

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

- Petition to: Introduce a 20 mph speed restrictions on Roundwood Way, Banstead
- Public Consultation on A23 Three Arch Road Junction Improvements - Update



Venue

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

Date: Monday, 3 June 2019

Time: 2.00 pm

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.

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 Partnership officer is here to help.

Email: jessica.edmundson@surreycc.gov.uk

Tel: 01932 794079 (text or phone)

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



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This is a meeting in public.

Please contact **Jess Edmundson, Partnership 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

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 Gemma Adamson, Nork
Cllr Rod Ashford, Lower Kingswood, Tadworth and Walton
Cllr Michael Blacker, Reigate
Cllr Steve Kulka, Meadvale and St Johns
Cllr Victor Lewanski, Southpark and Woodhatch
Cllr Kanika Sachdeva, Redhill West and Wray Common
Cllr Ruth Ritter, Earlswood and Whitebushes
Cllr Tony Schofield, Horley East and Salfords
Cllr Rachel Turner, Lower Kingswood, Tadworth and Walton
Cllr Christopher Whinney, Reigate

Chief Executive
Joanna Killian

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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 the 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]

The chairman to give any announcements to the local committee.

3 MINUTES OF PREVIOUS MEETING

(Pages 1 - 10)

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.

a PETITION TO: INTRODUCE 20 MPH SPEED RESTRICTIONS ON ROUNDWOOD WAY, BANSTEAD

The full wording of the petition and officer comment will be published within the supplementary agenda.

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.

All written public questions received before the deadline will be published along with the response in the supplementary agenda.

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.

All written member questions received before the deadline will be published along with the response in the supplementary agenda.

8 LOCAL COMMITTEE COMMUNITY SAFETY FUNDING [EXECUTIVE FUNCTION - FOR DECISION] (Pages 11 - 16)

The local committee has a delegated budget of £3,000 for community safety projects in 2019/20. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents. The report also provides a progress update regarding last year's funding.

9 REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES [EXECUTIVE FUNCTION - FOR DECISION] (Pages 17 - 24)

The Local Committee (Reigate & Banstead) is asked to review and agree the terms of reference and membership of task groups set by the Committee.

10 PUBLIC CONSULTATION ON THE A23 THREE ARCH ROAD JUNCTION IMPROVEMENTS [EXECUTIVE FUNCTION - FOR INFORMATION] (Pages 25 - 66)

Surrey County Council has developed proposals for a scheme to improve the A23 Three Arch Road and Maple Road junction.

The A23 Three Arch Road and Maple Road junction currently suffers from major congestion which causes severe queues and traffic delays. The proposed scheme is expected to reduce congestion and delays to benefit all traffic including private vehicles and buses. The scheme would also provide improved crossings for pedestrians and cyclists.

We consulted publicly on the proposals between 1 November 2018 and 6 January 2019. A questionnaire was provided for the public and interested organisations and groups to provide their views.

We have analysed the consultation responses to understand level of support for the scheme and understand common issues raised which may be taken into account, where possible, in the detailed design phase of the scheme.

The purpose of this paper is to update all members of the Local Committee with regard to the outcomes of the consultation.

11 HIGHWAYS SCHEMES UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION] (Pages 67 - 86)

To inform the Local Committee on the progress of the 2019/20 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 Severe Weather Recovery Programme, the Greater Redhill STP, Chetwode Road, centrally funded maintenance and the A23 Resilience Project.

12 RECOMMENDATIONS AND DECISIONS TRACKER [FOR INFORMATION] (Pages 87 - 90)

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'.

13 FORWARD PLAN [FOR INFORMATION] (Pages 91 - 92)

The Local Committee (Reigate and Banstead) will note the contents of the forward plan.

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DRAFT

Minutes of the meeting of the
Reigate AND BANSTEAD LOCAL COMMITTEE
 held at 2.00 pm on 4 March 2019
 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 Christopher Whinney
- * Cllr Jonathan F White

* In attendance

48/19 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllr John Stephenson and Mr Bob Gardner.

49/19 CHAIRMAN'S ANNOUNCEMENTS [AGENDA ITEM ONLY] [Item 2]

The Chairman gave the following announcements:

- The Junior Citizens event; an event to teach young people about how to keep safe; would be running again this year. Funding for the event had come from some of the utility companies including SES Water, Total Oil and Gas and SGN.
- Members were reminded about the Member Highways Fund and that this would be discussed later in the agenda. They were reminded that this wasn't a huge amount of money. The Chairman encouraged members to be creative and innovative in their approach to spending.

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- SCC Cabinet would shortly be taking a decision about the future for Wray Park and its closure and relocation.
- The Parking Task Group that hadn't met for some time would reconvene in the coming weeks.
- The Surrey Fire and Rescue Service Consultation had opened online and would remain open until the end of May. It was important that as many people as possible responded to the consultation.
- The Chairman had recently written to the Police and Crime Commissioner (PCC) about the vast number of illegal immigrants, namely children that had entered the county. The children came at a huge financial cost to the county to house and look after. He also added there was an additional impact on Surrey Police and the borough when such incidences occurred and areas were left bare of Police for hours.

OPEN FORUM SESSION

The questions and responses are included as an annex to these minutes.

50/19 MINUTES OF PREVIOUS MEETING [Item 3]

The minutes of the previous meeting held on 3 December 2018 were agreed as a true record and signed by the Chairman.

51/19 DECLARATIONS OF INTEREST [Item 4]

There were none

52/19 PETITIONS [Item 5]

Four petitions were received and were taken in the order in which they were received.

a PETITION TO CONSTRUCT A SAFE FOOTPATH FOR PEDESTRIAN USE FROM THE ENTRANCE OF ELIZABETH DRIVE ESTATE TO BANSTEAD HIGH STREET; TO IMPROVE ROAD SAFETY FOR PEDESTRIANS [Item 5a]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager, SCC

Petitions, Public Questions, Statements: The petition and officer response was published in the supplementary agenda.

Ms Finbow attended the meeting to raise her concerns. She stated that the road that leads from Elizabeth Drive Estate to Banstead High Street, Holly Lane wasn't on a public transport route and didn't have a suitable path for walking that wasn't muddy. She added the vegetation growth made it even harder to walk down what little path there was. The petition had gained a lot of

support including the head teacher of the local school in the push to get more children walking to school.

Ms Finbow also presented the committee with historical information of planning conditions from Reigate & Banstead Borough Council from when the estate was built. One condition stated the developer should make a financial contribution towards cycle and footway improvements.

Key points from the discussion:

- The divisional member noted that in recent years there had been an increase in demand for a pedestrian walkway along this route and questioned whether it was possible to improve the surface in the worst parts along the route as a starting point. He asked also if the scheme could be added to the Integrated Transport Scheme (ITS) list.
- The Area Highways Manager (AHM) stated she had not appreciated developer funding had been available. She added that improvements may not have meant new infrastructure but a contribution to improve what was already in existence.
- Although possible to add to the ITS list, the scheme would be of low priority due to the lack of accidents that had occurred at the site.
- Members and the AHM said they'd look in to where the funds had been allocated and would report back to the Chairman and Vice-Chairman on her findings.
- The AHM noted she would urge the Safer Travel Team to review the route for children travelling to school.

Resolution:

The local committee (Reigate & Banstead) agreed to note the officers comment.

b PETITION FOR SAFE CROSSING ON FRENCHES ROAD, REDHILL [Item 5b]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager, SCC

Petitions, Public Questions, Statements: The petition and response was published within the supplementary agenda.

Mr and Mrs West attended the meeting and addressed the committee with their concerns over the lack of safe formal pedestrian crossing on Frenches Road. They added that many school children used this route and the road was particularly hard to navigate.

Key points from the discussion:

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- The officer response was welcomed by members although questions were raised about the type of formal crossing that was likely to be implemented, how the scheme was to be funded and how the scheme was to progress.
- The AHM confirmed the crossing was likely to be a zebra crossing due to the lower cost and discussions would be had with the borough council to look at the possibility to utilise Community Infrastructure Levy (CIL) monies or other funding opportunities; liaising directly with developers.

Resolution:

The local committee agreed to add a scheme to provide a formal crossing of Frenches Road in the vicinity of Wiggie Lane to the Integrated Transport Schemes list for consideration for future funding.

Reason for decision:

The above decision was made to improve pedestrian road crossing safety on Frenches Road.

c PETITION TO INSTALL PEDESTRIAN PATH SAFETY BOLLARDS OUTSIDE FURZEFIELD PRIMARY SCHOOL, DELABOLE ROAD, MERSTHAM [Item 5c]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager, SCC

Petitions, Public Questions, Statements: The petition and response was published within the supplementary agenda.

There was no public representation at the meeting to address the committee.

Key points from the discussion:

- The divisional member was unable to attend the meeting but sent his comments via the Chairman. He stated he was fully in support of the petition and urged officers to take action to improve the safety of the children.
- The Chairman and Vice-Chairman, in the absence of the divisional member had visited the site to view the concerns for themselves. They added they were in agreement with the divisional member.
- The AHM stated that the divisional member had met with the officers and there was an agreement to wait for the results of the Road Safety outside schools audit before agreeing any course of action.

Resolution:

The Local Committee agreed to:

- i. Allow the county councils Safer Travel Team to investigate concerns raised by the petition using the Road Safety Outside Schools Policy.
- ii. Note the outcome of the safety assessment will be reported to the school and local County Councillor containing the results of the road safety education assessment and a description of any potential highway improvements and estimated costs.
- iii. Note that recommendations will include measures to encourage more sustainable travel which Furze Field Primary School will be responsible for implementing

Reason for decision:

To assess the road safety outside the school and determine the most appropriate course of action.

d PETITION TO CHANGE THE ROAD LAYOUT WHERE ORCHARD DRIVE & CROSS OAK LANE MEET [Item 5d]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager, SCC

Petitions, Public Questions, Statements: The petition and response was published within the supplementary agenda.

[15.00 - Mr Harris left the meeting and Ms Thomson resumed the chair]

Mr Saunders, The Acres Residents Association attended the meeting to address the committee with the concerns of the residents. He stated that the current road layout was unsafe as many cars either make illegal U-turns, legal U-turns in nearby Titan Travel driveway or illegally drive on the wrong side of the road to avoid the island at the junction. The design of the junction was such that it encouraged risky and dangerous behaviour.

Cllr Jill Ashton, Salfords and Sidlow Parish Council attended to represent the views of the Parish Council. She stated the Parish Council had considered the junction could be redesigned without its use being compromised.

Key points from the discussion:

- One of the two divisional members fully supported the views of the officers and the Parish Council, stating that it would cost money to redesign the junction. She said she understood the concerns of the petitioning residents but had to support the other residents who would be impacted by any change.
- The other divisional member stated the junction required redesigning; despite being looked at previously, it still wasn't correct. He added it was unlikely that people would use this route as a short cut as they would only

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be driving towards gridlocked traffic.

- The AHM noted the junction had experienced a cluster of accidents over time and currently the junction has been optimised as much as practically possible.
- However the AHM put forward the recommendation that the local committee could refer this back to the Road Safety Team to relook at the junction to see what further design work could be undertaken.

Resolution:

The Local Committee (Reigate and Banstead) agreed:

- i) That the issue be referred back to the Road Safety Team to look more broadly at the junction to look at further design work that could be undertaken.
- ii) That a meeting be arranged between the 2 divisional members and the Area Highways Manager to discuss possible ways forward.

Reason for decision

The above decisions were made in order to review the current junction layout and look at ways the layout could be improved.

53/19 FORMAL PUBLIC QUESTIONS [Item 6]

None were received

54/19 FORMAL MEMBER QUESTIONS [Item 7]

None were received

55/19 ANNUAL PARKING REVIEW [EXECUTIVE FUNCTION - FOR DECISION] [Item 8]

Declarations of Interest: None

Officers attending: Rikki Hill, Parking Project Team Leader, SCC

Petitions, Public Questions, Statements: None

The Parking Project Team Leader introduced the report noting there were a couple of additions to make. These were:

1. Tattenham Grove – extension of double yellow lines (DYL)
2. Carlton Road – there are already measures in place but to look further at what else can be done
3. Frenches Road – short extension of the DYL near the junction with Elmwood Road
4. A23, Horley – issue with cars parking between the Air Balloon pub and the Massetts Road junction and so causing passing traffic to drive onto the hatching in the centre of the road.

Key points from the discussion:

- Members raised concerns about how the parking review was being funded, as it didn't seem to fit within any budget. It was noted that the 2017/18 Parking Review had received a £5000 contribution from the local committee but going forward, as the local committee had no revenue budget, the review would need to be funded through other means. The Parking Project Team Leader said that the parking team had its own budget, some of which was normally used to help fund parking reviews, but this budget was yet to be finalised and approved. However officers were hopeful that they would be able to find funding for the review.
- Members raised queries about specific locations in their wards and divisions. The Chairman advised members they should take such matters up with the Parking Project Team Leader directly.

Resolution:

The Local Committee (Reigate and Banstead) agreed:

- i. That the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- ii. That if necessary, adjustments can be made to the proposals by the parking team manager in consultation with the chairman, vice-chairman and county councillor prior to advertisement.
- iii. That if no objections are received when the proposals are advertised, the traffic regulation orders are made.
- iv. That if there are unresolved objections, they are dealt with in accordance with the county council's scheme of delegation by the parking team manager, in consultation with the chairman/vice chairman of the committee and the appropriate county councillor.
- v. That if necessary the parking team manager will report the objections back to the local committee for resolution.
- vi. And to note that funding in 2019/20 would be required to implement the parking amendments, subject to availability – see paragraph 4.1.

Reason for decisions:

The above decisions were made to help to:

- Improve road safety
- Increase access for emergency vehicles
- Increase access for refuse vehicles, buses and service vehicles
- Ease traffic congestion
- Better control parking

56/19 HIGHWAYS SCHEMES 2018/19 - END OF YEAR UPDATE AND 2019/20 FORWARD PROGRAMME AMENDMENTS TO CAPITAL BUDGET [EXECUTIVE FUNCTION - FOR INFORMATION] [Item 9]

Declarations of Interest: None

Officers attending: Zen Curry, Area Highway Manager, SCC

Petitions, Public Questions, Statements: None

The AHM introduced the report invited the committee members to make any comments.

Key points from the discussion:

- Members discussed the need to make money go further and it was suggested by the AHM that they could look at opportunities to match fund. Possible options were Parish Councils, Town Councils or Neighbourhood CIL.
- There were concerns raised over guidance for spending divisional members' Members' Community Allocation and Members' Highways Fund. The AHM confirmed guidance was being looked at and would be available for the members shortly.
- It was felt recommendation iii) of the report was limiting what members could fund with the capital maintenance budget and therefore the AHM proposed an amendment to the wording so as to not restrict members.

The Local Committee (Reigate & Banstead) agreed to:

- i. Note the contents of this report.
- ii. Note the increased capital budget for 2019/20; and
- iii. Agree that the capital maintenance budget for 2019/20 is used to fund ~~either local footway works or to match fund schemes on the existing centrally delivered wetspots programme~~ improvements schemes as agreed by the Maintenance Engineer in consultation with each divisional member.
- iv. Agree that the capital improvement schemes allocation for Reigate and Banstead be used to progress the Integrated Transport Schemes programme set out in Annex 3;

57/19 HIGHWAYS FORWARD PROGRAMME 2019/20 - REVENUE UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 10]

This item was withdrawn from the formal agenda. The Members Highways Fund is allocated to each divisional member to spend as they wish, within the given guidelines. As it is therefore not a local committee budget it is not for the committee to take a decision on.

**58/19 RECOMMENDATIONS AND DECISIONS TRACKER [FOR INFORMATION]
[Item 11]**

The local committee noted the decision tracker and agreed to remove all items marked as 'complete' and highlighted in grey.

59/19 FORWARD PLAN [FOR INFORMATION] [Item 12]

The local committee noted the forward plan of items expected to be received at future meetings.

Meeting ended at: 4.09 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 3 JUNE 2019



LEAD OFFICER: GORDON FALCONER, COMMUNITY SAFETY MANAGER

SUBJECT: LOCAL COMMITTEE COMMUNITY FUNDING UPDATE

DIVISION: ALL REIGATE & BANSTEAD

SUMMARY OF ISSUE:

The local committee has a delegated budget of £3,000 for community safety projects in 2019/20. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents. The report also provides a progress update regarding last year's funding.

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

- (i) The committee's delegated community safety budget of £3,000 for 2019/20 be retained by the Community Partnership Team, on behalf of the local 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 section 3 of this report.
- (ii) Authority be delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the local committee and divisional members as appropriate, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated in section 3 of this report.
- (iii) The committee receives updates on the project(s) that are funded, the outcomes and the impact it has achieved.

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

- (iv) The update from the YMCA East Surrey regarding the use of the funds in 2018-19 and SCC Community Safety Manager response.

REASONS FOR RECOMMENDATIONS:

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations to achieve the recommendations outlined above.

There is also an update on how last year's funding was used in order to provide visibility and promote accountability within the Community Safety Partnership.

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1. INTRODUCTION AND BACKGROUND:

- 1.1 Prior to 2016, the local committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti- social behaviour on behalf of residents.
- 1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the local committee agreed that its local CSP should firstly be invited to provide an outline of any prospective projects that could be supported from the committee's funding for approval. This aimed to provide greater oversight of the committee's expenditure. In the context of the County's Medium Term Financial Plan and the requirement upon all county services to contribute to significant savings, the process would also help to achieve better value for money from projects in support of the County Council's wider community safety priorities.
- 1.3 In 2018/19, the committee awarded £3,000 to Street Talk – YMCA East Surrey.

2. ANALYSIS:

Update on the funding awarded to YMCA East Surrey for 2018/19

- 2.1 The Community Safety funding in 2018/19 was awarded to Street Talk – YMCA East Surrey (£3000). The local committee received a report in December 2018 to confirm the awarding of the Community Safety funding. It included that a full update on how the funding from 2018/19 was spent would be received in the new financial year.
- 2.2 The details below include the updated information on how the funding was spent and the subsequent outcomes of the project.
- 2.3 Street Talk is a detached youth work programme focusing in the deprived areas of East Surrey. The intended outcomes from the project were:
 - That people stay in education or training or move into employment
 - People have improved wellbeing
 - People make better choices
 - People have increased employability
 - There is a decrease in ASB in the communities
- 2.4 The project has started but timescales have been delayed due to issues with staffing for the project, and the YMCA are currently seeking to recruit a new staff member. As a result, the mid-year report provided by the YMCA indicates only £100 of the £3000 funding awarded has been spent.
- 2.5 The programme did run over a three week period. In this time the focus initially was on scoping out the area, establishing where young people congregate, the numbers of young people out in the evening, and looking for patterns in terms of the same young people hanging around.

- 2.6 YMCA youth workers spent the first few sessions walking the local area starting at Hillbrook house engaging with residents, then making their way to Cromwell Road Estate followed by Redhill town centre.
- 2.7 YMCA youth workers made sure they were highly visible to young people for the first few sessions without being invasive and initial rapport was built by saying hello to the young people, nodding or waving at them and then walking on. Young people started to show an interest in who the YMCA youth workers were and why they were there at the start of the third session.
- 2.8 The impacts of this project have been as follows:
- YMCA youth workers have been able to demonstrate credibility when talking to local young people and residents in terms of their knowledge of the area.
 - Young people's voices are being heard through conversations with YMCA youth workers. YMCA workers are forming a clear idea of what is currently available from youth provision perspective.
 - Young people have the ability to make informed choices.
- 2.9 The following benefits have been identified from the project:
- YMCA youth workers have improved confidence and credibility when speaking to local young people.
 - Young people have gained trust in the youth workers and this has enabled them to make informed choices
- 2.10 In response to this update, SCC officers are concerned about the progress of the project and will be engaging with the YMCA to better understand the difficulties faced and plans going forwards. Officers will be able to provide further information to the committee at the meeting on 3 June.

3. OPTIONS:

Awarding the funding for 2019/20

- 3.1 As in the previous year, a clear and simple process designed to support CSPs will be adopted in order that funds can be processed efficiently this year.
- 3.2 Local CSPs will be invited to submit a brief outline of the projects that they would like to put the committee's funding towards, on a simple template designed for this purpose.
- 3.3 To assist CSPs in identifying suitable projects, the following criteria will be provided as a guide:
- a) Results in residents feeling safer
 - b) Has clear outcomes that align with the priorities of the local committee and/or the CSP
 - c) Is non recurrent expenditure
 - d) Does not fund routine CSP activities (e.g. salaries, training)
 - e) Is not subsumed into generalised or non-descript funding pots

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- f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be coordinated across all CSPs)
- 3.4 To ensure funds can be utilised within the current financial year, it is suggested that a deadline, which is yet to be confirmed, is imposed for the submission of outline projects by CSPs and/or local organisations. This deadline will be communicated widely to local CSPs and partner organisations.
- 3.5 To ensure that funds can be distributed speedily and efficiently, it is recommended that authority is delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, along with the relevant divisional member, to authorise the expenditure of the committee's funds outside the formal quarterly committee meeting cycle. This should allow local organisations to obtain approval, initiate and implement projects with the minimum of delay.
- 3.6 Once implemented, the CSP and any other recipients of this funding will be required to provide the local committee with a short update on each project, outlining how the funding was used and the difference and impact it has made in the local community.
- 3.7 All viable options were considered and appraised when forming the recommendations to the Local committee. The previous arrangement, whereby the committee transferred both its funding and the decision-making about how the funding could be used to the CSP was not considered to provide sufficient information on the impact that the funding or the outcomes it had achieved.
- 3.8 The recommended funding arrangements will employ a simple process for the commitment of funds by the committee to enable greater scrutiny over the use of this funding.

4. CONSULTATIONS:

- 4.1 Local committee chairmen were collectively consulted about this process for allocating community safety funding as recommended in this report, before its implementation last year.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of proposed projects by CSPs and local organisations will help to achieve better value for money for the Committee's funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct equalities or diversity implications. However, through its membership of the local CSP and external bodies, the County Council can help to ensure that local services are accessible to harder to reach groups. The CSP also maintains ongoing monitoring of hate and domestic abuse

crimes.

7. LOCALISM:

- 7.1 The proposals contained in this report will enable CSPs and/or other suitable local organisations to submit projects that support the County Council's strategic goal of enhancing resident experience.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
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

8.1 Crime and Disorder implications

The county council's membership of local CSPs helps ensure the achievement of its community safety priorities. The committee's funding for local community safety projects enables the CSP and/or other local organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The recommendations contained in this report are intended to secure greater oversight of the committee's community safety expenditure and achieve better value for money through projects that help to achieve the County's community safety priorities.

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

- 9.2 The committee's delegated community safety budget of £3,000 for 2019/20 be retained by the Community Partnership Team, on behalf of the local 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 section 3 of this report.
- 9.3 Authority be delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the local committee and divisional members as appropriate, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated in section 3 of this report.

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- 9.4 The committee receives updates on the project(s) that are funded, the outcomes and the impact it has achieved.

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

- 9.5 The update from the YMCA East Surrey regarding the use of the funds in 2018-19 and SCC Community Safety Manager response.

10. WHAT HAPPENS NEXT:

- 10.1 The CSP will be advised of the funding process agreed by the Local Committee and invited to access this funding.

Contact Officer:

Gordon Falconer, Community Safety Manager

Consulted:

Surrey's local committee chairmen and local committee members.

Annexes: None

Sources/background papers:

- Reigate & Banstead Local Committee, September 2016. Local Committee funding of Community Safety Projects
- Reigate & Banstead Local Committee, June 2018, Local Committee Community Safety Funding and Task Group and External Bodies Appointments report

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 3 JUNE 2019

LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: APPOINTMENTS TO LOCAL COMMITTEE TASK GROUPS
2019/20

DIVISION: ALL

**SUMMARY OF ISSUE:**

The Local Committee (Reigate & Banstead) is asked to review and agree the terms of reference and membership of task groups set by the Committee.

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

- (i) The terms of reference for the Parking Task Group and the membership of this task group as set out in Annex 1.
- (ii) The terms of reference for the Greater Redhill Sustainable Transport Task Group and the membership of this task group as set out in Annex 1.
- (iii) The nominations to outside bodies (Community Safety Partnership) as set out in Annex 1.

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

- (iv) That the representative nominated by the committee in June 2018 (Kay Hammond) will remain as the local committee representative on the Early Help Advisory Board pending review of this board (Paragraphs 2.7 – 2.8 of this report).

REASONS FOR RECOMMENDATIONS:

The report contains an updated list of representatives on Task Groups and nominations to outside bodies.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee (Reigate & Banstead) has two current task groups. This report sets out the members who will sit on the groups.
- 1.2 The Local Committee (Reigate & Banstead) can appoint members of the Committee to Outside Bodies and there is one such group which requires

nominations for the current year.

2. ANALYSIS:

Task Groups

- 2.1 Each year the Committee is asked to consider the work that would be considered at formal meetings and the relevant task groups that should be established to support the Committee in its work.

Parking Task Group

- 2.2 The committee is asked to re-establish the Parking Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.3 The membership of the Parking Task Group last year was: Mrs Thomson, Mrs Bramhall, Dr Grant-Duff and Mr Knight as county members Cllr Owen, Cllr Blacker and Cllr Jonathan C White as borough members

Greater Redhill Sustainable Transport Task Group

- 2.4 The Committee is asked to re-establish the Greater Redhill Sustainable Transport Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.5 Membership of the Greater Redhill Sustainable Transport Task Group last year was: Mrs Thomson, Mrs Bramhall, Mr Essex and Mrs Hammond as county members. Cllr Schofield, Cllr Blacker and Cllr Stephenson as borough members.

Membership to Outside Bodies

- 2.6 The Local Committee can make appointments to various outside bodies. Members are asked to act as the Local Committee ambassador on the group, ensure that the local committee is informed of activities relevant to the work of the committee and report back on the achievements of the group on an annual basis.

Early Help Advisory Board

- 2.7 Early Help Advisory Boards (EHAB) were set up in 2017, as part of the county council's Early Help offer and at that time two members of the area Local/Joint Committee were appointed to each local board. Membership of the EHAB was previously reviewed on an annual basis along with LC/JC member representation on task groups and other external bodies.
- 2.8 In February 2019 the county council replaced Early Help with its new Family Resilience practice model and consequently the role of the EHABs is currently under review. No changes are proposed for the local committee appointments to the EHABs until after this review has been completed.

East Community Safety Partnership (ECSP)

- 2.9 Reigate & Banstead is part of the ECSP which also includes Mole Valley, Epsom & Ewell and Tandridge and meets four times per year, once in each area. An overview of its responsibilities is attached in Annex 1.
- 2.10 Community Safety Partnerships are a statutory requirement under the Crime and Disorder Act 1998 which established the principle that tackling crime should be a partnership matter and not solely the responsibility of the Police. They are required to work in partnership with a range of other local public, private, community and voluntary groups, and with the community itself. This approach recognises that opportunities to address the causes of crime and disorder and pursue the interventions required to deliver safe and secure communities lie with a range of organisations, groups and individuals working in partnership.

3. OPTIONS:

- 3.1 The local committee can confirm the task groups and nominations to outside bodies as set out above.
- 3.2 The local committee can make amendments to any of the recommendations in this report.
- 3.3 The appointment of non-committee members, for example parish councillors, to any task group can be delegated to the chairman of the local committee and the chairman of the particular task group with which the non-committee member wishes to be appointed to.

4. CONSULTATIONS:

- 4.1 Task Groups have been proposed in response to requests from Members in relation to the workload of the Committee.
- 4.2 The nominations set out above have been volunteered or been selected from amongst their peers to sit on the relevant groups.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no specific financial implications arising from the recommendations. Work to support the recommendations will be undertaken within the current resources, and the task groups have no decision making powers.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no specific equality and diversity implications arising from the recommendations.

7. 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

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 The Local Committee (Reigate & Banstead) is asked to agree the terms of reference for the Parking Task Group and the membership of this task group as set out in Annex 1.
- 8.2 The Local Committee (Reigate & Banstead) is asked to agree the terms of reference for the Greater Redhill Sustainable Transport Task Group and the membership of this task group as set out in Annex 1.
- 8.3 The Local Committee (Reigate & Banstead) is asked to agree the nominations to outside bodies (Community Safety Partnership) as set out in Annex 1.
- 8.4 The Local Committee (Reigate & Banstead) is asked to note that the representative nominated by the committee in June 2018 (Kay Hammond) will remain as the local committee representative on the Early Help Advisory Board pending review of this board.

9. WHAT HAPPENS NEXT:

- 9.1 Task groups will be established.

Contact Officer: Jess Edmundson, Partnership Committee Officer (Reigate & Banstead), 01932 794079

Consulted: Members and Surrey County Council officers have been consulted.

Annexes: Terms of Reference for Reigate & Banstead Local Committee Task Groups 2019-20.

Sources/background papers: None

REIGATE AND BANSTEAD LOCAL COMMITTEE TASK GROUP TERMS OF REFERENCE 2019/20

Greater Redhill Sustainable Transport Package Task Group Terms of Reference

1. Objective

The Local Committee (Reigate and Banstead) is asked to consider that a Greater Redhill Sustainable Transport Package Task Group be established to advise the Local Committee on the progress of the Redhill Sustainable Transport Package during the year. It will achieve this through a process of monitoring and reviewing the current Redhill Sustainable Transport Package programme considering the proposals in greater detail to ensure they both match the objectives of the programme and are right for the Greater Redhill area.

The Greater Redhill Sustainable Transport Package Task Group is established jointly with Reigate and Banstead Borough Council.

2. Membership

The Task Group will consist of seven Members of the Local Committee; four County and three Borough Councillors, appointed by the Local Committee at its first meeting of the municipal year.

3. General

1. Each year the Local Committee will :
 - Determine the role and lifespan of the Task Group.
 - Review the operation of the Task Group over the previous year.
 - Agree criteria for consideration by the Task Group.
2. The Task Group will have no other formal decision making powers. Unless otherwise agreed, the Task Group will meet in private.
3. Officers supporting the Task Group will consult the Group and will give due consideration to the Group's recommendations prior to the officer writing their report to the parent Local Committee.
4. The Task Group may respond to an officer report and submit its own report to the Local Committee.
5. The Task Group terms of reference and membership is to be reviewed and agreed by the Local Committee annually.

The following members are proposed as representatives for 2019/20:

- Ms Barbara Thomson
- Mrs Natalie Bramhall

Parking Task Group Terms of Reference

The Parking Task Group is a Task Group of the Reigate and Banstead Local Committee. The Terms of Reference and membership of the Task Group, which exists to advise the R&B Local Committee, are agreed annually by the Committee.

Role:

The Task Group will work with officers to advise the Reigate and Banstead Local Committee on any issues with regard to parking controls and civil parking enforcement.

Functions:

To consider:

- The operation of on street parking controls and all aspects of Civil Parking
- Enforcement across the Borough
- The effectiveness of any new restrictions introduced
- Use of any surplus income for decision at the Local Committee.
- The provision of residents parking in the Borough
- Consideration of parking capacity on and off street within the borough.
- To consider the parking impacts of the school expansion programme in
- Reigate and Banstead.

Membership:

The Task Group will include four county councillors and three borough councillors.

Operation of the Task Group:

- The Task Group will advise and make recommendations as appropriate to the Local Committee and borough council - it has no formal decision-making powers.
- The Task Group will meet in private and keep a record of its actions.
- Officers supporting the Task Group will give due consideration to the Task Group's reasoning and recommendations prior to the officer writing their report to the Local Committee.
- The Task Group can, should they so wish, respond to an officer report and submit their own report to the Local Committee.
- The Task Group will remain aware of the work streams of the other Task Groups and Sub-Committees to ensure appropriate linkages and manage overlap.

The following members are proposed as representatives for 2019/20:

- Ms Barbara Thomson
- Dr Zully Grant-Duff

East Surrey Community Safety Partnership

Purpose

To provide strategic leadership to reduce crime and disorder through effective partnership working and to deliver measurable results across the area.

This will be achieved through the:

- Production of an annual strategic assessment to identify key crime & disorder issues across the ESCSP area.
- Development of a rolling 3-year ES Community Safety Plan with measurable outcomes.
- Robust monitoring of progress against Aims & Objectives.

Strategic Vision

“Working together to keep East Surrey safe”

Aims

- To promote integration of Community Safety priorities into mainstream policies and services.
- To ensure the strategic vision is translated into real change for East Surrey.
- To reduce alcohol and drug related harm and to reduce re-offending.
- To encourage closer collaborative working on shared concerns.
- To increase community reassurance through co-ordinated awareness-raising campaigns.
- To provide a voice for East Surrey at the Surrey Community Safety Board.
- To identify funding opportunities and lead on relevant funding submissions.
- To contribute to and support the delivery of relevant County-wide strategies.

The following members is proposed as a representative for 2019/20:

- Ms Barbara Thomson

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SURREY COUNTY COUNCIL



LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 3 JUNE 2019

LEAD OFFICER: NEIL McCLURE, TRANSPORT STRATEGY PROJECT MANAGER,
TRANSPORT POLICYSUBJECT: PUBLIC CONSULTATION ON THE A23 THREE ARCH ROAD
JUNCTION IMPROVEMENTS

DIVISION: EARLSWOOD AND REIGATE SOUTH

SUMMARY OF ISSUE:

Surrey County Council has developed proposals for a scheme to improve the A23 Three Arch Road and Maple Road junction.

The A23 Three Arch Road and Maple Road junction currently suffers from major congestion which causes severe queues and traffic delays. The proposed scheme is expected to reduce congestion and delays to benefit all traffic including private vehicles and buses. The scheme would also provide improved crossings for pedestrians and cyclists.

We consulted publicly on the proposals between 1 November 2018 and 6 January 2019. A questionnaire was provided for the public and interested organisations and groups to provide their views.

We have analysed the consultation responses to understand level of support for the scheme and understand common issues raised which may be taken into account, where possible, in the detailed design phase of the scheme.

The purpose of this paper is to update all members of the Local Committee with regard to the outcomes of the consultation.

RECOMMENDATIONS:

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

- i. Note the results of the analysis of the public engagement on the proposed A23 Three Arch Road junction improvement scheme.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is kept fully informed of the scheme development, the Local Committee is asked to note the results of the analysis of the public engagement event on the proposed A23 Three Arch Road junction improvement scheme, included in Annex A, together with supporting information of Annex B the exhibition panels, Annex C the consultation leaflet, and Annex D the questionnaire.

The analysis of the feedback captured via the public consultation has been taken into consideration by the project team and will be used to inform the development of a final detailed scheme design.

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- 1.1 The A23 Three Arch Road and Maple Road junction currently suffers from major congestion which causes severe queues and traffic delays. It is in an important strategic location that connects drivers, bus users, cyclists and pedestrians to Redhill town centre to the north and Horley, Gatwick Airport and Crawley to the south. It is also used for access to East Surrey Hospital which serves as the region's main Accident and Emergency department.
- 1.2 A feasibility study has previously been undertaken that initially identified four options to improve the junction. The Study identified one of the options as the preferred option due to the modelled benefits and projected value for money.
- 1.3 It was resolved at the September 2018 Reigate & Banstead Local Committee that this preferred scheme option should progress to public consultation and then detailed design. Delegated authority was given 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. This scheme option has therefore since been consulted on publicly.
- 1.4 A Public Consultation was carried out between 1 November 2018 and 6 January 2019 to give the public the opportunity to look at the proposals developed to improve the junction, and provide their views on the proposals.
- 1.5 The junction improvements consulted on are expected to reduce congestion and delays to benefit all traffic including private vehicles and buses. The proposal would also provide improved crossings for pedestrians and cyclists.
- 1.6 This report item is for information.

2. ANALYSIS:

- 2.1 294 individuals and 6 organisations and groups responded to the questionnaire. A further 3 organisations and groups provided comments separately that have also been taken into account. This is considered a particularly strong response rate compared to similar consultation exercises completed by the Surrey County Council Transport Major Schemes team within the Redhill/Reigate area. For comparison, the Redhill Balanced Network scheme received 127 consultation responses, whilst the Greater Redhill Sustainable Transport Package had 59 responses. Higher response rates provide greater feedback that enable more meaningful analysis of results.
- 2.2 Of those that responded, the majority use the junction regularly, indicating that the questionnaire managed to reach the people who would be most affected by changes to the junction. People that use the junction to access East Surrey Hospital were particularly highly represented.

- 2.3 For people that responded, car is by far the most popular mode of travelling through the junction. Bus users are second most popular.
- 2.4 A total of 83% of individuals who responded favour the proposed improvements scheme. 57% stated they strongly agree and 26% agree. On the other hand, 5% stated they disagree, 7% strongly disagree, and 5% issued a neutral response.
- 2.5 83% of organisations and groups who responded to the questionnaire also favour the scheme. 50% strongly agree and 33% agree. 17% strongly disagree.
- 2.6 These figures demonstrate significant overall public support for the proposals.
- 2.7 The consultation questionnaire asked respondents to rank six transport problems at the junction in order of priority, of which reducing traffic queues and congestion was ranked highest, shortly followed by improving access to East Surrey Hospital.
- 2.8 The questionnaire also asked responders to provide their views on whether they think there should be modifications to the proposed scheme. A number of common issues were raised. The project team has provided responses to these issues which are found in the Consultation Report, Annex A. A number of these issues have been considered out of scope of the scheme due to there being restrictive road space, the scheme being unable to take excessive additional land, and because the scheme is restricted to the location and operation of the junction only. However, some of the issues raised will be investigated further but are subject to design work. Further information is provided in Annex A.

3. OPTIONS:

- 3.1 The scheme option consulted on was identified as the preferred option in terms of modelled benefits and projected value for money following the feasibility study process.
- 3.2 It was resolved at the September 2018 Reigate & Banstead Local Committee that this preferred scheme options should progress to public consultation and then detailed design.
- 3.3 This option includes a number of improvements to the existing junction including:
- Widening of the carriageway at a number of locations and extension of the parking restrictions south of the junction to increase capacity at the junction;
 - Provision of intelligent bus priority at the traffic signals;
 - Upgrading and re-alignment of existing crossings to provide three toucan crossing for pedestrians and cyclists;
 - Provision of a section of shared footway/cycleway to connect to the recently constructed facility south of the junction; and

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- Kerb re-alignment to allow vehicles to pass stationary buses at bus stop on Three Arch Road.
- *To note* – an alteration to the give way priority on the Three Arch Road gyratory has already been implemented in advance of the full main junction scheme, giving priority to westbound traffic exiting East Surrey Hospital on Three Arch Road and preventing vehicles using the gyratory to ‘rat-run’. This scheme was identified as a priority and taken forward for implementation by the Local Highways Area Team earlier this year.

3.4 The expected benefits of this option include:

- Reduced congestion and traffic delays;
- Quicker journeys through the junction especially in the morning and evening peak times;
- Improved emergency and visitor access to East Surrey Hospital;
- Improved bus reliability and journey time savings with priority given to late running buses at the traffic signals; and
- Improved crossings for cyclists and pedestrians.

3.5 The questionnaire asked responders to provide their views on whether they think there should be modifications to the proposed scheme. A number of common issues have been grouped together and some will be investigated further during detailed design which may lead to amendments to the preferred option. These issues are detailed in the Consultation Report, Annex A.

4. CONSULTATIONS:

- 4.1 A public consultation was undertaken on the scheme proposals between 1 November 2018 and 6 January 2019.
- 4.2 The consultation provided the public the opportunity to look at the proposals developed to date for the junction, and to give their views on the proposals. This was deemed important both to assess whether there is public support, and to inform the detailed design phase of the scheme which is expected to follow as the next stage. A questionnaire was provided for the public and interested organisations and stakeholder groups to provide their views (Annex D). All consultation information and questionnaire was available online and in paper format.
- 4.3 Two public consultation exhibition events were held at East Surrey Hospital on Thursday 22 November 2018 between 10:00 and 14:00, and on Wednesday 28 November 2018 between 14:00 and 18:00. Three Surrey County Council project team officers were on hand at each of the exhibition events to discuss the proposals, and information panels displaying the proposed plans were on show (Annex B). The exhibition events were both well attended with a particularly large interest noted with support for the proposal from East Surrey Hospital staff who use the junction on a regular basis. The information panels were later moved to the reception area of Reigate Town Hall where they were

on display from 30 November 2018 until the end of the consultation period.

- 4.4 To advertise the consultation, event details and copies of the exhibition materials were available on the Surrey County Council webpages. Letters were posted to local residents and business; notifications were sent via email to stakeholders and interest groups; posters (Annex C) were displayed around the junction site and in a number of public destinations in the wider area; and targeted promotion was undertaken via social media.
- 4.5 The consultation was also presented directly to the East Surrey Disability Empowerment Network.
- 4.6 As a result of all the consultation promotion activities, there were 3,676 visits to the consultation webpage during the consultation period. Highest number of visits were from individuals living in Redhill, Reigate and Horley, which showed that the targeted communications were effective.
- 4.7 The strong majority of the 294 individuals and the 6 organisations and groups that responded questionnaire are in agreement with the proposals therefore demonstrating overall public support for the proposals.
- 4.8 Of those that responded, the majority use the junction regularly, indicating that the questionnaire managed to reach the people who would be most affected by changes to the junction. People that use the junction to access East Surrey Hospital were particularly highly represented.

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 additional 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 the County Council Capital Programme Panel (CPP) approval and section 151 Officer sign-off.
- 5.3 The preferred scheme has presently been allocated 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 the final 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 A23 Three Arch Road junction scheme aims to provide increased capacity
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through the junction alongside 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 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 recent studies suggest 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 consultation received a high number of responses with 294 individuals and 6 organisations and groups responding to the questionnaire. A further 3 organisations and groups provided comments separately that have also been taken into account. Importantly the responses are representative of those who will be most affected by changes to the junction. The majority stated in their response that they use the junction regularly.
- 9.2 Responses to the consultation indicate significant overall public support for the scheme. 83% of individuals and 83% of groups and organisations that responded to the questionnaire are in favour of the scheme.
- 9.3 The high response rate to this consultation has provided valuable feedback and analysis on the scheme proposals that has been taken into consideration by the project team and will be used to inform the development of a final detailed scheme design.
- 9.4 A number of common issues were raised regarding modifications that could be made to the proposed scheme when it progresses to the next stage of detailed design. These have been considered by the project team against the objectives and wider benefits of the scheme to improve performance of this junction. A number of these issues have been considered out of scope of the scheme due to there being restrictive road space, the scheme being unable to take excessive additional land, and because the scope of the scheme is restricted to the location and operation of the junction only. However, some of the issues raised will be investigated further but are subject to design work. Further details are provided in the Consultation Report, Annex A.

10. WHAT HAPPENS NEXT:

- 10.1 The scheme will advance to the detailed design stage. Issues identified for further investigation in the Consultation Report, Annex A, will be taken into account through this process.
- 10.2 Officers will progress work to refine scheme costs and identify all other scheme requirements and identify funding sources for delivery of this scheme. Note that the next steps will involve:
 - a. 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.
 - b. The acquisition of land at the Maple Road allotment site from Reigate and Banstead Borough Council.
 - c. Applications being made to secure additional funding to enable the delivery of the scheme.

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- 10.3 Reporting and progress update will continue to be provided to the Redhill STP Member Task Group who will continue to oversee this work alongside development of a potential next phase of the Redhill STP project.
- 10.4 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 after final detail scheme design is complete and proposed funding route is identified before scheme construction phase can commence, including seeking permissions for the advertisement of legal notices and traffic orders as required.
-

Contact Officer:

Neil McClure, Transport Strategy Project Manager, Surrey County Council

Tim Vickers, Transport Planner, Surrey County Council

Contact number 03456 009 009

Consulted:

Public consultation

Annexes:

Annex A – A23 Three Arch Road Junction Consultation Report

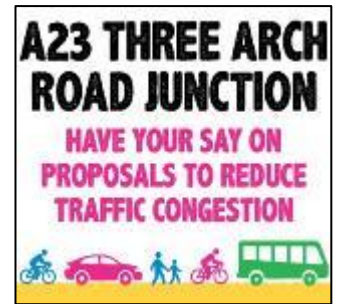
Annex B – consultation exhibition panels

Annex C – consultation poster leaflet

Annex D – consultation questionnaire.

Sources/background papers:

- Surrey County Council Major Schemes project web page
www.surreycc.gov.uk/threearchroadjunction
 - Reigate & Banstead Sept 2018 Local Committee reports pack and decisions
[Surrey County Council - Agenda for Reigate and Banstead Local Committee on Monday, 17 September 2018, 2.00 pm](#)
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A23 THREE ARCH ROAD JUNCTION IMPROVEMENTS PUBLIC CONSULTATION REPORT

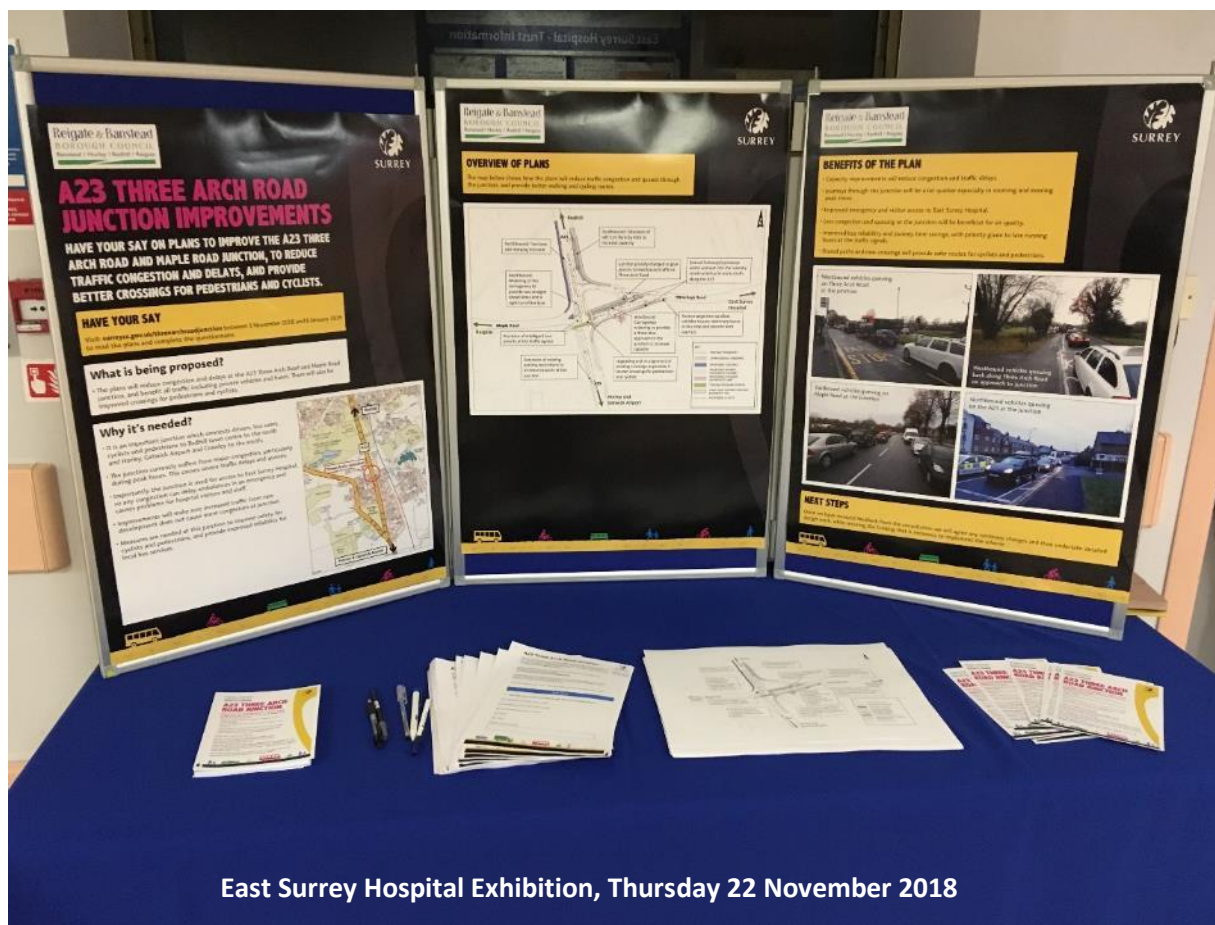


1. Executive Summary

- 1.1 This report describes the public consultation process and analysis of responses received for the scheme proposals for improvements to the A23 Three Arch Road and Maple Road junction.
- 1.2 Improvements have been proposed at this junction to address major congestion which causes severe queues and traffic delays. The proposed plans are aimed at reducing congestion and delays to benefit all traffic including private vehicles and buses. There would also be improved crossings for pedestrians and cyclists.
- 1.3 A public consultation was carried out over a nine week period between 1 November 2018 and 6 January 2019. During this time there were 3,676 visits to the consultation webpage.
- 1.4 294 individuals and 6 organisations and groups responded directly to the questionnaire. A further 3 organisations and groups submitted comments separately and these have also been taken into account.
- 1.5 Of the individuals that responded, people that use the junction to access East Surrey Hospital were particularly highly represented. Car is by far the most popular mode of travelling through the junction with bus users second most popular.
- 1.6 A total of 83% of individuals who responded favour the proposed improvements scheme. 57% stated they strongly agree and 26% agree.
- 1.7 83% of organisations and groups who responded to the questionnaire also favour the scheme. 50% strongly agree and 33% agree.
- 1.8 The consultation questionnaire asked responders to rank six transport problems at the junction in order of priority, of which reducing traffic queues and congestion was top, shortly followed by improving access to East Surrey Hospital.
- 1.9 A number of common issues were raised regarding modifications that could be made to the proposed scheme when it progresses to the next stage. A number of these issues have been considered out of scope of the scheme due to there being restrictive road space, the scheme being unable to take excessive additional land, and because the scheme is restricted to the location and operation of the junction only. However, some of the issues raised will be investigated further but are subject to design work. The project team's responses to common issues raised are detailed in this report.
- 1.10 The next stage of the scheme is detailed design, which is now expected to proceed (subject to funding), given the high level of public support demonstrated through this consultation. At the detailed design stage issues raised for further review will be considered.

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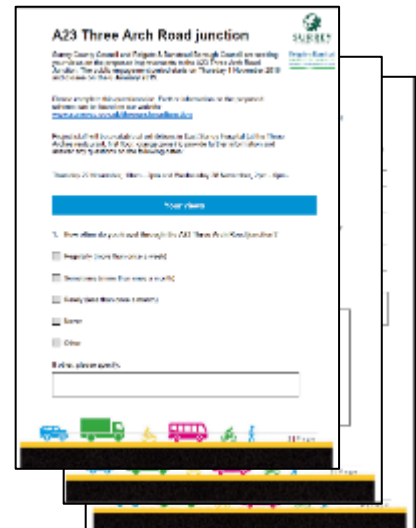


East Surrey Hospital Exhibition, Thursday 22 November 2018

3. Introduction, methodology and who responded

Introduction

- 3.1 The A23 Three Arch Road and Maple Road junction currently suffers from major congestion which causes severe queues and traffic delays. It is in an important location that connects drivers, bus users, cyclists and pedestrians to Redhill town centre to the north and Horley, Gatwick Airport and Crawley to the south.
- 3.2 A public consultation was carried out to give the public the opportunity to look at the proposals developed to date to improve the junction, and provide their views on the proposals. This is important both to assess whether there is public support, and to inform the detailed design phase of the scheme which is expected to follow as the next stage, subject to funding. The proposed plans are aimed at reducing congestion and delays to benefit all traffic including private vehicles and buses. There would also be improved crossings for pedestrians and cyclists.



Methodology

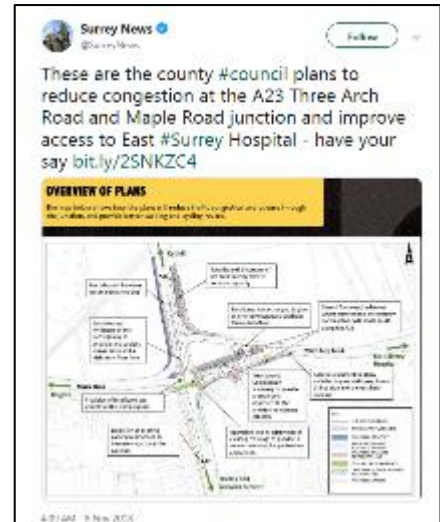
- 3.3 The public consultation was open for over nine weeks between 1 November 2018 and 6 January 2019. As the consultation period included the Christmas Holidays, the consultation period was extended for an extra three weeks compared to similar consultations conducted recently by Surrey County Council (SCC), which typically run for six weeks.
- 3.4 Two public consultation exhibition events were held at East Surrey Hospital on Thursday 22 November 2018 between 10:00 and 14:00, and on Wednesday 28 November 2018 between 14:00 and 18:00. Three SCC members of staff were on hand at each of the exhibition events to discuss the proposals, and information panels displaying the proposed plans were on show. One of the information panels included a plan of the junction with the proposed improvements annotated. The information panels were later moved to Reigate Town Hall where they were on display from 30 November 2018 until the end of the consultation period.
- 3.5 The consultation was also presented to the East Surrey Disability Empowerment Network at a meeting. A public webpage was created on the SCC website as a centralised source of information for the proposed scheme. The web page included PDF versions of the display panels to inform the public of the proposals, and a link to the questionnaire was included to invite the public to provide their views.
- 3.6 To advertise the consultation, letters were sent to nearby residents and businesses. Posters were also displayed around the junction, at East Surrey Hospital, and at a number of public destinations in the wider area including train stations, libraries and leisure centres.
- 3.7 Notification of the consultation was sent via email to various interest groups. This included transport user groups and transport operators in the area.



3.8 To ensure residents were well aware of the consultation, it was further promoted by social media online articles and E-Newsletters. Residents who lived in Redhill and neighbouring towns were targeted via Facebook advertising which directed them to the consultation web page. The advertisements reached over 30,000 residents.

3.9 Promotion via Instagram and twitter was also used to increase awareness. As well as SCC and Reigate & Banstead Borough Council twitter accounts, Surrey News and BBC Surrey tweeted about the proposed scheme. An article about the consultation was included in the Surrey Matters online magazine and E-Newsletter which has over 175,000 subscribers.

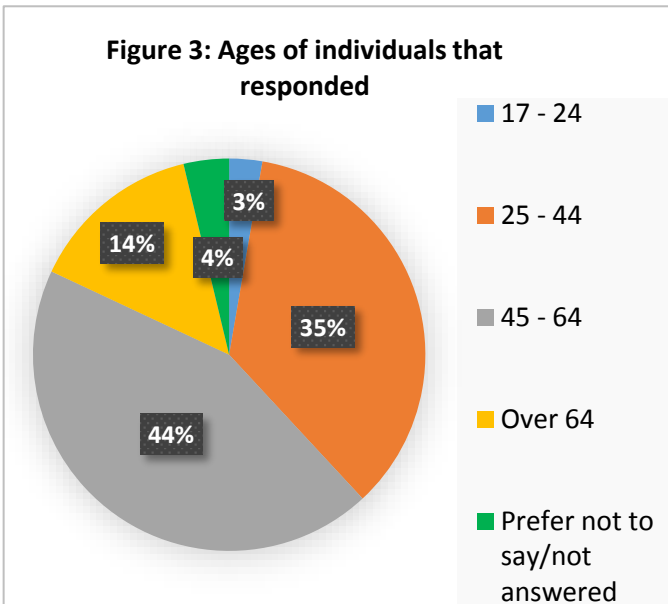
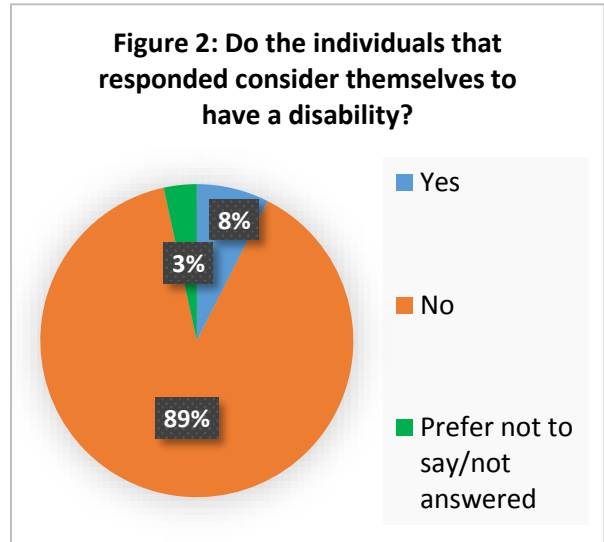
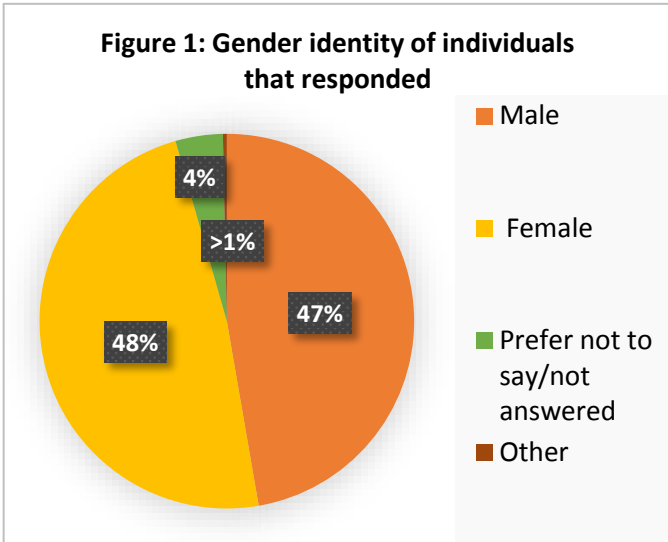
3.10 As a result of all the consultation promotion activities, there were 3,676 visits to the consultation webpage during the consultation period. Highest number of visits were from individuals living in Redhill, Reigate and Horley, which showed that the targeted communications were effective.



Display panels at Reigate Town Hall

Who responded?

3.11 294 individuals responded to the consultation questionnaire. Additionally, 6 organisations and groups responded to the questionnaire and a further 3 submitted comments separately which have also been taken into account. The responses from organisations/groups are looked at separately in section 5. Figures 1, 2 and 3 below provide information about the individuals that responded regarding their gender, whether they have a disability, and age.



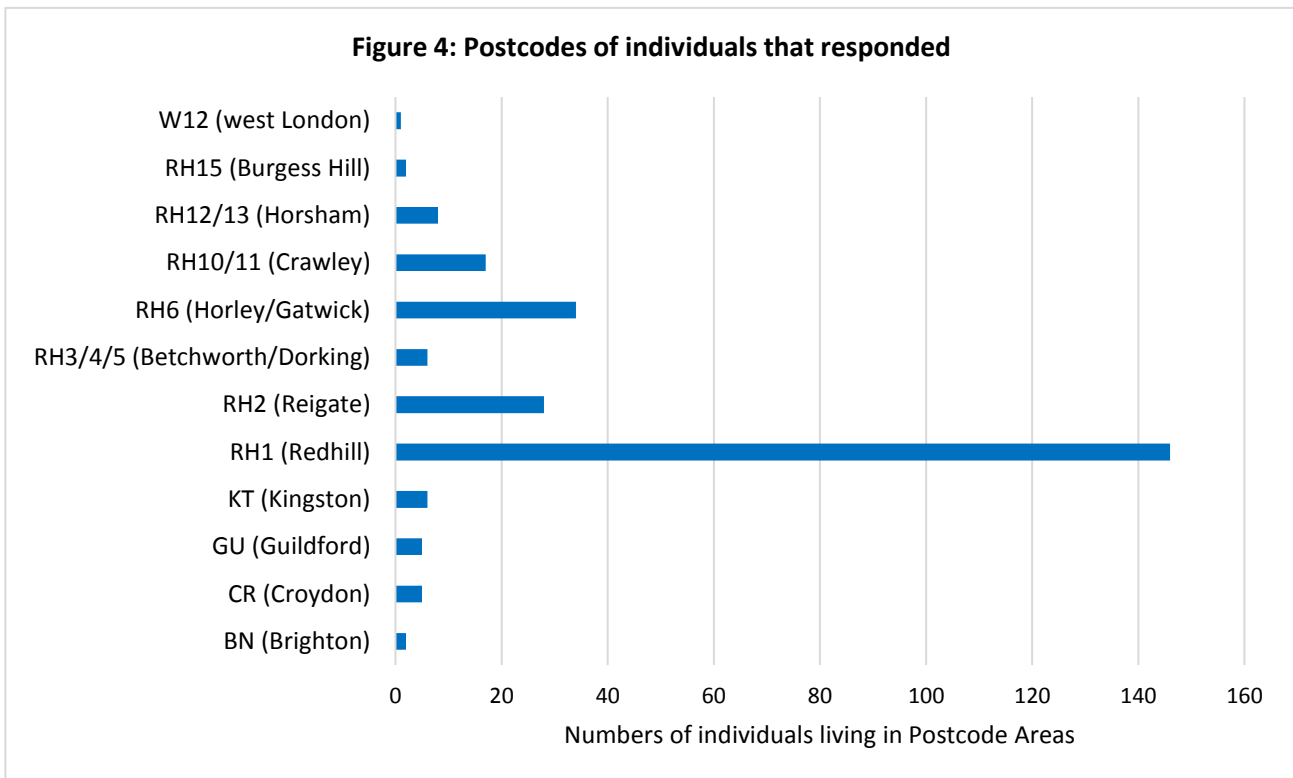
3.12 To provide context on how characteristics of the responders compare with the wider population in the areas they cover, the above can be compared with Census data 2011 for the Reigate and Banstead Borough where the majority of responders reside (see Figure 4).

3.13 Census data gender: male 49%, female 51%. The responders in comparison: 47% male, 48% female, 4% prefer not to say, >1% other. This representation is very close to the census data results.

3.14 Census data for disability: 14% consider themselves to have a disability, 86% do not. The responders in comparison: 8% considered themselves to have a disability, 89%

do not, 3% prefer not to say. The representation again is close to the census data results, with disabled people only slightly under represented.

3.15 Census data for age (approximately): 17-24: 8%; 25-44: 28%; 45-64: 25%; 64+: 16%. The responders in comparison: 17-24: 3%; 25-44: 35%; 45-64: 44%; 64+: 14%. A particularly high proportion of people aged 45-64 responded to the questionnaire, followed by people aged 25-44. This may be expected especially as we would not generally expect under 18s to fill out the questionnaire, rather their parents/guardians would be more likely to respond.

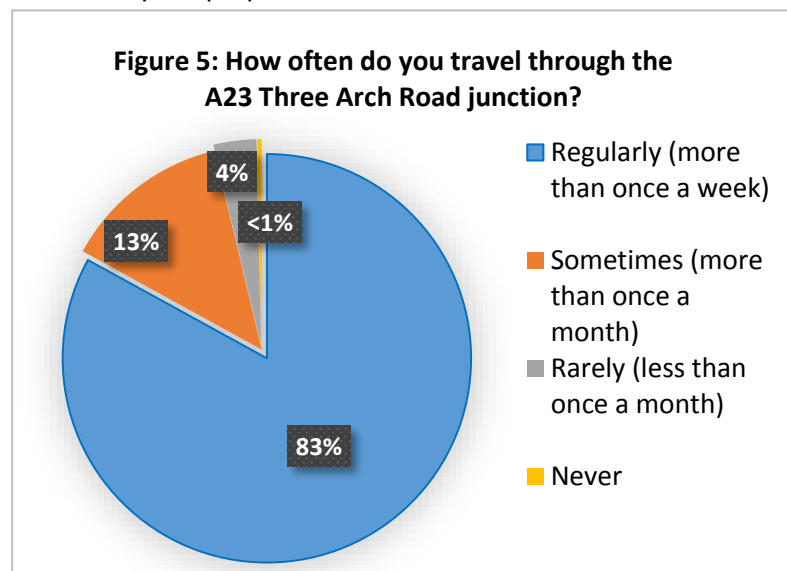


3.16 Figure 4 shows that the majority of responders live close to the junction in postcodes RH1, RH6 and RH2. There were some responders from further afield, which may be reflective of people that travel through the junction on a regular basis to get to work or local facilities including East Surrey Hospital.

3.17 Responders were asked how often they travelled through the junction. This was important in order to gauge whether the questionnaire had successfully targeted regular users of the junction and people that would be effected by the proposals.

3.18 As shown in Figure 5, the vast majority of responders use it 'regularly' (83%). Very few responders use the junction 'rarely' or 'never' (less than 5%).

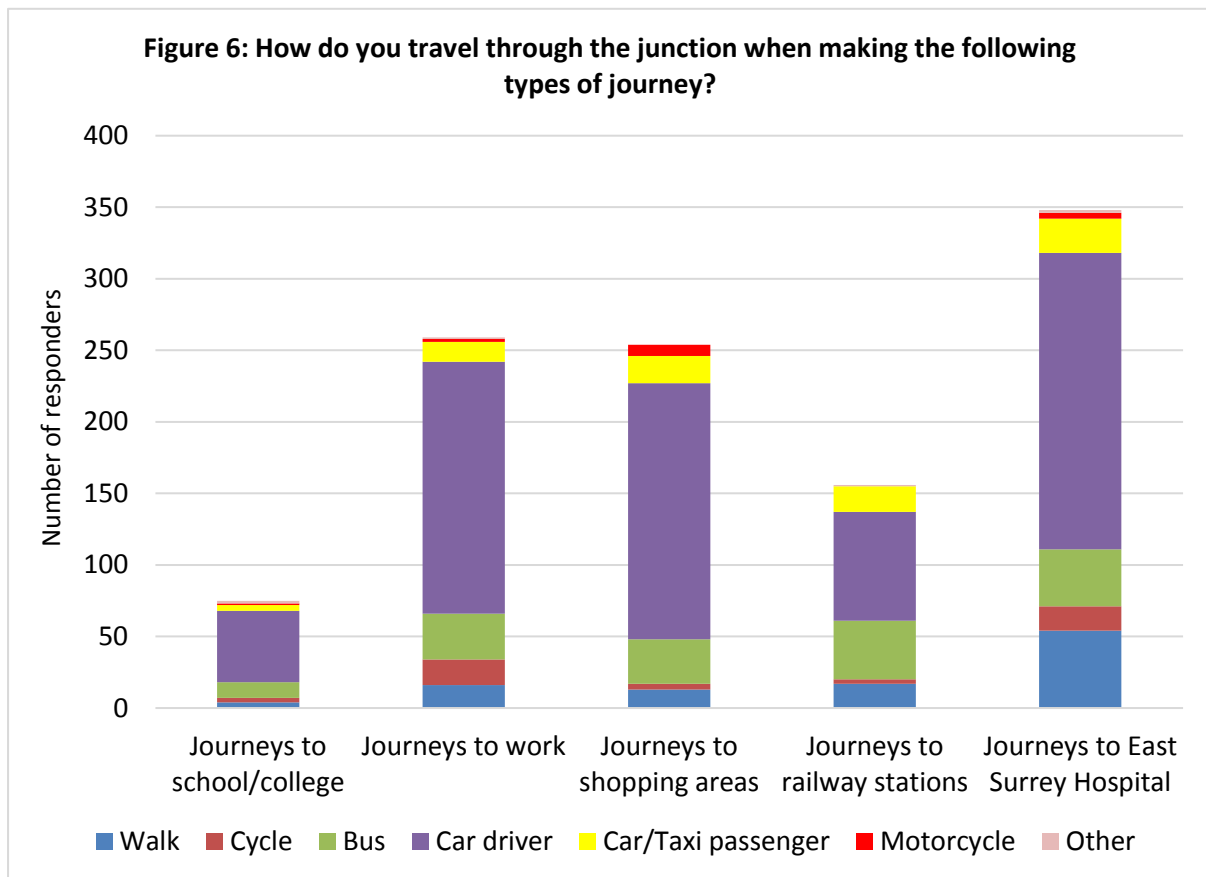
3.19 As the percentage of people answering this questionnaire use the junction regularly (with some people using it multiple times a day) is very high, this indicates that the questionnaire managed to reach the people who would be affected most by changes to the junction.



4. Responses from individuals – how the junction is currently used; views on transport issues at the junction; and level of support for the proposed scheme

How the junction is currently used

4.1 The questionnaire investigated transport mode frequency of users of the junction, dependent on a variety of destinations. All responders answered the relevant question, although it is important to note that the questionnaire allowed more than one transport mode to be selected, hence the total number of responses for journeys to East Surrey Hospital, exceed the total number of responders overall, as shown in Figure 6. Some bars in figure 6 add to less than the total number of responders as some categories are not applicable to certain individuals.



4.2 The responses are useful to provide a view of how the junction is currently used and a view on the current mode share.

4.3 Notable observations from the responses:

- Car driver travel is by far the most common mode of travel through the junction and is most popular for journeys to all the destinations. Apart from for journeys to rail stations, at least 60% of the mode share to other destinations is car driver travel.
- Bus is the second most common transport mode through the junction, although it is significantly less than car driver travel. It is the second most popular mode to reach all the destinations apart from East Surrey Hospital where walking is more popular.
- Active travel (walking and cycling combined) is significantly lower than car travel. The proportion of the mode share for walking and cycling combined ranges from between 7% and 20% depending on the destination.
- East Surrey Hospital is the most common destination for users of the junction. This may be expected due to the size and proximity of the hospital to the junction. The fact that the

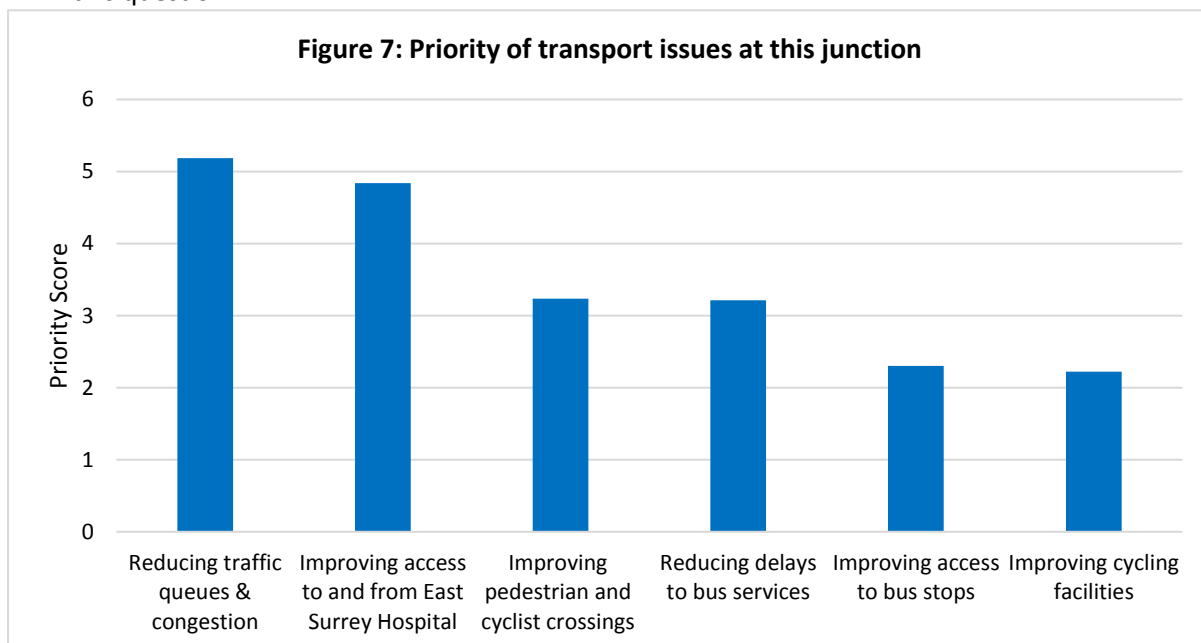
exhibition events were held at East Surrey Hospital and that the hospital were well engaged throughout the consultation period is likely to also have contributed to this high number of responders.

- Journeys to school/college made up the fewest number of responses overall. The age group of those those attending school and college was also the smallest that completed the questionnaire.

4.4 Responders were given the opportunity to describe other journeys not listed through the junction. Responses include travelling to Gatwick Airport, travelling to the Earlswood Community Recycling Centre, visiting Redhill, visiting Horley, meeting friends and family, and for other leisure purposes.

Views on transport issues at the junction

4.5 The questionnaire asked responders to rank six transport issues at the junction in order of importance. These transport issues are known problems at the junction which this scheme has the potential to address (within the area that influences the operation of the junction only). A scoring system has been applied with 6 points for the highest priority issue, 5 points for the second highest priority issues, in sequence down to 1 point for the lowest priority issue for each responder. The score for each transport issue has been averaged for all those that responded to this question.



4.6 The scores show that the issue of highest priority overall is reducing traffic queues and congestion (average of 5.2), shortly followed by improving access to East Surrey Hospital (average of 4.8). The scores for these issues are significantly above the next highest priority issues; improving pedestrian and cyclist crossings (average of 3.2) and reducing delays to bus services (average of 3.2). Neither improving access to bus stops (average score of 2.3) or improving cycling facilities (average score of 2.2) received a score of lower than 2 but are the lowest priority issues for responders.

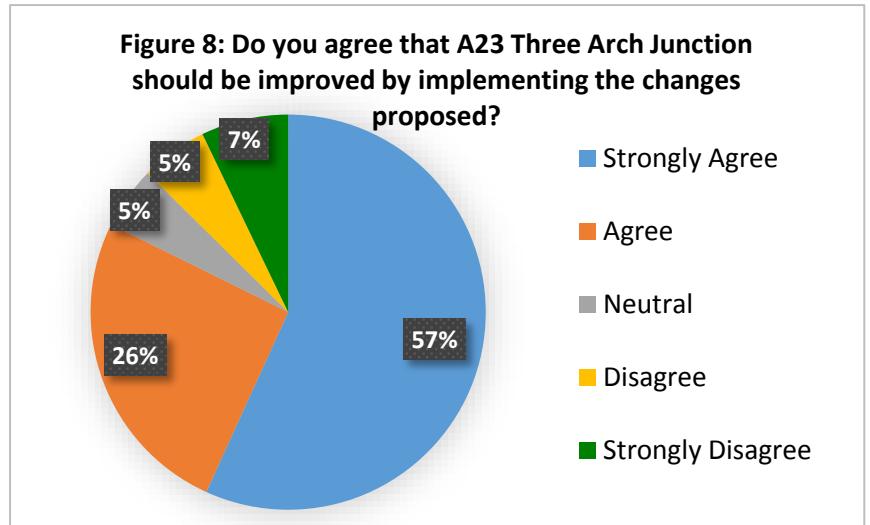
4.7 The high score for reducing traffic queues and congestion is consistent with the high car driver mode share through the junction. The large proportion of journeys to East Surrey Hospital through the junction is represented in the high importance of the need to improve access to East Surrey Hospital.

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4.8 The proposed scheme has the potential to address all of these transport issues at the junction however the prioritisation of issues is useful to take into account ahead of the next phase of the project.

Level of support for the scheme proposals

4.9 A key question included in the questionnaire asked whether those consulted agree with the proposed changes at the junction. The results are shown in figure 8. In order to best convey the proposed changes, the consultation materials included a proposed overview drawing of the junction proposals, as well as the benefits the proposals would bring.



4.10 All responders answered this question with a majority of 57% strongly agreeing with the changes proposed. A further 26% stated they agreed meaning a total of **83% of responders are in favour of the scheme.**

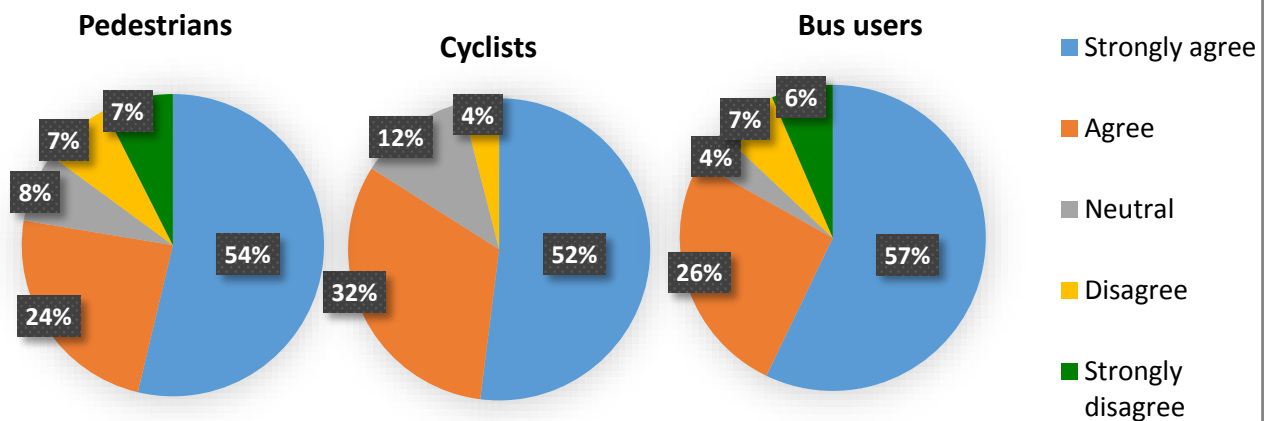
4.11 As 5% disagree and 7% strongly disagree, a total of **12% are against the proposed scheme.**

4.12 The remaining 5% issued a neutral response.



- 4.13 Although with the feedback from the questionnaire we are unable to categorise each responder to their most used transport mode through the junction, we are at least able to separate users based on whether they travel at all by a particular mode for some journeys. Feedback from the questionnaire, as shown in Figure 6, has determined that car drivers is the most dominant transport mode through the junction.
- 4.14 As less journeys are walked, cycled and by bus, it is useful to separate out those that use these modes for at least some journeys to see how this affects support for the scheme proposals, as shown in Figure 9. It is important to note that most of these responders are also car drivers, but importantly they also travel by these other modes, i.e. are not solely car drivers and so we may expect this to be taken into account in their response.
- 4.15 The results show that across all these groups who walk, cycle and/or use the bus to travel through the junction for at least some journeys, they are all supportive of the scheme (pedestrians 78%, cyclists 84% and bus users 84%). Those who agree or strongly agree are considered to be supportive.

Figure 9: Support for scheme proposals for responders who travel through the junction via walking, cycling and by bus for at least some journeys



5. Organisation and group responses

5.1 6 organisations and groups responded to the questionnaire and 3 submitted comments outside of the questionnaire structure. These have been analysed separately as they represent the views of more than one person.

5.2 The organisations and groups that responded to the questionnaire were:

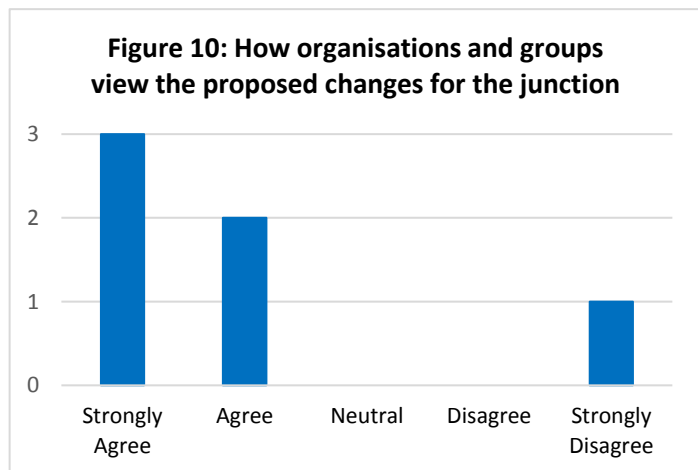
- Surrey and Sussex Healthcare NHS Trust (East Surrey Hospital)
- Metrobus (bus operator)
- Sustrans (sustainable transport charity)
- Cycle Redhill and Reigate (local cycling group)
- Sense with Roads (organisation dedicated to making roads safe and efficient)
- A local business

5.3 Additionally the following organisations and groups submitted comments separately:

- Salfords and Sidlow Parish Council
- East Surrey Green Party
- East Surrey Disability Empowerment Network

Level of support for the scheme proposals

5.4 Of those that responded to the questionnaire three of the organisations and groups strongly agree, two agree and one strongly disagrees with the proposed changes for the junction. **83% of these organisations and groups therefore support (agree and strongly agree) the proposals.** The distribution of responses is shown in Figure 10.



Views on transport issues at the junction

5.5 Below, views provided and issues raised by the organisations and groups that responded are summarised. Regarding issues raised with respect to modifications these organisations and groups would like to see to the proposed scheme, these are discussed in more detail in section 6, alongside the issues raised by all individuals that responded. Our response to these issues raised are also provided.

5.6 Staff of and visitors to **East Surrey Hospital** are one of the biggest users of the junction. The hospital strongly agrees with the proposals and supports a re-design of the junction. The main issue for the hospital is the need to overcome the long queues that can stretch back to the hospital car parks during the evening peak and problems for ambulances entering of leaving the hospital when faced with queuing at the junction.

5.7 **Metrobus** also strongly agrees with the proposals. As the main bus operator using the junction, Metrobus’ largest priorities are reducing delays to bus services and improving access to the bus stops. Further to the proposed changes, Metrobus suggests restricting parking on Maple Road to reduce delays for buses.

- 5.8 The response on behalf of **Sustrans** highlights that their strongest priorities lie with providing good crossing facilities for pedestrians and cyclists at the junction. Their response highlights support for the cycle route improvements delivered south of the junction as part of a previous scheme although pointed out the need for cyclists to have priority at crossings. The response also emphasises the need for sustainable travel infrastructure improvements to be complimented by a behaviour change programme.
- 5.9 **Cycle Redhill and Reigate** strongly disagrees with the scheme proposals. Their biggest priority is the need to improve cycling facilities, followed by improving crossings for pedestrians and cyclists. Cycle Redhill & Reigate oppose increasing capacity for motorised traffic at this junction and highlight the need for the scheme to do more for space efficient (walking, cycling, bus) modes. They also highlight the need for better crossings at the uncontrolled crossing points in the plans, with implications for accessing the bus stop on the north side of Three Arch Road and crossing Maple Road emphasised. Additionally Cycle Redhill & Reigate are critical of the overall improvements for cycling which add to the issues for cyclists beyond the junction itself. They highlight the need for cycling facilities in the area to be continuous and different routes joined up, for example joining up the Woodhatch Road cycle facility with the A23 and East Surrey Hospital.
- 5.10 **Sense with Roads** agreed with the proposals but have provided specific views regarding road layout and operation of traffic signals to improve the design.
- 5.11 **One local business** provided a response as an organisation. Their biggest priority is the need to reduce congestion, followed by improving access to the hospital. They agree with the plans but suggest making the left turn off Three Arch Road onto A23 northbound a merge lane rather than lights controlled.
- 5.12 **Salfords and Sidlow Parish Council** raised a number of points including: questioning the impact of revising the give way priority on Three Arch Road; questioning the impact of providing two northbound ahead lanes and a short right turn lane which is a change from a dedicated full right turn lane; highlighting the lack of an on-carriageway cycle route on Three Arch Road from the toucan crossing and eastwards beyond the westbound bus stop; requesting clarity on how intelligent bus priority will work in practice; and questioning the need for right turning northbound traffic to stop at traffic lights.
- 5.13 **East Surrey Green Party** carried out an internal survey and this highlighted a positive overall view of the proposed scheme. Their response emphasised problems at the junction for all road users and therefore need for a scheme to address these problems. In particular congestion at peak times was highlighted, especially when there are large numbers leaving East Surrey Hospital. The majority of comments raised through their internal survey were also raised through the wider public consultation, as detailed in Section 6.
- 5.14 **East Surrey Disability Empowerment Network** requested that an additional lights controlled crossing should be included across the Maple Road arm of junction.

6. Issues commonly raised regarding suggested modifications to the proposed scheme

- 6.1 Question 6 within the questionnaire allowed responders to provide their views on whether they think there should be any modifications to the proposed scheme.
- 6.2 Where commonly raised, we have grouped these comments and provided our (the project team) response immediately below to each raised issue. The project team response reflects where some of the comments will be taken into account in the next phase of the project, which will be detailed design, subject to funding.
- 6.3 In summary the following issues in particular will be investigated further at the detailed design stage:
- All directional arrow markings and signage will be reviewed and corrected. An error was identified in the consultation plan where the left turn flare southbound on the A23 approaching the junction should be left only.
 - The possibility of incorporating yellow boxes and keep clear markings in the scheme design will be investigated.
 - The option to include advance stop lines for on-road cyclists will be investigated at the detailed design stage.
 - Traffic light phasing and staging will be reviewed and developed during detailed design stage. This will include optimising the junction based on the traffic demands from each arm and incorporating pedestrian demand where possible.
 - Options to improve/provide a crossing to the footway by the bus stop on Three Arch Road will be investigated.
 - As part of the detailed design phase of the project, queues on Maple Road will be reviewed to determine whether any parking restrictions are necessary, to aid the performance of the junction. Consideration of the wider benefits of the scheme, to improve the performance of this junction, need to be taken into account alongside the needs for local and resident parking. Therefore parking will be reviewed as part of the detailed design stage. Restrictions will be considered where necessary, including options in terms of times of operation.

Issues raised related to junction operation and private motor vehicles broadly

- 6.4 Comments raised stated that the junction should be replaced with a roundabout.
- Project team response: This has been looked at during the feasibility design stage as an option. It was discovered that the cost of a roundabout would be almost double, much more land take would be necessary, and the benefits in terms of proportional change to journey times across the junction was modelled as less than the proposed option. It would also not be possible to introduce bus priority, and there is an increased safety risk associated with cyclists at roundabouts. Furthermore pedestrians would need to navigate uncontrolled across all arms of the roundabout and would need to take a longer route around the junction.
- 6.5 Comments raised highlighted that the scheme would result in limited space and consequential 'jostling' for lanes as the junction goes from two lanes into one, southbound on the A23. This was highlighted as dangerous.
- Project team response: The two lanes approaching the junction heading southbound are needed to provide capacity going through the junction but there is not sufficient road space to extend the two lanes any further south. The existing situation has two straight ahead lanes merging in to one over the same distance and over the last 5 years, no collisions have been reported. Therefore it is not expected that the proposals will affect this movement or increase the likelihood of collisions.

6.6 Comments raised said that the left turn flare southbound on the A23 should be marked as a left turn only towards the hospital.

- Project team response: This was not clear in the drawing provided during the consultation. The left turn flare southbound approaching the junction is intended as left turn only and the road markings would correspond with this. All road markings and signage will be reviewed and corrected where needed at the detailed design stage.

6.7 Comments raised stated that widening through the scheme should be extended beyond the junction to provide more lanes otherwise there may be capacity restrictions elsewhere. In particular a slip road for the Community Recycling Centre was highlighted as well as the need to widen Maple Road with land take from the allotments suggested. Additionally comments were made stating that the project needs to extend its scope to the roundabout outside East Surrey Hospital.

- Project team response: The scope of this scheme is restricted to the operation of the junction only. The roundabout outside East Surrey Hospital is beyond the immediate junction and boundary of the scheme. Extending the left lane as far as the Community Recycling Centre is also out of scope. This may also introduce safety concerns for the right turn into the Community Centre southbound on the A23 due to the need to cross two lanes. Widening Maple Road through land take is also out of scope although queues on Maple Road will be reviewed as part of the next phase of the project to determine whether any parking restrictions are necessary, to aid the performance of the junction (see parking section).

6.8 Comments raised stated that measures are needed to prevent 'rat running' where drivers take the left turn southbound on the A23 to skip the traffic lights and continue heading southbound.

- Project team response: This has been addressed and delivered on the ground now outside the scope of the main scheme through changing the give way line meaning drivers leaving the hospital and heading westbound on Three Arch Road now have priority and it is much harder and less beneficial to attempt this manoeuvre for a time saving.

6.9 One responder who understood that this change to the lining was being implemented raised that this change could lead to a blockage on Three Arch Road heading towards the hospital if there are cars queued making the right turn and a bus is at the bus stop here.

- Project team response: The change has been implemented based on the dwell time of buses being limited and the benefits of preventing 'rat running' for westbound traffic.

6.10 Comments raised suggested a yellow box is required in the centre of the junction where Three Arch Road westbound, the A23 and Maple Road meet, to prevent vehicles sitting in this space and blocking other movements at busy times. A yellow box was also suggested under the railway bridge section on Three Arch Road to allow ambulances through in traffic. Keep clear markings were also suggested outside Limes Close, the entrance to the Football Club and entrance to Wimbourne Avenue.

- Project team response: These comments are noted and will be reviewed during the detailed design stage.

6.11 Comments raised said that there is need for a right turn out of Maple Road.

- Project team response: This is not being taken forward as it would increase congestion at the junction.

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- 6.12 Comments raised suggested that an additional arch should be opened up at the railway bridge for use by ambulances, buses and general traffic.
- Project team response: The comments are noted but this is out of scope of this scheme due to the large costs required for the engineering works required to achieve this. Consent would also be required by Network Rail.
- 6.13 Several comments highlighted problems with traffic light phasing at the junction. Salfords and Sidlow Parish Council also questioned the need for right turning north-bound traffic to stop at traffic lights.
- Project team response: Traffic light phasing is being reviewed as part of the proposed scheme.
- 6.14 One comment raised the need for the right turn lane from the A23 into Three Arch Road to be extended. Salfords and Sidlow Parish Council also highlighted potential problems of providing two northbound ahead lanes and short right turn lane, which is a change from the existing full right turn lane.
- Project team response: This was looked at but there is insufficient road space to extend the right turn lane and provide two northbound straight ahead lanes. The straight ahead lanes have been prioritised based on vehicle numbers surveyed.
- 6.15 One local business raised that the left turn from Three Arch Road westbound joining the A23 should be a merge lane rather than traffic lights controlled.
- Project team response: A traffic lights controlled lane is necessary to give pedestrians and cyclists the opportunity to cross at the proposed toucan crossing.

Issues raised related to buses

- 6.16 Comments raised said that the bus stops on Three Arch Road should be relocated, removed or repositioned by creating a layby, as buses can hold up traffic whilst stopped.
- Project team response: In the proposed scheme the kerb line of the southern bus stop on Three Arch Road will be re-aligned to make it easier for traffic to pass once a bus has stopped. In both directions on Three Arch Road, if clear, there is a second lane which can be utilised to overtake stationary buses. There are no plans to remove or relocate bus stops as these are well used and this would reduce accessibility to important bus services. There are no plans to create bus laybys as these can compromise bus journey times and reduce bus reliability when buses need to wait to pull out.
- 6.17 There is a need to improve accessibility to the bus stop on Three Arch Road near Redhill Football Club where the crossing facility is poor and there is no path to use once you have got off the bus.
- Project team response: The comments are noted and options to improve the crossing will be investigated during the detailed design stage.

Issues related to parking

- 6.18 Comments were raised specifically supporting the need for reducing the number of cars parked around the junction.
- Project team response: These comments of support are noted.

- 6.19 Comments were raised opposing the parking restrictions proposed by the scheme on the A23 or asked for adequate parking provision to be made available elsewhere to compensate. Responses highlighted the impact removing parking would have for accessing properties adjacent to where parking would be removed, and the knock on effects on parking elsewhere, including implications for additional parking in Wimborne Avenue and Shirley Avenue. Some responders suggested creating a residents only parking scheme and/or providing parking on allotment land near the junction.
- Project team response: The proposed parking restrictions are an essential part of the proposed scheme design to provide two northbound approach lanes on the A23 and create additional capacity through the junction, particularly important at peak hours. Consideration of the wider benefits of the scheme, to improve the performance of this junction, need to be taken into account alongside the needs for local and resident parking. Therefore parking will be reviewed as part of the detailed design stage. Restrictions will be considered where necessary, including options in terms of times of operation.
- 6.20 Comments raised said that the scheme will not address the problems caused by parking on Maple Road which leads to delays particularly when buses or larger vehicles are met by oncoming vehicles and there is insufficient room to pass. Metrobus supported this point in order to reduce delays to buses. Some comments suggested that parking should be moved off the carriageway by creating laybys between the trees and/ or by using allotment land near the junction.
- Project team response: As part of the detailed design phase of the project, queues on Maple Road will be reviewed to determine whether any parking restrictions are necessary, to aid the performance of the junction. The creation of laybys and use of allotment land for parking is not planned through this scheme.

Issues related to cycling and walking

- 6.21 Comments raised said that there needs to be a signalised crossing installed to enable pedestrians to safely access the bus stop and/or the football club (used as overflow car parking for the Hospital). Furthermore there needs to be a proper footway on the northern side to access the bus stop and/or the football club.
- Project team response: The comments are noted and options to provide/improve the crossing will be investigated during the detailed design stage. Provision of a footway between the bus stop and Redhill Football Club will also be investigated but the delivery is outside the scope of this junction scheme. The footway cannot be extended from the Football Club to East Surrey Hospital as there is insufficient space (e.g. under railway bridge).
- 6.22 Comments raised stated that the proposed cycling facilities need to be extended to include Maple Road. One responder commented on the need to reduce speed on the entrance to Maple Road from Woodhatch Road as this is very dangerous for cyclists currently. Furthermore comments were raised more broadly that the scheme does not address problems for non-motorised users (NMUs) in the area. The NMU network is disconnected so is not providing the level of service needed. Cycle Redhill & Reigate emphasised this in their response; that cycle facilities in the area need to be joined up.
- Project team response: The scope of this project is limited to the operation of the junction itself. The wider cycling network, including addressing gaps to connect existing facilities will be looked at through future schemes if funding opportunities come forward. The need for

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future schemes to connect gaps in the existing cycle network around the junction is recognised in the Reigate & Banstead Local Transport Strategy.

- 6.23 Salfords and Sidlow Parish Council highlighted the lack of an on-carriageway cycle route on Three Arch Road from the toucan crossing and eastwards beyond the westbound bus stop.
- Project team response: The scheme proposes to include short sections of shared footway/cycleway on Three Arch Road, connecting into the proposed toucan crossing and existing facility along the A23 south of the junction. This is therefore an improvement on the current situation. Access to and from the shared use sections from the carriageway will be investigated further at the detailed design stage including appropriate on carriageway markings to direct cyclists and make sure motorists are more aware of the presence of cyclists. However, given limited road width, it is not expected that provision of on-road cycle lanes on Three Arch Road will be possible.
- 6.24 Comments raised said that the footway under the arch is not wide enough for pedestrians. Suggestions were made that another arch should be opened up for pedestrians and cyclists only to provide space.
- Project team response: There is limited road space under the archway and two way working lanes are required to maintain emergency access for ambulances to East Surrey Hospital. Opening up an additional arch is out of scope of this scheme due to the large costs required for the engineering works required to achieve this. Consent would also be required by Network Rail.
- 6.25 One responder commented that the wait time for pedestrians at the signals is too long.
- Project team response: Traffic light phasing will be reviewed during the detailed design stage of the scheme.
- 6.26 Comments raised said that advance stop lines need to be added to the junctions to provide safety for cyclists, especially due to there being a high number of HGV's using the junction.
- Project team response: This comment is noted and the option to including advance stop lines will be investigated at the detailed design stage.
- 6.27 One responder said that Maple Road and Three Arch Road should have 20 mph speed limits.
- Project team response: A change to 20 mph has not been included in the design as this is on an emergency services route. In order to formalise a change to 20 mph, traffic calming features may also be necessary which can be problematic for buses and emergency vehicles using this route.
- 6.28 Cycle Redhill & Reigate and East Surrey Disability Empowerment Network highlighted the need for a crossing across Maple Road.
- Project team response: This comment is noted and the traffic light phasing will be reviewed during detailed design to see if a lights controlled phase can be included for pedestrians and cyclists across Maple Road.

Other issues raised

- 6.29 One responder highlighted that the road needs to be resurfaced at the junction.
- Project team response: Surrey County Council plans to resurface this junction as part of the works here.

- 6.30 One responder stated that all dropped kerbs around the junction need to be wheel chair friendly and logistically positioned.
- Project team response: The usability of dropped kerbs will be reviewed during the detailed design stage.
- 6.31 Concerns were raised regarding the impact on traffic during construction of the scheme.
- Project team response: If the scheme is funded, some disruption would be expected during the construction phase. A construction management plan would be in place to minimise disruption, taking into account the strategic need of the junction, as well as residents living in close proximity to the junction.
- 6.32 Some comments raised said that the scheme would not be good value for money.
- Project team response: Feasibility work carried out to date shows that the scheme would reduce journey times and queues at the junction significantly and would provide overall benefits resulting in good value for money.

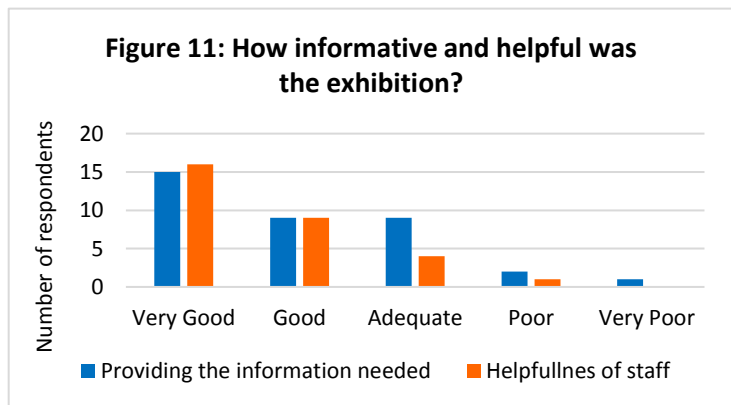


7. Other transport improvements in the area

- 7.1 The purpose of the consultation was to publicise the proposals and attain views from the public specifically on the A23 Three Arch Road junction scheme, however the questionnaire also asked for any other comments regarding how transport could be improved in the area.
- 7.2 The inclusion of this question is useful to gather information to inform our conversations with public transport operators in the area and inform other future projects and schemes that may come forward in the area, subject to funding being available or the need to bid for funding.
- 7.3 Examples of comments made in response to this question include:
- Need for more buses and trains to be timetabled, particularly at peak times.
 - Changes to bus routes.
 - Incentivising bus usage (including consideration of fares and ticketing) to reduce car travel.
 - Provision of a bus lane on the A23.
 - Bus priority at traffic lights in the area.
 - There should be a pedestrian crossing on the A23 by Earlswood Road.
 - The footway on the A23 north of the A23 Three Arch Road junction should be widened.
 - There is a need to address gaps in existing cycle infrastructure to provide continuous cycle routes.
 - Enforce parking restrictions where shared pedestrian/cycle paths have been constructed.
 - An additional arch should be opened up at the railway bridge on Three Arch Road for non-motorised users.
 - Parking restrictions in other locations on the A23 and residents parking schemes to be implemented.
 - Road widening and/or changes to parking arrangements on Maple Road.
 - Improvements to the bend outside Whitebushes Village Hall for safety purposes.

8. How informative and helpful was the exhibition?

8.1 The questionnaire asked for feedback on how the public exhibitions were run, if they provided adequate information, and how helpful the staff were. Only 36 people responded to these questions, therefore the majority of the people that attended the exhibition chose not to answer.



8.2 Of those that responded, the majority, 24 and 25 respectively, felt that both the information provided and helpfulness of the staff was good or better, with only 3 feeling the information was poor or very poor, and 1 feeling the helpfulness of the staff was poor. Figure 11 shows the full distribution of responses to this question.

8.3 The final question in the questionnaire requested further comments about the public exhibition to inform what could be improved at future exhibitions. Most comments were related to the location and timings of the public exhibition with a number commenting that the space the exhibition was held was too small and the information panels would have been better displayed in a room rather than the busy corridor of the hospital. We appreciate all of the comments raised and these will be taken into consideration when holding future consultations.

9. Conclusions

- 9.1 The consultation received a high number of responses, with 294 individuals and 6 organisations and groups responding to the questionnaire. A further 3 organisations and groups also submitted comments separately.
- 9.2 Of those that responded, the majority use the junction regularly, indicating that the questionnaire managed to reach the people who would be most affected by changes to the junction. People that use the junction to access East Surrey Hospital were particularly highly represented.
- 9.3 For people that responded, car is by far the most popular mode of travelling through the junction. Bus users are second most popular.
- 9.4 The consultation questionnaire asked responders to rank six transport problems at the junction in order of priority, of which reducing traffic queues and congestion was top, shortly followed by improving access to East Surrey Hospital.
- 9.5 A total of 83% of individuals who responded favour the proposed improvements scheme. 57% stated they strongly agree and 26% agree.
- 9.6 83% of organisations and groups who responded to the questionnaire also favour the scheme. 50% strongly agree and 33% agree.
- 9.7 This shows overall strong support of the proposals, which are now expected to proceed to the detailed design stage, subject to funding.
- 9.8 A number of common issues were raised regarding modifications that could be made to the proposed scheme when it progresses to the next stage. A number of these issues have been considered out of scope of the scheme due to there being restrictive road space, the scheme being unable to take excessive additional land, and because the scheme is restricted to the location and operation of the junction only. However, some of the issues raised will be investigated further but are subject to design work.

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A23 THREE ARCH ROAD JUNCTION IMPROVEMENTS

HAVE YOUR SAY ON PLANS TO IMPROVE THE A23 THREE ARCH ROAD AND MAPLE ROAD JUNCTION, TO REDUCE TRAFFIC CONGESTION AND DELAYS, AND PROVIDE BETTER CROSSINGS FOR PEDESTRIANS AND CYCLISTS.

HAVE YOUR SAY

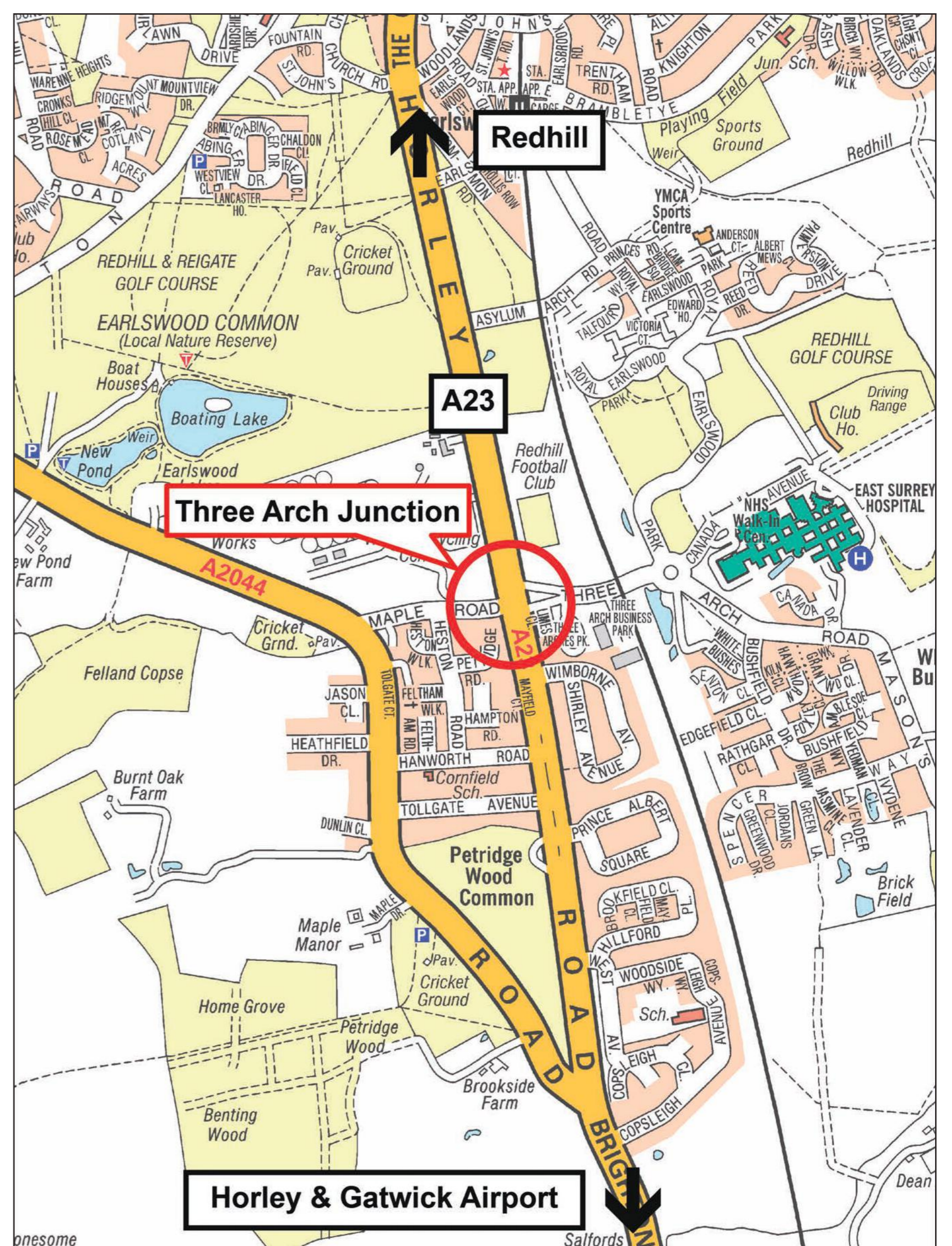
Visit: surreycc.gov.uk/threearchroadjunction between 1 November 2018 and 6 January 2019 to read the plans and complete the questionnaire.

What is being proposed?

- The plans will reduce congestion and delays at the A23 Three Arch Road and Maple Road junction, and benefit all traffic including private vehicles and buses. There will also be improved crossings for pedestrians and cyclists.

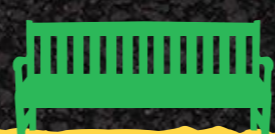
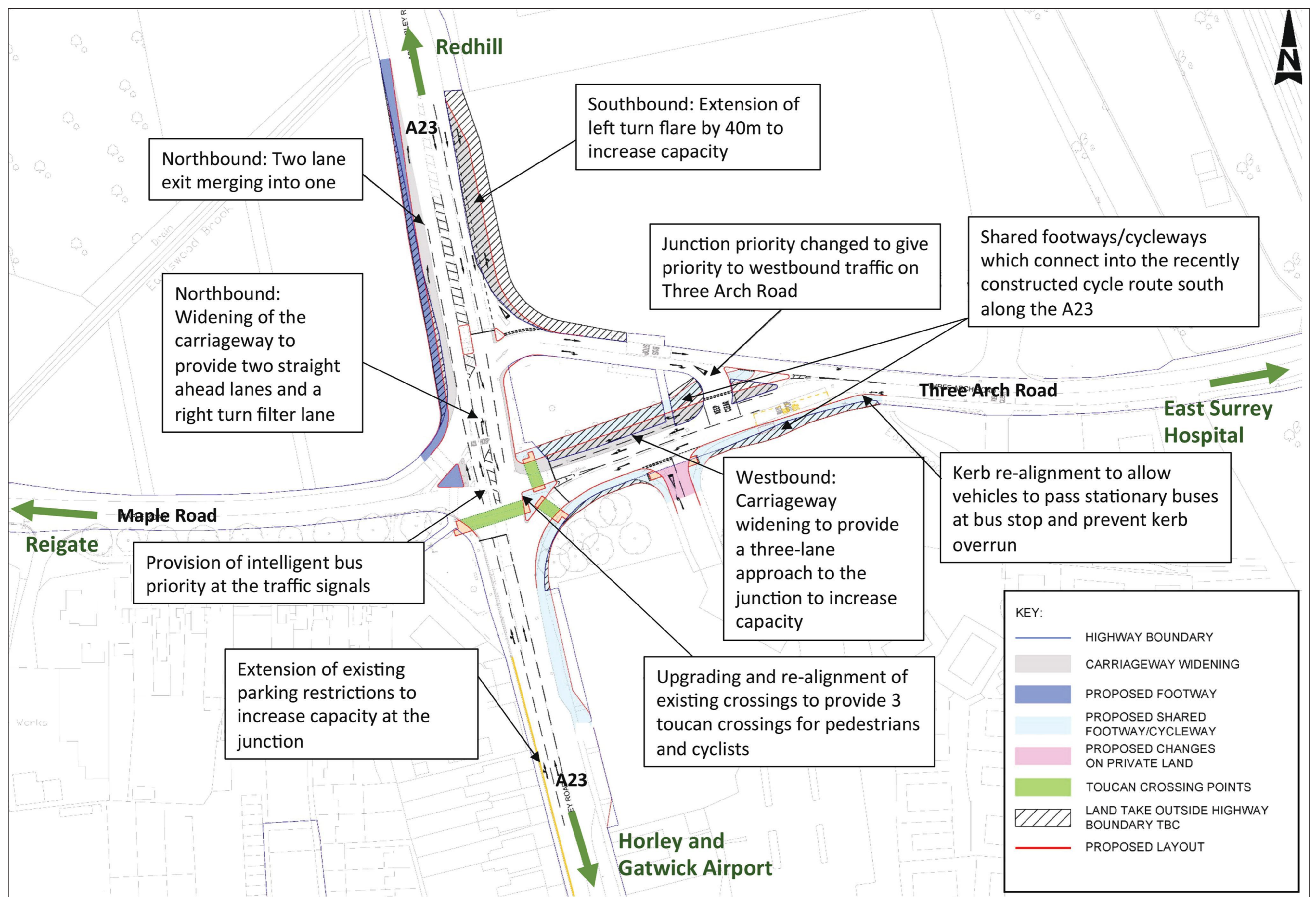
Why it's needed?

- It is an important junction which connects drivers, bus users, cyclists and pedestrians to Redhill town centre to the north and Horley, Gatwick Airport and Crawley to the south.
- The junction currently suffers from major congestion, particularly during peak hours. This causes severe traffic delays and queues.
- Importantly the junction is used for access to East Surrey Hospital, so any congestion can delay ambulances in an emergency and causes problems for hospital visitors and staff.
- Improvements will make sure increased traffic from new development does not cause more congestion at junction.
- Measures are needed at this junction to improve safety for cyclists and pedestrians, and provide improved reliability for local bus services.



OVERVIEW OF PLANS

The map below shows how the plans will reduce traffic congestion and queues through the junction, and provide better walking and cycling routes.



BENEFITS OF THE PLAN

- Capacity improvements will reduce congestion and traffic delays.
- Journeys through the junction will be a lot quicker especially in morning and evening peak times.
- Improved emergency and visitor access to East Surrey Hospital.
- Less congestion and queuing at the junction will be beneficial for air quality.
- Improved bus reliability and journey time savings, with priority given to late running buses at the traffic signals.
- Shared paths and new crossings will provide safer routes for cyclists and pedestrians.

Westbound vehicles queuing on Three Arch Road at the junction

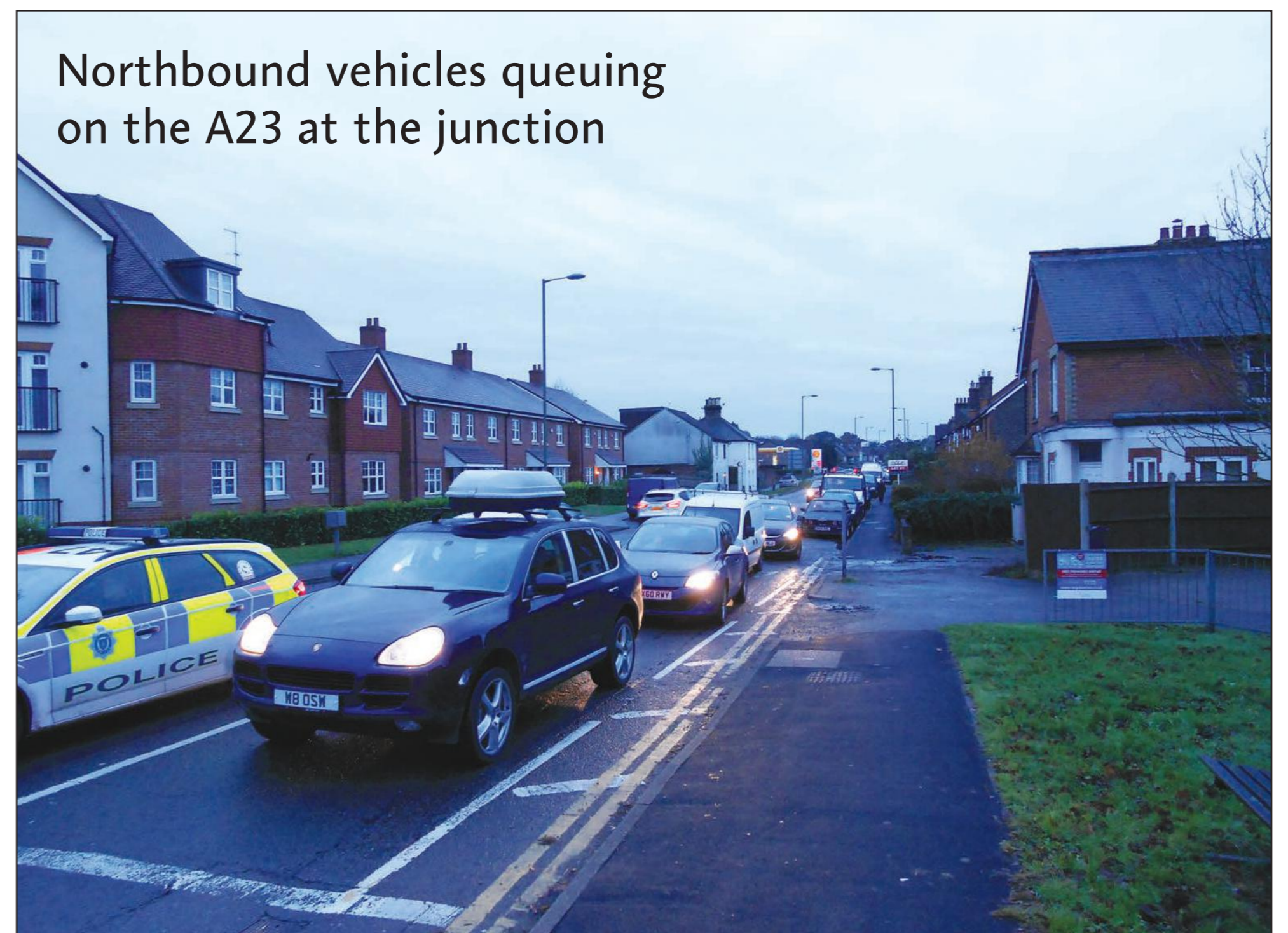


Westbound vehicles queuing back along Three Arch Road on approach to junction

Eastbound vehicles queuing on Maple Road at the junction

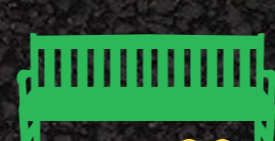


Northbound vehicles queuing on the A23 at the junction



NEXT STEPS

Once we have received feedback from the consultation we will agree any necessary changes and then undertake detailed design work, while securing the funding that is necessary to implement the scheme.



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A23 THREE ARCH ROAD JUNCTION

Have your say on proposals to reduce traffic congestion on the A23 Three Arch Road and Maple Road junction:

- New junction layout to reduce congestion and traffic delays.
- Better emergency and visitor access to East Surrey Hospital.
- More reliable bus services and journey time savings.
- Shared paths and improved crossings will provide safer routes for cyclists and pedestrians.

How can I give my views?

Go to: surreycc.gov.uk/threearchroadjunction

between 1 November 2018 and 6 January 2019 to complete the questionnaire.

View the proposals and ask the project team questions at: East Surrey Hospital – the Three Arches restaurant, first floor, orange zone, **on:** Thursday 22 November, 10am - 2pm and Wednesday 28 November, 2pm - 6pm.

View the proposals (display board only) at Reigate Town Hall, between 30 November 2018 and 6 January 2019.



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A23 Three Arch Road junction

Surrey County Council and Reigate & Banstead Borough Council are seeking your views on the proposed improvements to the A23 Three Arch Road Junction. The public engagement period starts on Thursday 1 November 2018 and **closes on the 6 January 2019**.

Please complete this questionnaire. Further information on the proposed scheme can be found on our website:

www.surreycc.gov.uk/threearchroadjunction

Project staff will be available at exhibitions in East Surrey Hospital (at the Three Arches restaurant, first floor, orange zone) to provide further information and answer any questions on the following dates:

Thursday 22 November, 10am - 2pm and Wednesday 28 November, 2pm - 6pm.

Your views

1. How often do you travel through the A23 Three Arch Road junction?

- Regularly (more than once a week)
- Sometimes (more than once a month)
- Rarely (less than once a month)
- Never
- Other

If other, please specify:



A23 Three Arch Road junction

2. How do you travel through the junction when making the following types of journey?

	Walk	Cycle	Bus	Car driver	Car/ Taxi Passenger	Motor Cycle	Other	Not applicable
Journeys to school/college	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to shopping areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to railways stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to East Surrey Hospital	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please describe any other journeys not listed above that you make through the junction:

3. If you use Three Arch Road junction to access the hospital, please tell us why?

- As hospital staff
- As a visitor/patient to the hospital ever
- Other

If other, please specify:



A23 Three Arch Road junction

4. What do you think are the biggest transport issues at this junction?
(Put these in priority order, with 1 being your top priority and 6 being lowest priority)

- Reducing traffic queues & congestion
- Improving access to and from East Surrey Hospital
- Improving pedestrian and cyclist crossings points
- Reducing delays to bus services
- Improving access to bus stops
- Improving cycling facilities

5. Do you agree that the A23 Three Arch Road junction should be improved by implementing the proposed scheme?

- Strongly agree Agree Neutral Disagree Strongly disagree
-

6. Do you think there should be any modifications to the proposed scheme?



A23 Three Arch Road junction

7. Have you got any other comments about how transport could be improved in the area?

About you

It would help us analyse this questionnaire if you could let us know about you. Any information you provide will be treated in strictest confidence in accordance with the Data Protection Act (1998), Market Research Code of Conduct and the General Data Protection Regulation Act (2018). It will not be passed to third parties or used for other purposes. Individual respondents will not be identifiable.

8. Are you responding as an individual or on behalf of an organisation?

- Individual
- Organisation

9. What is the name of the organisation you are representing? (if applicable)



A23 Three Arch Road junction

10. How many people are you representing from your organisation? (if applicable)

- 1 - 10
 10 - 50
 50 - 100
 100+

11. Please list your role at the organisation? (if applicable)

12. Gender:

- Male
 Female
 Other
 Prefer not to say

13. What is your age group?

- Under 17
 17 - 24
 25 - 44
 45 - 64
 Over 64
 Rather not say

14. Please provide your postcode: _____

15. Do you consider yourself to have a disability?

- Yes
 No
 Rather not say



A23 Three Arch Road junction

16. How did you view the public consultation information?

- I visited East Surrey Hospital public exhibitions
- I viewed the information online
- I visited Reigate Town Hall display boards

17. If you viewed the exhibition at East Surrey Hospital, please fill out the options below to help us to improve our service to you.

	Very good	Good	Adequate	Poor	Very poor	Not applicable
Providing the information you needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helpfulness of staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

18. Do you have any other comments about the public exhibition? For example, at future public exhibitions, what could be improved?

Thank you for completing this questionnaire.
All information presented at the exhibition can be found on our website:
www.surreycc.gov.uk/threearchroadjunction

You can also return your questionnaire responses to Surrey County Council Transport Policy Team, Room 420 County Hall, Penrhyn Road, Kingston, KT1 2DY.
Please return by Sunday 6 January 2019 when the consultation closes.

Or email us at: majorschemes@surreycc.gov.uk



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

DATE: 3 JUNE 2019
LEAD: ZENA CURRY, AREA HIGHWAY MANAGER
OFFICER:
SUBJECT: HIGHWAYS SCHEMES UPDATE REPORT



AREA(S) ALL
AFFECTED:

SUMMARY OF ISSUE:

To inform the Local Committee on the progress of the 2019/20 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 Severe Weather Recovery Programme, the Greater Redhill STP, Chetwode Road, centrally funded maintenance and the A23 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, capital maintenance work, and the Members Highway Fund. As well as the work that is being carried out on the Severe Weather Recovery Programme, the Greater Redhill STP, Chetwode Road, Horley Masterplan, A23 Resilience Project and the large scale, centrally funded maintenance schemes.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On 3 December 2018, subject to final approval of Full Council in February 2019, the Reigate and Banstead Local Committee agreed a programme of capital works for the 2019/20 financial year. Subsequently the budget was amended with each Local Committee receiving £100,000 and a further amount based on a formula which includes factors such as road length and population. This resulted in Reigate and Banstead receiving an increased capital budget of £211,111.
 - 1.2 As a result £81,111 of the capital budget has been allocated to fund the ITS programme, which was approved by the Local Committee in December 2018. The balance of £130,000 will be used to fund capital maintenance schemes, divided equitably between divisional members. It was agreed that schemes to be progressed through the capital maintenance budget would be agreed by the Reigate & Banstead Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and divisional members.
 - 1.3 Members were further advised that in the 2019/20 financial year they would continue to receive a Member Highways Fund allocation of £7,500 per
- www.surreycc.gov.uk/reigateandbanstead

divisional member. It was agreed that the Member Highways Fund would be managed by the Maintenance Engineer on their behalf. The Cabinet Member for Highways has subsequently issued guidance to members on how the allocation can be used, including putting in place a number of constraints to avoid creating longer term problems.

- 1.4 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.
- 1.5 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 have delegated highway budgets for the current Financial Year 2019-20 as follows:

- Capital ITS: £81,111
- Capital Maintenance: £130,000
- Member Highway Fund: £75,000 (£7,500 per division).
- **Total: £286,111**

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 are 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 such as bridges and embankments, major drainage schemes and traffic light maintenance.

2.2 Local Committee capital works programme

Progress on the approved Local Committee funded capital programme of highway improvement 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 capital maintenance works programme

The Reigate & Banstead Maintenance Engineer is contacting members to discuss what capital maintenance works they wish to promote in their divisions. A full update on works being progressed will be provided at the September Local Committee meeting.

2.4 Member Highway Fund

Nine of the ten county members have agreed to allocate £6,000 of their Member Highway Fund towards the provision of a Revenue Maintenance Gang in Reigate & Banstead. This funding will provide each member with the gang for 4 weeks and 4 days in their division. Additional funding has been identified to enable a gang to be procured for 42 weeks.

The gang started work on 7 May 2019 and will be used to respond to requests for work raised by residents both directly to members and also to the local area team. The gang will also be used to proactively react to issues identified by members and the local area team. It should be noted that priority is given to safety issues.

The gang's workload will be spread equitably between the nine divisions and monitored by the Maintenance Engineer. The only work to be issued to the gang in the remaining division will be to resolve safety issues eg. obstruction of sightlines by overgrown vegetation. An update of the work carried out by the gang in the first four months will be provided at the September Local Committee meeting.

The Maintenance Engineer will be working with members to agree what additional highway works they wish to carry out in their divisions with their remaining Member Highway Fund allocation.

2.5 Parking

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

Other highway related matters

2.6 Customer services

Table 1 below shows the number of enquiries received between January and March 2019 compared to the number received during the same period in 2018.

Table 1 Customer Enquiries

Period	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	No. of R&B enquiries sent to the Local Area Office
Jan-Mar 2018	45,357	6,048	2,419
Jan-Mar 2019	34,644	4,446	1,822

Between January and March 2019, Highways and Transport received 34,644 enquiries and reports, an average of 11,548 per month. This is significantly less than over the same period last year, which can largely be attributed to the milder winter this year in comparison to the 2017/18 winter.

For Reigate & Banstead specifically, 4,446 enquiries have been received of which 1,822 were directed to the local area office for action, 94% of these

have been resolved. This response rate is slightly below the countywide average of 95%.

During the first quarter of 2019 Surrey Highways received 62 stage 1 complaints of which seven were for the Reigate and Banstead area. One was escalated to Stage 2 of the complaints process, the service was not found to be at fault following independent investigation. Two complaints were escalated to the Local Government Ombudsman, no fault was found.

2.7 Major Schemes

Greater Redhill STP (A23 Three Arch Road Junction)

Delivery of the Greater Redhill STP is almost complete. The majority of the work on this scheme was completed by the end of March 2019, as required by the C2C LEP funding body. There now follows a period of snagging and remedial works, including any necessary safety improvements as identified through the stage 3 safety audit process. All remaining works are due to be completed by the summer. This includes installation of additional bollards, to enforce the no parking along the A23 cycle route, south of the junction with Three Arch Road between the Shell garage and the junction with Prince Albert Square. These measures are necessary to improve safety of the shared pedestrian cycle route, and prevent further damage to the footway from parked vehicles.

Horley Master Plan - Horley Master Plan funding forms the local funding contribution for the STP project. Works are continuing to deliver public realm improvements for Horley town centre.

On completion of the final elements from the programme of works we will undertake project monitoring and evaluation. This is designed to measure and record the benefits provided by the built scheme and review against project objectives. A plan for this review work will commence shortly and will be overseen by the Member Task Group.

Public consultation on the proposed scheme for the A23 Three Arch Road junction has been completed. The analysis report and next steps on this project is the subject of a separate report provided for information to this Local Committee.

Further information on the Greater Redhill STP including the most recent newsletter which was published in March 2019 can be found on Surrey County Council's Major Schemes web page;

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

Chetwode Road

In 2013 Surrey County Council and Reigate and Banstead Borough Council entered into a Joint Statement of Intent that committed the two authorities to work together to deliver physical and social regeneration of the Preston estate.

One of the key priorities was to improve access, parking and traffic flow to benefit both existing and new residents, as a consequence of new development on the estate

To mitigate the effect of the new housing on the De Burgh site, part of the planning permission was to undertake work along Chetwode Road to improve traffic flow.

A preliminary scheme has been developed that includes improved on street parking, selected footway and carriageway repairs, and the upgrading of two bus stop waiting areas.

The improved parking is intended to provide sufficient width within Chetwode Road to permit two-way traffic to flow more easily than at present, aid bus access, and will accommodate the additional vehicles generated by the new housing on the De Burgh site.

The scheme has been developed in consultation with the Raven Housing Trust, internal and external service areas and with local County and Borough councillors. A local engagement exercise is now being planned for early June to inform local residents about the plans and to obtain their comments.

The outcome of the local engagement and details of the preferred scheme for Chetwode Road, will be the subject of a future report to the Local Committee.

A23 Resilience Project

The Coast to Capital Local Enterprise Partnership approved a business case for the A23 Resilience project with a value of £4.9m. The business case was essentially to upgrade and repair drainage infrastructure and to carry out carriageway reconstruction/resurfacing on A25 Redstone Hill and specified locations on the A23 from Redhill Town Centre to south of Chequers roundabout in Horley.

Works commenced at the beginning of 2018, with an extensive survey of drainage asset data, as historically the Council has poor drainage records for this area. The survey included high pressure water cleansing of all gullies and highway drains to enable CCTV surveys. The survey work informed an extensive programme of drainage repairs and capacity improvements that have been ongoing since March 2018.

Carriageway resurfacing commenced in March 2018 at the section of A25 Redstone Hill under the rail bridge which was prone to flooding and had a very poor road surface. The following sections of the A23 have also been reconstructed/resurfaced as part of the A23 Resilience Project.

- Chequers roundabout, Horley.
- A23 Horley Road – between the junctions of Three Arch Road and Woodhatch Road.

- A23 Brighton Road – between the junctions of Woodhatch Road and Lodge Lane.
- A23 Brighton Road – Lodge Lane up to Bonehurst Bridge.

Carriageway reconstruction works on A23 London Road, Redhill from Lombard roundabout junction to the junction with Linkfield Lane is anticipated to start somewhere between October to December 2019. Similarly, resurfacing works on sections of A23 Bonehurst Road, Salfords will also be carried out during the same period.

In addition to the above, the main highway drainage through and around the Three Arch junction has been upgraded. Drainage improvement works will also be carried out north of the Three Arch junction as well as at the Hooley Lane junction and Grove Hill Road junction between October to December 2019 (subject to road space being available).

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.

M23 Smart Motorway

Highways England are continuing works to improve the busy 18km (11 miles) stretch of the M23 between junction 8 near Merstham and junction 10 near Copthorne by upgrading it to an “all lane running” (ALR) smart motorway.

These works began in March 2018 and are expected to be completed by early 2020. These works will result in;

- An additional lane for traffic increasing capacity to reduce congestion.
- More technology on the road to manage incidents.
- More reliable journeys.

Updated information regarding this scheme can be found on Highways England website at the following location;

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

2.8 Centrally funded maintenance

Operation Horizon

The Operation Horizon Team’s programmes of major maintenance works for 2019-20 for the Reigate and Banstead area, are published on Surrey County Council’s website here:

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

Severe weather recovery programme

A list of roads included within the severe weather recovery programme is published on Surrey County Council's website. This list consists of over 200 roads across the county and can be found at the following location on the website;

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

This list is continually being updated, with new roads being added and information regarding those resurfacing works that have been completed being provided. All of these roads have been put forward by local members or the local highway teams.

2.9 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**.

2.10 Passenger Transport

The programme of Quality Bus Corridor (QBC) improvements along the routes served by local bus services 430/435 and 420/460, as part of the Greater Redhill STP works, is almost complete. One bus stop at Prices Lane, Woodhatch still requires improvement work. A revised structural design is required at this site, after which the new shelter installation and bus stop accessibility improvements are expected to follow subject to final costs and available funding.

2.11 Other key information, strategy and policy development

Winter Service

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.

The Cold Weather Plan is now on Surrey County Council's website and can be found at the following location;

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/salting-and-gritting>

Salting Routes can also be seen on a map on Surrey County Council's website at the following location;

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/salting-and-gritting/salting-routes-in-surrey>

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.

2.16 Network Rail Bridge - Waterhouse Lane, Kingswood

Following an inspection of the railway bridge on Waterhouse Lane, Kingswood proposals have been put forward to install traffic lights in the long term, so that there will be single file traffic over the bridge. This decision has been made on structural safety grounds.

This road is currently closed due to Southern Gas Network carrying out works near to the bridge therefore it is not possible at this time to close the road at the bridge to install the traffic signals. Their works are programmed to be completed on the 2nd August and the traffic signal works will be coordinated to start as soon as is possible after this date. In the interim the bridge is being monitored under an increased weekly inspection regime to ensure bridge condition is safe whilst the traffic light project is developed.

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 – 2.4 of this report.
- 5.2 The key objective with regard to the 2019/20 budgets will be managed to a neutral position.

6. WIDER IMPLICATIONS:

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

Area assessed:	Direct Implications:
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 capital maintenance works and Local Member Highways Fund in Reigate and Banstead will be set out at the September Local Committee.
- 7.3 Information regarding the number of enquiries received by the local area team between January and March 2019 in comparison with the same period in 2018 is set out under section 2.6 of this report.
- 7.4 Information regarding the Severe Weather Recovery Programme, the M25 junction 8 works, the M23 Smart Motorway Scheme, the Greater Redhill STP, Chetwode Road, Centrally Funded Maintenance and the A23 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 Local Committee in September.

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

Background papers:

Report to Reigate and Banstead Local Committee, 3rd December 2018, "Highways Forward Programme 2019/20"

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CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Slipshatch Road, Reigate		
Detail: Speed Limit Reduction	Division: Earlswood & Reigate South	Allocation: £5,000 (2018/19)
Progress: The work to install a 40mph speed limit in Slipshatch Road, Reigate is now complete.		
Project: Hollymeoak Road/Portnalls Road - Chipstead		
Detail: Junction improvement	Division: Banstead, Woodmansterne & Chipstead	Allocation: £5,000 (2018/19)
Progress: A feasibility study to assess measures that could be implemented to improve this junction will be complete by the end of June 2019.		
Project: Accessibility improvements – dropped kerbs/tactile paving		
Detail: Provision of dropped kerbs/tactile paving	Division: All	Allocation: £5,000 (2018/19)

CAPITAL ITS IMPROVEMENT SCHEMES

Progress:

Locations identified from requests received as follows:

Lynden Gardens junction with St Mary’s Road, Reigate Division: Reigate

2 dropped kerbs to be provided to allow access from Lynden Gardens to the south side of St Marys Road – works complete.

Oldfield Road, Horley Division: Horley East

1 dropped kerb opposite Whitehatch Care Home to facilitate access for residents from care home – works complete.

Ladbroke Road, Redhill Division: Redhill East

2 dropped kerbs either side of access to Warwick House. This is the only access on this side of Ladbroke Road with no dropped kerbs – works complete.

Earlswood Road junction with Station Approach West, Earlswood Division: Redhill East

3 dropped kerbs, 2 either side of Earlswood Road outside The Old Chestnut Public House and 1 on Station Approach West outside Gordon Court to facilitate access to station. – works complete.

Gloucester Road, Redhill

Widening of existing dropped kerb and installation of 1 new dropped kerb crossing, to facilitate pedestrian access to/from Gloucester Road car park – works complete.

Project: Small safety and improvement schemes

Detail: To be carried out as appropriate	Division: All	Allocation: £5,363 (2018/19)
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CAPITAL ITS IMPROVEMENT SCHEMES

Progress:

A217 London Road, Reigate – LED halo beacons have been provided on the zebra crossings at the following locations, to improve the visibility of the crossings to motorists. This work was part funded using Developer Funding. These works are complete.

- A217 Reigate Hill
- A217 London Road (northbound)
- A217 London Road (southbound)
- A25 Castlefield Road

Project: Signs and road markings

Detail: To fund new signs and road markings.	Division: All	Allocation: £4,000 (2018/19)
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Progress:

Masons Bridge Road – SLOW marking installed to support existing “bend ahead” warning sign.

Some of this funding was also used to support the installation of the Halo beacons on the existing Zebra crossings on the A217 London Road, Reigate.

Project: Hollymeoak Road/Portnalls Road, Chipstead

Detail: Junction improvements	Division: Banstead, Woodmansterne & Chipstead	Allocation: £35,000 (2019/20)
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CAPITAL ITS IMPROVEMENT SCHEMES

Progress:

A feasibility study to assess measures that could be implemented to improve this junction will be complete by the end of June 2019 and improvements will be constructed by the end of March 2020.

Project: Masons Bridge Road – speed management

Detail:	Division: Earlswood and Reigate South	Allocation: £30,000 (2019/20)
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Progress:

Following the speed limit reduction in Masons Bridge Road from 40mph to 30mph in March 2017 a speed survey was carried out to monitor the effect on vehicle speeds of the reduced speed limit. Unfortunately the results of the speed survey showed that vehicle speeds have increased in the section of Masons Bridge Road where the speed limit was reduced. Surrey's policy "Setting Local Speed Limits" states that if a speed limit reduction has not been successful in reducing vehicle speeds consideration is to be given to further engineering measures to encourage greater compliance with the reduced speed limit.

It has been agreed that engineering measures to support the reduced speed limit in Masons Bridge Road be designed using funding from the small safety and improvement schemes budget.

Design work has started on this scheme.

Project: Accessibility improvements – dropped kerbs/tactile paving

Detail: Provision of dropped kerbs/tactile paving	Division: All	Allocation: £5,000 (2018/19)
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CAPITAL ITS IMPROVEMENT SCHEMES

Progress:
Locations to be identified from requests received.

Project: Stage 3 Road Safety Audits

Detail: To be carried out as appropriate.	Division: All	Allocation: £1,000 (2019/20)
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Progress:
Stage 3 audits for previously installed schemes to be identified throughout the year.

Project: Small safety and improvement schemes

Detail: To be carried out as appropriate	Division: All	Allocation: £6,111 (2019/20)
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Progress:
Schemes to be identified throughout the year.

Project: Signs and road markings

Detail: To fund new signs and road markings.	Division: All	Allocation: £4,000 (2019/20)
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CAPITAL ITS IMPROVEMENT SCHEMES

Progress:

London Road North, Merstham – an order has been raised to provide a two-way traffic warning sign following a petition presented to the Local Committee in September 2018. This sign will be installed by the end of September 2019.

Other schemes to be identified throughout the year.

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.

Design work has started on this scheme.

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

Detail: Junction Improvement

Division: Nork and Tattenhams

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. The bid has unfortunately not been successful at this time. However, the bid will be resubmitted should additional Growth Deal funding become available.

POTENTIAL DEVELOPER FUNDED SCHEMES

Project: Preston Regeneration

Detail: Various measures

Division: Nork and Tattenhams/Tadworth, Walton and Kingswood

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

See main report for update about Chetwode Road.

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: Eastgate, Nork

Detail: Install one-way working and echelon parking

Division: Nork and Tattenhams

Progress:

Site meeting held with divisional member (Cllr N. Harrison), borough member (Cllr B. A Stead) on 14th November 2018 to discuss scoping design work to be carried out, following confirmation from Cllr Kemp that a small amount of Members Allocation could be used to put together a scoping design. Scoping design is now complete and Reigate & Banstead have agreed to provide £35,000 for this scheme. Officers are to submit the bid for this scheme to Surrey County Council's Capital Programme Panel for financial overview and scrutiny, prior to consultation on this scheme being carried out.

Project: Chequers Lane, Walton on the Hill

Detail: Priority give-way

Division: Tadworth, Walton and Kingswood

POTENTIAL DEVELOPER FUNDED SCHEMES

Progress:

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

ROAD SAFETY TEAM SCHEMES

Project: Croydon Road/Wray Common Road, Reigate

Detail: High Friction Surfacing

Division: Reigate

Progress:

Work to install the high friction surfacing at this junction is now complete.

Project: A23 Brighton Road, Horley – near Southlands Ave

Detail: Pedestrian Crossing

Division: Horley West, Salfords and Sidlow

Progress:

Work to construct a central refuge and install additional traffic signal heads on the existing signalised pedestrian crossing close to the Tesco Express store, in order to make this crossing more visible are complete.

Project: B2217 High Street, Banstead

Detail: Informal/uncontrolled pedestrian crossing

Division: Banstead, Woodmansterne & Chipstead

ROAD SAFETY TEAM SCHEMES

Progress:

Kerb build-out with uncontrolled crossing outside Tesco Express and the alleyway (leading to Banstead village) which is between Specsavers Opticians and HSBC bank. Design work is continuing on this scheme.

Project: D1165 Gatton Bottom, Merstham

Detail: Kerbing/yellow backed chevron

Division: Merstham & Banstead South

Progress:

Gatton Bottom, Merstham – install kerbing and yellow backed chevron to highlight the bend east of Wellhead Cottage. Design work is continuing on this scheme.

PARKING

Progress:

The 2017/18 review lining is substantially complete and the signing is in place. A report on the outcome of the 2019 review was presented to the local committee on 4 March 2019 and the advert for this is being prepared.

Note: Information correct at time of writing (20/05/2019)

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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 23/05/2019)*

- 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
04/12/2017	8	To make a Map Modification Order in respect of footpaths on land off Rectory Lane, Woodmansterne.	Open	Countryside Access Officer	The documents have all been sent off to the Planning Inspectorate who have acknowledged receipt. Officers are currently waiting to hear how this will be dealt with. This is likely to be a public inquiry.
04/12/2017	14	To modify Traffic Orders relating to loading bays and disabled parking in the Princess Precinct, Horley.	Closed	Regeneration Project Manager (RBBC)	The new loading bay in Albert Road is finished and open for use. The signage for this is awaiting erection. The other loading bay in the service area is currently where the work compound is and therefore the bay can only be instated once the project has been completed.

17/09/2018	5	Service Road on A23 London Road North, Merstham - To undertake a speed survey to understand whether vehicle speeds comply with Surrey's speed limit policy for a reduction to 30mph, and to investigate the feasibility of relocating the existing two-way traffic sign – improving the existing sign if this is not possible.	Open	Area Highway Manager	Although there is street lighting on the eastern side of the main A23 London Road North, which were installed by Highways England and which help to illuminate the service road, there are no street lights located on the A23 London Road North service road. The new yellow backed two way traffic sign has been installed. There was insufficient funding available to carry out the proposed speed survey in the 2018/19 financial year. There is currently no available funding identified for carrying out speed surveys in this financial year. Officers are continuing to try to identify funding for speed surveys, and in collaboration with the Road Safety Team.
17/09/2018	9	A23 Three Arch Road - To proceed to public consultation and then detailed design based on the preferred option agreed with the task group. For the consultation material to be designed and agreed by the Area Highway Manager in consultation with the Chairman, Vice-Chairman, Project Manager and divisional member.	Open	Transport Strategy Project Manager and Area Highway Manager	Report with updates provided to local committee on 3 June 2019

03/12/2018	5	Petition regarding mini roundabouts along Bletchingley Road, Merstham - Local Divisional Member, Chairman, Vice-Chairman and Area Highway Manager to hold discussions with petitioner to address the problems raised in the petition	Open	Area Highways Manager	The road markings have been inspected, and it is not possible to change the priorities on the roundabout junction as it would have an adverse effect on traffic flows. The road has had a jet patching treatment, and the refresh of the road markings will be arranged, once resource is available.
04/03/2019	5a	Officers to investigate the expenditure of developer funding from the Elizabeth Drive development to create a safe footpath for residents	Open	Area Highways Manager/ Infrastructure Agreements Manager (SCC)	Reigate & Banstead BC officers are currently checking their financial records, as SCC have no record of receiving the specific developer contribution relating to the rights of way improvement.
04/03/2019	5b	The pedestrian crossing scheme along Frenches Road be added to the ITS list for consideration when funding becomes available	Open	Area Highways Manager	Item has been included on the ITS list but due to lack of readily available funding there is unlikely to be any progress on this.
04/03/2019	5c	Safer Travel Team from SCC to undertake a Road Safety Outside Schools Assessment at Furzefield Primary School, Merstham	Open	Safer Travel Team Leader	Audit has taken place and results shared with the Chairman, Vice-Chairman, divisional member and petitioner. The provision for a build out to be added to the Integrated Transport Schemes list for consideration for future funding

04/03/2019	5d	Officers to relook at the Orchard Drive/Cross Oak Lane junction to see what could be done to make improvements	Open	Area Highways Manager	A meeting is to be arranged between Highways officers, road safety team and the two divisional members to talk through ways forward.
04/03/2019	8	To advertise TRO of agreed changes to on street parking.	Open	Parking Project Team Leader	The adverts are being prepared and are likely to go out for consultation mid-late June 2019

Local Committee (Reigate and Banstead) - Forward Programme 2019/20

Details of future meetings			
<p>Dates for the Reigate and Banstead Local Committee 2019/20: Monday 9 September 2019, Monday 2 December 2019, Monday 2 March 2020</p> <p>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
Highways Update	Standing item for all Reigate and Banstead Local Committee meetings	SCC Area Highway Manager	ALL
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Mental Health Services	To be updated on the work going in within the borough, with a particular focus on young people	TBC	TBC
Education Update		TBC	TBC
A23 Three Arch Road Junction – detailed design		Transport Strategy Project Manager	TBC
Flooding and Community Resilience Update	To update members about the work that is going on and building on a recent workshop that the committee members took part in	Flood Risk Management Strategy & Partnerships Team Leader	TBC

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