In addition to the delegated highway budgets above, highway officers are continuing to look for other sources of funding for schemes.

The budgets delegated to Local Committee outlined above were also in addition to budgets allocated at County level to cover various major highway maintenance and improvement schemes, including footway/carrageway resurfacing, the maintenance of highway structures including bridges and culverts and major drainage schemes.

### 2.2 Local Committee capital works programme

Progress on the approved Local Committee funded capital 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, Road Safety schemes and the Parking Review.

### 2.3 Local Committee revenue works programme

Progress on the approved Local Committee revenue works programme is set out in **Annex 2**. An update on the Member Local Highways Fund is also provided.

### 2.4 Parking

An update on the parking review is provided in **Annex 1**.

### **Other highway related matters**

### 2.5 Customer services

**Table 1** below shows the number of enquiries received between January and June 2018 compared to the number received during the same period in 2017.

**Table 1 Customer Enquiries**

<b>Period</b>	<b>Total enquiries (no.)</b>	<b>Average no. of enquiries per month</b>	<b>No. of R&amp;B enquiries sent to the Local Area Office</b>
Jan-June 2017	65,281	10,880	3,853
Jan-June 2018	91,245	15,208	4,727

The total number of enquiries received for the six months between January and June 2018 is 91,245, an average of 15,208 per month. This is a 40% increase on the number received during the same period in 2017 and reflects the huge effect of the severe weather and subsequent defects.

For Reigate and Banstead specifically, 11,478 enquiries have been received since January of which 4,727 (41%) were directed to the local area office for action, of these 93% have been resolved. This response rate is in line with the countywide average.

For the first half of 2018, Highways received 162 Stage 1 complaints (down 18% from 2017), of which 18 were for the Reigate & Banstead area. In addition one was escalated to Stage 2 of the complaints process where the service was found not to be at fault.

## 2.6 Winter recovery programme

A first list of roads included within the winter recovery programme has been published on Surrey County Council's website. This list consists of over 100 roads across the county and can be found here;

[https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0005/169430/Roads-for-extensive-repairs-winter-damage-v3.0.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/169430/Roads-for-extensive-repairs-winter-damage-v3.0.pdf)

Subject to road space being available, work on these roads should be completed over the next few months and all of these roads have been put forward by local members or the local highway teams.

## 2.7 Winter gritting routes update

The Cold Weather Plan sets out the Winter Service for treating the highway in order to prevent ice from forming (precautionary salting), melt ice and snow that has already formed (post salting), and removal of snow in a snow event. As in previous years, members will be sent an electronic copy of the 2018-19 Cold Weather Plan along with links to the revised 2018-19 gritting routes prior to the commencement of the Winter Season.

County Councillors can request and pay for new grit bins, or extension of use of an existing grit bin, by contacting the Maintenance Engineer, who will advise.

## 2.8 Major schemes

M25 Junction 8 (Reigate Hill, Reigate) Improvement Works

Highways England have a scheme that is being developed to carry out improvement works to the junction 8 roundabout. These works are likely to include improved lane widths on the roundabout, facilities for pedestrians and improvements to the traffic signals.

## 2.9 M23 Smart Motorway

Highways England have a scheme currently under construction to upgrade the 11 mile (18km) stretch of the M23 near Gatwick Airport, between junction 8 near Merstham and junction 10 at Copthorne, to an all-lane running smart motorway.

Further details are available on the Highways England website:

<https://highwaysengland.co.uk/projects/m23-junctions-8-to-10-smart-motorway/>

## 2.10 Greater Redhill STP (A23 Three Arch Road Junction)

As part of the Greater Redhill STP project, Atkins consultancy were commissioned to undertake feasibility work to develop scheme options that increase capacity and provide sustainable transport improvements to the A23 Three Arch Road junction. A separate report regarding the outcome of this feasibility work is presented to this local committee.

Delivery of final schemes within the Greater Redhill STP continues for completion by the end of 2018/19. Since the last update provided to Local Committee, the full length cycleway extending from the A23 Three Arch Road junction through to Cross Oak Lane junction is 95% complete. Snagging and remedial works by the contractor is required in some locations. An Independent road safety audit of the scheme is currently being undertaken.

The programme of Quality Bus Corridor improvements along the routes served by local bus services 430/435 and 420/460 is also almost complete beyond some remedial works identified for the contractors. Works include 39 newly installed bus shelters and 52 new RTPPI displays. Newly installed RTPPI displays are now working in Earlswood and Salfords rail stations to provide live bus information for connecting train passengers. Other completed works include implementation of enforceable bus stop clearways. Alongside the new bus stop infrastructure and improved layouts introduced along the quality corridors this allows better accessibility for passengers boarding and alighting at the stops, and serves to improve bus schedule reliability.

Final work is also now underway by the SCC Countryside team to provide a direct connection of the NCR21 off road cycle route through to Copsleigh Avenue via the new Salfords footbridge for crossing the railway. This involves a diversion of Footpath 400 with a new surfaced route to connect to the bridge, providing more direct access for residents of Whitebushes and Salfords. This scheme is due to be completed by autumn.

Horley Master Plan forms the local contribution funded schemes for the STP project. The Horley schemes expected for delivery during the current financial year include the public realm improvements being designed for Horley town centre.

Further information on the Redhill STP including current newsletter can be found on the Surrey CC Major Schemes web page [www.surreycc.gov.uk/redhillstp](http://www.surreycc.gov.uk/redhillstp)

#### 2.11 Horley Master Plan

**High Street precinct** - the detailed design for the High Street public realm improvements has been completed and the work tendered. A contractor has been appointed and it is anticipated that work will commence at the end of September.

**Fastway 20** – the scheme to extend the Fastway 20 service through the Acres is working well. In the first 3 months there has already been a 10% increase in passenger boardings at Acres/Langshott.

**Westvale Bus services** – On Saturday 1<sup>st</sup> September two bus services were introduced to serve Westvale Park residents – the 422 and 424. The routes will provide a half-hourly service to Horley town centre & the railway station. Route 422 will provide an hourly service north to Reigate and south to Gatwick and Crawley and route 424 will provide an hourly service to East Surrey Hospital, Earlswood and Redhill and south to Crawley. To facilitate the services some works have been undertaken to adjust kerbs at the Lee Street/Horley Row/Meath Green Lane junction.

#### 2.12 Centrally funded maintenance

The Operation Horizon Team's programmes of major maintenance works for 2018-19 for the Reigate and Banstead area are now published on Surrey County Council's website here:

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>

#### 2.13 Road safety

The Road Safety Working Group meets every 6 months to review personal injury collision data provided by Surrey Police. The Road Safety Working Group is attended by Surrey County Council Road Safety Engineers, Surrey County Council Highway Engineers and Surrey Police. An update on road safety schemes that have been identified by the Road Safety Working Group is provided in **Annex 1**.

#### 2.14 Passenger Transport

As part of the Greater Redhill STP a number of programme of Quality Bus Corridor improvements have been carried out, these improvements have included new bus shelters, with Real Time Passenger Information displays at key stops. Enforceable bus stop clearways have also been installed to try to reduce the number of drivers parking in bus stops which can result in reduced access to buses for the mobility impaired.

#### 2.15 A23 Network Resilience Project

The Coast to Capital Local Enterprise Partnership has funded a project to update and repair drainage infrastructure and to carry out carriageway

[www.surreycc.gov.uk/reigate&banstead](http://www.surreycc.gov.uk/reigate&banstead)

reconstruction and resurfacing along the A23 at two specified locations; Redhill town centre and “between Hooley Lane and Chequers Lane roundabout junction with Balcombe Road”. The local funding contribution to this project is provided from Horizon funds already allocated to carriageway work for short sections of this route.

Work commenced on this project at the beginning of 2018 with an extensive drainage survey, because historically the Council has poor drainage records of these specific areas. The surveys included high pressure water cleansing of all gullies and highway drains to enable the CCTV surveys to be carried out. The cleansing also provided further drainage capacity and resilience in its own right, particularly for drainage systems that were previously unknown and therefore not on drainage schedules. The survey work helped to form an extensive programme of drainage repairs and capacity improvements that have been on-going since March 2018, and are being carried out in advance of programmed carriageway work.

The carriageway resurfacing consists of a Hot Rolled Asphalt material which is a return to traditional, proven, hard wearing materials appropriate to high volume, heavily loaded part of the principal road network. Additional road reconstruction work is also being carried out where tests have shown that such work is required. There is not sufficient funding for work to be carried out on the entire route, but significant sections of the A23 will be replaced using a priority system based on condition data, visual observations and existing road construction material analysis.

Carriageway resurfacing work commenced in March at the section of Redstone Hill under the railway bridge, which was prone to flooding and had a very poor road surface. This is technically the A25, but the problems associated with flooding create delays on the A23.

The second priority area for work to be carried out was the Chequers roundabout at Meath Green and extending into all three legs off the junction; Brighton Road, Balcombe Road and particularly Bonehurst Road. This work was carried out over four weeks of night work and is now complete. This work was widely publicised and despite the obvious necessary inconvenience to road users, has been generally well received.

The next phase of resurfacing work is currently planned to be carried out in September and will involve resurfacing the section of the A23 between Three Arch Road and Woodhatch Road. The precise extent of this work is yet to be finalised, but it will not include the Three Arch Road/Maple Road junction at this stage, as it is hoped that this work might be co-ordinated as part of a planned junction improvement scheme, if timescales permit.

Because the resurfacing material being used is Hot Rolled Asphalt which can only be laid in the spring/summer months, subsequent phases of surfacing work will not be programmed until 2019. However, drainage work will continue to be programmed during the autumn and winter periods.

2.16 Other key information, strategy and policy development

No additional information at present.

**3. OPTIONS:**

- 3.1 No options to consider at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member or indeed the Committee as appropriate, whenever preferred options need to be identified.

**4. CONSULTATIONS:**

- 4.1 Not applicable at this stage. Officers will consult the Chairman, Vice Chairman and Divisional members as appropriate in the delivery of work programmes.

**5. FINANCIAL IMPLICATIONS:**

- 5.1 The financial implications of the Local Committee's delegated budget is detailed in sections 2.1 – 2.3 of this report.

The key objective with regard to the 2018/19 budgets will be managed to a neutral position.

**6. WIDER IMPLICATIONS:**

- 6.1 The Integrated Transport Scheme programme and the revenue maintenance programme does not significantly impact on any of the areas identified on the table below. The Integrated Transport Schemes and maintenance work is carried out in order to improve the road network for all users.

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

**7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 Progress on the programme of local committee capital highway works in Reigate & Banstead is set out in **Annex 1**.
- 7.2 Progress on the programme of local committee revenue highway works and Local Member Highways Fund in Reigate and Banstead is set out in **Annex 2**.
- 7.3 Information regarding the significant increase in the number of enquiries received by the local area team is set out under section 2.5 of this report.
- 7.4 Information regarding the Winter Recovery Programme, the M25 junction 8 works, the M23 Smart Motorway Scheme, the Greater Redhill STP, Horley

Masterplan, Centrally Funded Maintenance and the A23 Network Resilience Project is also included within this report.

7.5 Local Committee is asked to note the contents of this report.

**8. WHAT HAPPENS NEXT:**

8.1 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 Traffic Engineer, South East Area Team, 03456 009 009.

**Consulted:**

Not applicable.

**Annexes:**

Annex 1: Summary of approved Local Committee capital works programme progress

Annex 2: Summary of approved Local Committee revenue works programme progress and update on Local Member Highways Fund.

**Background papers:**

- Report to Reigate and Banstead Local Committee, 5<sup>th</sup> December 2017, "Highways Forward Programme 2018/19 – 2019/20"
-

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: Slipshatch Road, Reigate</b>		
<b>Detail:</b> Speed Limit Reduction	<b>Division:</b> Earlswood & Reigate South	<b>Allocation:</b> £5,000 (2018/19)
<b>Progress:</b> Speed limit reduction between the existing 30/derestricted terminals in Slipshatch Road and the existing 40mph speed limit in Clayhall Lane. Speed surveys were carried out in 2017/18, and the survey results comply with Surrey's Policy for a signed only speed limit reduction from 60mph to 40mph. Work is progressing to carry out this speed limit reduction in this financial year.		
<b>Project: Hollymeoak Road/Portnalls Road - Chipstead</b>		
<b>Detail:</b> Junction improvement	<b>Division:</b> Banstead, Woodmansterne & Chipstead	<b>Allocation:</b> £5,000 (2018/19)
<b>Progress:</b> A feasibility study is to be carried out in this financial year to assess measures that could be implemented to improve this junction.		
<b>Project: Winkworth Road, Banstead</b>		
<b>Detail:</b> Zebra crossing	<b>Division:</b> Banstead, Woodmansterne & Chipstead	<b>Allocation:</b> £10,000 (2018/19)
<b>Progress:</b> Halo beacons to be provided in place of the standard Belisha Beacons on this zebra crossing to improve the visibility of the crossing to motorists. Work is progressing on this scheme.		

<b>CAPITAL ITS IMPROVEMENT SCHEMES</b>		
<b>Project: Accessibility improvements – dropped kerbs/tactile paving</b>		
<b>Detail:</b> Provision of dropped kerbs/tactile paving	<b>Division:</b> All	<b>Allocation:</b> £5,000 (2018/19)
<b>Progress:</b> Locations to be identified from requests received.		
<b>Project: Stage 3 Road Safety Audits</b>		
<b>Detail:</b> To be carried out as appropriate.	<b>Division:</b> All	<b>Allocation:</b> £2,000 (2018/19)
<b>Progress:</b> Stage 3 audits for previously installed schemes to be identified throughout the year.		
<b>Project: Small safety and improvement schemes</b>		
<b>Detail:</b> To be carried out as appropriate	<b>Division:</b> All	<b>Allocation:</b> £5,363 (2018/19)
<b>Progress:</b> Schemes to be identified during the year.		
<b>Project: Signs and road markings</b>		
<b>Detail:</b> To fund new signs and road markings.	<b>Division:</b> All	<b>Allocation:</b> £4,000 (2018/19)

## CAPITAL ITS IMPROVEMENT SCHEMES

**Progress:**

Signs requiring installation to be identified from the list of additional signs requested.

## POTENTIAL DEVELOPER FUNDED SCHEMES

**Project:** A23 High Street, Merstham

**Detail:** Improvements to existing zebra

**Division:** Merstham and Banstead South

**Progress:**

Design to convert existing zebra to signal control completed and 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. It has been agreed with the divisional Member to use funding to improve the waiting area on the west side of the zebra crossing, and possibly to upgrade the existing belisha beacons to halo beacons if there is sufficient funding.

**Project:** Tadworth Street, Tadworth

**Detail:** Localised road widening

**Division:** Tadworth, Walton and Kingswood

**Progress:**

This proposal has been included within a package of measures for the A217 for potential future funding.

<b>POTENTIAL DEVELOPER FUNDED SCHEMES</b>		
<b>Project: A217 Brighton Road/A2022 Fir Tree Road/Bolters Lane, Banstead (Banstead Crossroads)</b>		
<b>Detail:</b> Junction Improvement	<b>Division:</b> Banstead, Woodmansterne and Chipstead/Nork and Tattenhams	
<p><b>Progress:</b>            Priority being given to A217 Brighton Road/Burgh Wood pedestrian crossing scheme, scheme on hold.            This proposed scheme was included in a Strategic Bid for Community Infrastructure Levy funding for the A217 Brighton Road. This bid was unfortunately unsuccessful.</p>		
<b>Project: A240 Reigate Road/A2022 Fir Tree Road (Drift Bridge junction), Epsom Downs</b>		
<b>Detail:</b> Junction Improvement	<b>Division:</b> Nork and Tattenhams	
<p><b>Progress:</b>            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. The bid has unfortunately not been successful at this time. However, the bid will be resubmitted should additional Growth Deal funding become available.</p>		
<b>Project: Preston Regeneration</b>		
<b>Detail:</b> Various measures	<b>Division:</b> 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.

**Chetwode Road**

Measures to improve parking and street scene enhancements are in the design stage.

**A240 Reigate Road footway/cycleway**

A bid for developer funding through CIL to extend the footway/cycleway on the A240 Reigate Road between the signalised junction into Asda and Church Lane was successful. Work on this scheme is progressing.

**Project:** Epsom Lane North, Epsom Downs

**Detail:** Accident Remedial Scheme

**Division:** Nork and Tattenhams

**Progress:**

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. Work to install the signs and bollards has been completed. Installation of road studs in the double white line system has been completed and additional chevron signs have been installed.

### POTENTIAL DEVELOPER FUNDED SCHEMES

**Project:** A217 Brighton Road/ Burgh Wood, Nork

**Detail:** Signalised Pedestrian Crossing

**Division:** Nork and Tattenhams

**Progress:**

Work to construct a signalised pedestrian crossing on the A217 Brighton Road just to the north of the junction with Burgh Wood has been completed.

**Project:** Eastgate, Nork

**Detail:** Install one-way working and echelon parking

**Division:** Nork and Tattenhams

**Progress:**

Site meeting held with divisional Member and parking team to discuss possibility of installing echelon parking. Scoping/consultation to be carried out once staff resource identified.

**Project:** Chequers Lane, Walton on the Hill

**Detail:** Priority give-way

**Division:** Tadworth, Walton and Kingswood

**Progress:**

This is a potential scheme that has been requested, but which only be progressed is developer funding becomes available. There are possible difficulties with access for the scheduled bus service.

### ROAD SAFETY TEAM SCHEMES

## ROAD SAFETY TEAM SCHEMES

**Project:** A217 Brighton Road, Tadworth

**Detail:** Installation of average speed cameras

**Division:** Merstham and Banstead South/Tadworth, Walton and Kingswood/Nork and Tattenhams/Banstead, Woodmansterne and Chipstead

**Progress:**

All of the cameras have now been installed and live enforcement is taking place. Enhanced “Average Speed Check” signing has been installed at the northern and southern entrances to the scheme to provide additional warning of the average speed check to drivers. This scheme is now complete.

**Project:** Croydon Road/Wray Common Road, Reigate

**Detail:** High Friction Surfacing

**Division:** Reigate

**Progress:**

Design work to install high friction surfacing at this junction is underway, work to install the high friction surfacing is to be completed in this financial year.

**Project:** A23 Brighton Road, Horley – near Southlands Ave

**Detail:** Pedestrian Crossing

**Division:** Earlswood & Reigate South/Horley West, Salfords and Sidlow

**Progress:**

Design work is underway to construct a central refuge and install additional traffic signal heads on the existing signalised pedestrian crossing close to the Tesco Express store.

## PARKING

**PARKING****Progress:**

The 2016/17 review is complete apart from some snagging. The 2017/18 review proposals were advertised on 19 April, with a closing date for comments and objections of 17 May. Objections and comments have been analysed and collated and were sent to councillors on 30 May for their consideration. Discussions are still ongoing.

**Note:** Information correct at time of writing (30/08/18)

**Reigate & Banstead Local Committee Revenue Works**

**1. Revenue Allocation**

The table below sets out the breakdown of the revenue allocation as agreed by Local Committee in March 2018. It should be noted that the funding can be moved between headings with the agreement of the Local Committee Chairman and Vice-Chairman. This budget is managed by the Reigate & Banstead Maintenance Engineer on the local committee’s behalf.

<b>Reigate &amp; Banstead Local Committee Revenue Budget 2018/19</b>		
<b>Item</b>	<b>Allocation</b>	<b>Comments</b>
Parking	£5,000	Contribution towards 2018 parking review
Signs and road markings	£1,500	Provision of new signs and urgent replacement of missing signs which cannot be funded through any other budget. On-going.
Speed Limit Assessments	£1,000	Automatic traffic counts carried out in Masons Bridge Road and Walpole Avenue. Programme of further sites to be surveyed being developed, to commence September 2018 once schools returned from summer break.
Minor Maintenance Works	£60,682	Programme of planned maintenance works. Work carried out/planned include: Sandcross Lane, Reigate – drainage improvements Alma Road, Reigate – carriageway/footway repairs Balcombe Road, Horley – kerb works/patching Merefield Gardens, Tadworth – drainage works Bonsor Drive, Kingswood – drainage works Boroughwide – contribution towards provision of an additional jetter
Revenue Maintenance Gang	£100,000	126 jobs carried out between April and July 2018. See separate table below.
<b>TOTAL</b>	<b>£168,182</b>	

The table below summarises the work carried out by the revenue maintenance gang between April and July 2018 inclusive, by work type and division. Requests for work are received from county and borough members, parish councils, residents and other road users. The demand for work exceeds the capacity of the gang to carry it out so work is prioritised, with safety issues and county member requests being given the highest priority. The revenue maintenance gang is also used to carry out local works in conjunction with the grass cutting lane closures on high speed roads.

<b>Revenue Maintenance Gang Works Completed April - July 2018*</b>											
<b>Work Type</b>	<b>Banstead, Woodmansterne &amp; Chipstead</b>	<b>Earlswood &amp; Reigate South</b>	<b>Horley East</b>	<b>Horley West, Salfords &amp; Sidlow</b>	<b>Mersham &amp; Banstead South</b>	<b>Nork &amp; Tattenhams</b>	<b>Redhill East</b>	<b>Redhill West &amp; Meadvale</b>	<b>Reigate</b>	<b>Tadworth, Walton &amp; Kingswood</b>	<b>Total</b>
Drainage	0	1	0	1	2	0	0	0	0	0	4
Hedges	2	0	6	5	2	6	3	3	2	4	33
Other	0	0	0	0	1	0	0	0	1	0	2
Posts/Fences	9	14	1	1	2	2	0	0	0	3	32
Siding up	1	0	0	0	1	0	0	0	0	2	4
Sightlines	1	0	0	2	1	0	0	0	0	0	4
Signs	0	3	1	0	2	2	1	0	0	0	9
Trees	10	2	2	2	1	3	0	1	1	1	23
Vegetation	0	0	0	0	0	0	0	0	0	0	0
Verges	5	1	0	0	2	4	0	0	0	3	15
<b>Total</b>	<b>28</b>	<b>21</b>	<b>10</b>	<b>11</b>	<b>14</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>126</b>

\* Not all jobs are of equal size or value, so the number of schemes completed in an area does not necessarily reflect the amount of work carried out

## 2. Member Local Highways Fund

In addition to the revenue maintenance budget, each county member has an allocation of £7,500 to address highway issues in their divisions. A maximum contribution of £2,500 can be spent on any individual project.

It was agreed that the Member Local Highways Fund is managed by the Reigate & Banstead Maintenance Engineer on members' behalf. Members have been working with the Reigate & Banstead Maintenance Engineer to agree what they wish to fund and these works are now being progressed. Members should agree with the Maintenance Engineer by the end of September 2018 at the very latest how they wish to spend any unallocated funding to ensure there is sufficient time for the work to be priced, ordered and implemented before the end of the financial year. The type of works being funded include the servicing of existing grit bins, the provision of fencing/posts/bollards, minor footway patching, sign cleaning and verge hardening.

This page is intentionally left blank

# Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is up-dated before each committee meeting. *(updates correct at 06/09/2018)*

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
12/12/2016	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	Open	Senior Traffic Engineer	The contractor installed the bollards and gates to support the existing Traffic Regulation Order. The contractor installed the incorrect signs, the Local Area Team are continually chasing the contractor to install the correct signs. Once the correct signs have been installed the Local Area Team will approve the invoice for these works to be paid.



<p><b>12/12/2016</b></p>	<p><b>13</b></p>	<p>Extension of Fastway Bus Route – agreed relevant TROs, advertisement and delegation to resolve objections</p>	<p>Open</p>	<p>Senior Transport Officer (Project Delivery)</p>	<p>The Fastway 20 continues to operate successfully through the Acres, Horley. Of the two outstanding matters detailed in the last update, the street name plates have been implemented. We are still waiting for contractors to carry out important but minor work at one bus stop before the electrical connections can be completed at the two shelters on Brookfield Drive. This work is now programmed, after much delay, and should be completed shortly.</p> <p>Progress has been made with the adoption of Orchard Drive and Brookfield Drive (Orchard Drive to Lake Lane), such that officers are confident that this section can be adopted shortly once the final outstanding task is completed by the developer, Barretts. Once adoption of this section occurs it will be possible to introduce the parking restrictions on the same section of Brookfield Drive. These measures will further assist the bus service to maintain service reliability through the Acres. Draft TROs were published last summer and await adoption before they can be completed and enforced.</p> <p>Work continues on the adoption of the remaining section of Brookfield</p>
--------------------------	------------------	--	-------------	--	---

					Drive and other roads, which are due for adoption in due course.
<b>18/09/2017</b>	<b>10</b>	To introduce bus stop clearways at existing bus stops:  Redhill – Reigate - Whitebushes: Bus routes 430/435  Redhill – Reigate: Bus routes 420/460  A23 corridor Chequers Roundabout to Redhill: Bus routes 100, 400, 420/460, 424, 430/435	Open	Senior Transport Officer	This has all been completed apart from one clearway plate that needs to be added to the Copsleigh Avenue (southbound) bus stop. This will be added to the works for item 14/12/17, item 10 below.
<b>18/09/2017</b>	<b>11</b>	To submit a bid to the DfT Safer Roads Fund for highway Safety improvements on A217 Reigate – Horley.	<b>Closed</b>	Road Safety Manager	The Department for Transport have confirmed that the bid has been successful. However they have advised that they have re-profiled budget so that the money will now be made available during the financial year 2020-21 rather than the current financial year.  <b>Action Complete</b>

04/12/2017	8	To make a Map Modification Order in respect of footpaths on land off Rectory Lane, Woodmansterne.	Open	Countryside Access Officer	Objections were received from the landowners' representative with regard to 2 out of the 3 Orders (the Surrey ones, not the Croydon one). One of the grounds for objection was that the Order had been incorrectly made and was flawed. Re-checking revealed that the Order had been written with the incorrect date of coming into effect, and advice was sought from PINS as to whether this could be amended via modification by the Inspector or whether Orders had to be remade. After repeatedly chasing them for a response, the decision has been made to remake the Order with the correct date. This will be done as soon as possible and re-advertised.
------------	---	---	------	----------------------------	--

04/12/2017	9	To advertise Traffic Regulation Order of agreed changes to on street parking measures and resolve any objections before implementation.	Open	Parking Project Team Manager	The proposed new parking controls and restrictions for the 2017/18 parking review were formally advertised by way of a notice published in the Surrey Mirror on 19 April. At the same time we put up notices on lamp columns in the streets concerned, and, depending on the type and extent of the proposal, sent post cards to nearby addresses. The deadline for comments and objections was 17 May, after which we analysed and collated all the feedback received and shared it with the relevant members, prior to making the final decisions about which proposals should go ahead, and whether any should be changed or withdrawn. Some locations proved more contentious than others and so discussions have taken longer than expected but are expected to be finished early in September after which we will begin the process of arranging for the necessary new lines and signs to be installed.
------------	---	---	------	------------------------------	---

04/12/2017	10	To introduce additional clearways at existing bus stops. (Locations as set out in Annexes B and C of committee report).	Open	Senior Transport Officer	The final design drawings for six of the clearway markings are awaited from Surrey County Council's Delivery Team. Once received the road markings will be ordered and clearway plates installed on bus stop poles. Anticipated to be completed by November 2018.
04/12/2017	14	To modify Traffic Orders relating to loading bays and disabled parking in the Princess Precinct, Horley.	Open	Regeneration Project Manager	New traffic orders are out to advertisement.
05/03/2018	11	To endorse a public consultation on the updated draft Local Transport Strategy and Forward Programme.	Closed	Lead Officer Transport Policy	Public consultation has now been completed and the changes to the Local Transport Strategy (LTS) have been approved via delegated authority of the Area Highway Manager in consultation with the Chairman and Vice-Chairman of the Local Committee. The revised LTS is being taken to Cabinet for final approval to publish.  <b>Action complete</b>
05/06/2018	6	To provide a response to Iain Gordon clarifying whether misuse of the taxi rank outside Waitrose on Banstead High Street was enforceable.	Open	Partnership Committee Officer	We are coordinating with councillors at RBBC to secure a response on this issue.

## Local Committee (Reigate and Banstead) - Forward Programme 2018/19

Details of future meetings			
<p><b>Dates for the Reigate and Banstead Local Committee 2018/19:</b> 3 December 2018 at 2pm, 4 March 2019 at 2pm.                      The committee meeting starts at 2pm, with an open forum for public questions, followed by the formal meeting. This forward plan sets out the anticipated reports for future meetings. The forward plan will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined in this report. Members of the committee are welcome to propose additional items for inclusion on the forward plan.</p>			
Topic	Purpose	Contact Officer	Proposed date
<b>Highways Update</b>	Standing item for all Reigate and Banstead Local Committee meetings	SCC Area Highway Manager	ALL
<b>Decision Tracker</b>	For information	Partnership Committee Officer	ALL
<b>Forward Programme</b>	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
<b>Highways forward programme for 2019-20</b>	To agree the programme of works based upon the local committee's devolved highways budget	Area Highway Manager	3 December
<b>Community Safety Fund update</b>	To receive an update on the projects that have been approved for use of the committee's Community Safety Fund	Partnership Committee Officer	TBC

This page is intentionally left blank