

Agenda

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

Please note that due to the COVID-19 situation this meeting will take place remotely.

A link to view the live and recorded webcast of the remote meeting will be available on the Reigate & Banstead Local Committee page on the council's website.

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=146&MId=7502&Ver=4>



Discussion

- Highways Forward Programme 2021-22 to 2023-24
- Introduction of bus stop clearways in Vicarage Lane and Meath Green Lane
- A240, Burgh Heath Traffic Signals Improvement

Venue

Location: Virtual

Date: Monday, 1 March 2021

Time: 2.00 pm

You can get involved in the following ways

Ask a question

If there is something you wish to know about how your council works or what it is doing in your area, you can ask the local committee a question about it.

Write a question

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

We will, where possible, endeavour to provide a written response to your question in advance of the meeting.

When you submit your question you will be sent an email invitation with a link to join the remote meeting, which will be held on Microsoft Teams.

This will enable you to listen to the Written Questions item and to then ask a further question based on the response provided if you wish, when invited to do so by the Chairman.

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 Partnership 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 remotely via MS Teams. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership Committee Officer is here to help.

Email: jess.lee@surreycc.gov.uk

Tel: 01932 794079 (text or phone)

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



Follow @ReigateLC on Twitter

This is a meeting in public.

Please contact **Jess Lee, 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. In view of the current Covid situation it may not be possible to supply this in advance of the meeting.
- 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
Ms Barbara Thomson, Earlswood and Reigate South (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 (Vice-Chairman)
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 Mark Brunt, Hooley, Merstham and Netherne
Cllr Keith Foreman, Hooley, Merstham and Netherne
Cllr Steve Kulka, Meadvale and St Johns
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

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 12)

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

3 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

4 HIGHWAYS FORWARD PROGRAMME 2021-22 TO 2023-24

(Pages 13 - 20)

This report seeks approval of a programme of highway works for Reigate & Banstead funded from the Local Committee's delegated capital and revenue budgets.

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: MAKE SUTTON GARDENS IN MERSTHAM A ONE WAY ROAD FOR THE SAFETY OF SCHOOL CHILDREN AND THE PROTECTION OF RESIDENTS' VEHICLES

The full wording of this petition and officer response will be provided within the supplementary agenda

b PETITION TO: INSTALL A SIGN TO WARN OF DEER CROSSING ON DORKING ROAD, TADWORTH

The full wording of this petition and officer response will be

provided within the supplementary agenda

c PETITION TO: INTRODUCE A 20MPH SPEED LIMIT ON CHIPSTEAD LANE, LOWER KINGSWOOD

The full wording of this petition and officer response will be provided 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.

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.

8 A240 REIGATE ROAD/GREAT TATTENHAMS/TATTENHAM WAY, BURGH HEATH TRAFFIC SIGNALS IMPROVEMENT [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 21 - 32)

In June 2015 Reigate & Banstead Local Committee approved a scheme to provide a shared pedestrian cycle path along the A240 Reigate Road, Burgh Heath between the path across Burgh Heath to Chetwode Road and Church Lane.

This report is supplementary to that report and seeks authority to make changes to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way to enable cyclists to use the crossing. Authority is also sought to extend the length of footway to be widened as part of the scheme.

9 INTRODUCTION OF BUS STOP CLEARWAYS IN VICARAGE LANE AND MEATH GREEN LANE [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 33 - 40)

The bus stops in Vicarage Lane and Meath Green Lane, Horley have recently been upgraded to provide accessible transport to all residents in the locality. The 422/424 routes bus routes operate along these roads providing passengers with services to Reigate/Redhill/East Surrey Hospital, and Horley/Crawley.

Clearways are required to ensure that buses can access the bus stop waiting area to ensure step-free access onto/off buses and to aid bus service reliability.

10 DECISION TRACKER [FOR INFORMATION]

(Pages 41 - 44)

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'.

11 FORWARD PLAN [FOR INFORMATION]

(Pages 45 - 46)

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

Minutes of the meeting of the
Reigate AND BANSTEAD LOCAL COMMITTEE
 held at 2.00 pm on 2 November 2020
 at VIRTUAL.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

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

Borough / District Members:

- Cllr Gemma Adamson
- * Cllr Rod Ashford
- * Cllr Michael Blacker
- * Cllr Mark Brunt
- * Cllr Keith Foreman
- * Cllr Steve Kulka
- * Cllr Ruth Ritter
- * Cllr Tony Schofield
- * Cllr Rachel Turner
- * Cllr Christopher Whinney

* In attendance

12/20 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Mr Bob Gardner and Cllr Gemma Adamson

13/20 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting on 2 March 2020 were agreed as a true record and signed by the Chairman.

14/20 DECLARATIONS OF INTEREST [Item 3]

There were none

15/20 CHAIRMAN'S ANNOUNCEMENTS [AGENDA ITEM ONLY] [Item 4]

The Chairman gave the following announcements:

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- **Thank you** – A thank you to Jeff Harris, the former Local Committee Chairman, for all his hard work, dedication and efforts over the past few years as Chairman.
- **MCA** – Applications for Members' Community Allocation are currently open. Each County Councillor has £5000 funding for 2020/21 to help residents, voluntary and community organisations deliver activities that benefit local people in their neighbourhoods. Online applications are open until 29 January 2021.
- **Reigate Hill Works** – Divisional member, Dr Zully Grant-Duff provided an update on the works. The presentation is attached as Annex A to these minutes.

16/20 PETITIONS [Item 5]

Declarations of Interest: None

Officers Attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions and Statements: There were four petitions received before the deadline. The full wording of the petitions and officer responses were available to view within the supplementary agenda.

5a: Petition to: Petition to: Include Woodhatch Crossroads in planned Safety measures A217, Horley to Reigate

The lead petitioner, Miss Pryor did not attend the meeting to present the petition.

The divisional member noted she fully supported the petition and that it was a high priority for her. She added she was pleased that Highways were still actively seeking opportunities for funding. The AHM acknowledged there was a long standing problem with vehicles making right hand turns at the junction. She confirmed the outcome of a Department for Transport (DfT) bid was still awaited. If successful, the right hand turn issue was to be addressed within this project.

Resolution:

The Local Committee noted the officer's comment.

5b: Petition to: Install a Zebra Crossing on the Linkfield Ln/Flint Cl corner

The lead petitioner, Mr Jasinkas did not attend the meeting to present the petition.

The divisional member thanked officers for their comment and welcomed the recommendation to carry out work to identify the suitability of an informal crossing in the vicinity, when funding permitted.

Resolution:

The Local Committee agreed:

- i. To note the officer's comment.
- ii. That initial investigation and design work to establish the viability for an informal crossing on Linkfield Lane (between the junctions of Flint Close and the entrance to St Joseph's Roman Catholic Primary School) be added to the Integrated Transport Scheme (ITS) List for consideration for future funding.

Reason for Decisions:

The above decisions were made in order to add the scheme to the ITS list for consideration for future funding

5c: Petition to: place speed humps, a camera and 20mph speed limit on Gatton Park Road Redhill

The lead petitioner, Ms Hymas did not attend the meeting to present the petition. She however provided a statement that was read by the local divisional member, on her behalf.

The statement began with Ms Hymas' disappointment at the response. She explained that the proposed measures in the officer response did not go far enough; adding it should be a priority to make the road safer. She said there was clearly evidence the road was dangerous and the 2017 survey was out of date because speeding had increased since then. It was noted that the speeding along the road was intense, particularly out of rush hour and at night when motorists believed they were less likely to be caught. She concluded by saying that if nothing was done then someone would be killed.

Key points from discussion:

- The divisional member stated there had recently been what was considered a very positive meeting with officers on this issue. She asked the AHM to provide some updates for the actions agreed at that meeting. These included conducting a new speed survey with new speed cameras and the cutting back of vegetation to make the road lighter during daylight hours.
- The AHM noted that the cutting back of vegetation had been requested and would be taking place shortly. She added she had yet to receive any update from Surrey Police on their actions. This issue however, would be highlighted at the next Road Safety Working Group (RSWG) and Speed Management Meeting.
- An issue was raised about cars parking on the grass verge and blocking the vehicle-activated sign (VAS) sign. The AHM confirmed the first step in relation to the parking was to bring this up at the RSWG so possible solutions could be looked at.
- A question was asked about the effectiveness of the ITS list. To which, the AHM noted that officers worked closely with colleagues across SCC

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and RBBC to look for suitable funding opportunities in order to get schemes up and running.

- The members concluded by saying the Police needed to do more in instances like these.

Resolution:

The Local Committee agreed:

- i. To note the officer's comment.
- ii. To note the work being carried out during this financial year to upgrade the existing Vehicle Activated Sign and install an additional Vehicle Activated Sign on the section of the A242 Gatton Park Road between the junction of the A23 London Road and Colesmead Road.
- iii. That initial investigation and design work to establish the viability of traffic calming measures for the A242 Gatton Park Road (between the junctions of the A23 London Road and Colesmead Road) be added to the Integrated Transport Scheme (ITS) List for consideration for future funding.

Reason for decisions:

The above decisions were made in order to add the scheme to the ITS list for consideration for future funding

5d: Petition to: Completely resurface Wellesford Close

The lead petitioner, Dr Harvey attended the meeting and addressed the committee with his concerns.

He stated he had lived in the cul-de-sac for three years and had always noted the poor condition of the road. He added that there had recently been 32 potholes that had been filled in and that even the longest standing resident of the road could not recall a time when the road surface was any different.

Dr Harvey noted that a recent Freedom of Information (Fol) request had shown the road had never been resurfaced. The officer response clearly acknowledged the road needed to be surfaced and it was questioned when that would be. It was noted by the residents that the road was of low priority for work due to its classification and its good accident history, but they questioned whether there should be a time limit on how long a scheme could remain on a list without adequate action being taken.

Key points from discussion:

- The divisional member stated he had raised this issue from time to time and noted it was probably one of the worst roads in his division. He added that being on a slope made the road – in its condition – much more dangerous in cold and wet weather. He accepted the road was not a priority because of its little use but argued it should be prioritised due to

the amount of time it had been waiting.

- The AHM noted it was disappointing for residents to have to wait so long for the resurfacing work; adding the concrete surface beneath the tarmac was still strong and wasn't causing a safety hazard. She acknowledged however that the road was not aesthetically pleasing. She advised that the current surface treatments available only lasted for a short period; 2-5 years and that a full resurface would be expensive. She concluded that currently there was no viable cost-effective treatment to complete the resurfacing work.

Resolution:

The Local Committee noted the officer's comment

17/20 FORMAL PUBLIC QUESTIONS [Item 6]

Declarations of Interest: None

Officers Attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions and Statements: One written question was received before the deadline. The question and officer response were available to view within the supplementary agenda.

Mr Jessup attended the meeting and asked the following supplementary question;

My supplementary question is in relation to the part of my question that wasn't answered. In 2014 SCC adopted its Cycling Strategy. Since then we have been pushing for more cycling infrastructure but always told there is no funding available. Are there likely to be improved travel links to the newly acquired SCC site at Woodhatch?

Key points from discussion:

- The AHM noted a similar member question had been asked and answered previously. She advised that active travel links were still being considered through the planning process but all suggestions had and would be put forward.

18/20 FORMAL MEMBER QUESTIONS [Item 7]

Declarations of Interest: None

Officers Attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions and Statements: One member question was received before the deadline. The question and officer response were available to view within the supplementary agenda.

Cllr Whinney asked the following supplementary question;

Thank you for the reply. I have been told repeatedly by residents that the uncontrolled crossing holds up the traffic more than the level crossing does.

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At peak school times there can be a continuous flow of mothers crossing that stops traffic moving.

Can you tell me when the crossings were last checked? What check was done? What time of day was the check done? And is there a video recording of this? Residents would like reassurance that something is being done.

Key points from discussion:

- The AHM acknowledged there was often a constant flow of traffic at this point. But added that the crossings close proximity to the railway line meant it was well respected.
- It was advised the crossing outside the Co-op was installed as part of the planning conditions for the Co-op and if the crossing wasn't there, people would cross at any point and make it far less safe.
- It was noted there had been conversations with Network Rail, but there was not any of the specific aforementioned data available.
- During informal discussions with colleagues, the AHM had asked about the delays at the location if a controlled crossing replaced the zebra crossing. She noted they had concluded that the delay from the zebra crossing would be less than that of a controlled crossing. This was because people had generally cleared the zebra crossing before the level crossing had risen.
- In conclusion, it was noted it would be unlikely a signalised crossing would pass safety audits and therefore was not something that would be pursued for this location at this time.

19/20 REIGATE TOWN CENTRE - SPEED LIMIT REDUCTION FROM 30MPH TO 20MPH [EXECUTIVE FUNCTION - FOR DECISION] [Item 8]

Declarations of Interest: None

Officers Attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions and Statements: None

The AHM introduced the report, noting there was one amendment to make in the report in relation to the cost of the scheme. She explained the scheme had been piloted as part of the Active Travel measures implemented during the COVID-19 pandemic. She added that an online consultation had remained open and this scheme had been popular with residents to be made permanent.

She stated that the report quoted the cost of £6,000 to permanently implement the scheme. She noted that this figure was the cost for the temporary scheme and the actual cost was £13,000. The increased cost came about as some permanent signs would need to be mounted on illuminated posts, which weren't required temporarily.

Key points from the discussion:

- The local divisional member stated she was in support of the scheme and that it was also supported by residents.
- Some members raised concerns about the already poor air quality on Reigate High Street. They questioned whether any investigations had already taken place as it was known that lower speeds meant poorer air quality as more carbon was emitted.
- It was noted that Reigate town centre was focussed on because it was already an Air Quality Management Area (AQMA). And that some data suggested lower speeds encouraged more cycling and walking by creating a better and safer environment for these users.
- It was questioned whether the Police would enforce this lower speed limit and that perhaps money could be better spent elsewhere. It was confirmed that the was enforceable by the Police as it met with SCC's setting speed limits policy.
- The AHM confirmed that none of the costs for this scheme were to be met by Local Committee delegated budgets. The funding had been set aside from Emergency Active Travel Funding (AETF) for Reigate and was well supported by local residents and businesses in the online consultation.

Resolution:

The Local Committee (Reigate & Banstead) agreed:

- i. To note the results of the speed assessments undertaken, shown in Table 1.
- ii. That, based upon the evidence, the speed limit be reduced from 30mph to 20mph on the following roads in Reigate town centre;
 - A25 Church Street, from the eastern property boundary of number 46 Church Street to its junction with the A217 Bell Street.
 - A25 High Street, from its junction with A217 Bell Street to a point 4m to the west of the junction with D1304 Park Lane.
 - A217 Bancroft Road, its entire length.
 - A217 Bell Street, from its junction with A25 Church Street to the southern property boundary of 109B A217 Bell Street.
 - D131 Access from A217 Bell Street to Morrisons, from its junction with A217 Bell Street to end of the publicly maintained section of highway (a distance of 60m).

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- iii. To authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- iv. To authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal.
- v. To note that if the scheme has not been successful, then further engineering measures or a return to the original higher speed limit may be necessary.

Reason for Decisions:

The above decisions were made to enable the change in the speed limit from 30mph to 20mph, on the selected roads above within Reigate town centre in accordance with Surrey County Council's Speed Limit Policy.

20/20 EASTGATE PROPOSED ONE WAY SYSTEM [EXECUTIVE FUNCTION - FOR DECISION [Item 9]

Declarations of Interest: None

Officers Attending: Zena Curry, Area Highways Manager (AHM), SCC

Petitions, Public Questions and Statements: None

The AHM introduced the report, asking for support from the Local Committee to advertise the Traffic Regulation Order (TRO) for the one way system in order to allow additional parking. She noted the scheme was to be funded using Community Infrastructure Levy (CIL) money from Reigate & Banstead Borough Council (RBBC).

Key points from the discussion:

- The divisional member welcomed the report and was supportive of the scheme despite the additional costs. He noted that the North West CIL Panel were in the process of consulting and if there was agreement to fund the scheme, the money would come from Neighbourhood CIL.

Resolution:

The Local Committee (Reigate & Banstead) agreed:

- i. To note the reasons for the one-way system required to support the creation of echelon parking bays in Eastgate, Nork as set out under sections 2.1 & 2.2.
- ii. That a one-way system be installed on Eastgate, Nork in order to support the creation of additional on street parking spaces in the form of echelon parking bays.

- iii. To authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement one-way working in Eastgate, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made;
- iv. To authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the local divisional member to resolve any objections received in connection with the proposal

Reason for Decisions:

The above decisions were made to install the one-way within Eastgate, Nork so that changes can be made to the existing on street parking so that additional on street parking within Eastgate is provided.

**21/20 ANNUAL PARKING REVIEW [EXECUTIVE FUNCTION - FOR DECISION]
[Item 10]**

Declarations of Interest: None

Officers Attending: Rikki Hill, Parking Project Team Leader (PPTL), SCC

Petitions, Public Questions and Statements: None

The PPTL introduced the report noting that there had been over 350 requests received for amendments to parking restrictions. He added it was a tough job to go through them all and reduce down to the final list, detailed in the report. He noted that the majority of proposals recommended for implementation were for safety reasons.

He asked to draw members attentions to section 2.4 and 2.5 of the report in relation to large schemes. Noting that it wasn't possible to produce large schemes in smaller roads in isolation as these schemes would only cause displacement to other roads and not resolve the issues. He suggested a job for the Parking Task Group would be to have a look at major parking controls in towns to recommend some possible solutions.

In addition to the proposals detailed in the report, the PPTL requested to add an additional proposal for Banstead. This was the introduction of a goods vehicle loading bay in place of the current taxi rank outside Waitrose and a prohibition of loading at any time in front of the new assisted crossing point outside 98-100 in Banstead High Street.

Key points from the discussion:

- Members acknowledged that it was becoming more and more difficult to find places to park, particularly as restrictions continued to be implemented. They recognised work needed to be done to find solutions and it was suggested that perhaps the towns could all benefit from new multi storey car parks
- There was some concern expressed about the Banstead High Street proposal. As it was believed that the goods vehicle drivers would not use the designated loading bay because the location of this was less

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convenient. It was requested this be kept under review in the case it did not have the desired outcome.

- A specific question was raised about the proposals in Oakwood Road, Horley, because residents were expressing concern over the amount of double yellow lines (DYL) being proposed. It was confirmed that individual schemes could be tweaked following the 28 day public consultation and that residents views would be taken in to account.
- It was noted there was likely to be a delay in advertising the proposals, given the latest Government announcement about a second lockdown. The PPTL stated it would not be fair to put up adverts in locations where people currently weren't parking because of the lockdown, but otherwise would be. This would not allow them the opportunity to respond to a consultation or be aware of any change until the change was implemented.
- The divisional member made a request for some intervention on Woodroyd Avenue, Horley. He explained that residents were having a torrid time in respect of taxis. He noted that there were some DYLs in place but these were not being respected. He added it was well known that displacement was a problem with taxi drivers in the town, particularly due to being in close proximity to Gatwick Airport. Taxis frequently parked in the suburban areas and waited around. He explained that the residents had been subjected to antisocial behaviour from taxi drivers at all times of night and there needed to be a further deterrent to improve matters for residents. He concluded there was sufficient off road parking in the roads of Woodroyd Avenue and Oldfield Road for full DYLs to be considered all over.
- Members thanked the officer for all this work and the comprehensive report, but noted that improved enforcement was needed otherwise any implemented restrictions were pointless.

Resolution:

The Local Committee (Reigate and Banstead) agreed:

- i. That the county council's intention to introduce the proposals described in Annex 1, with the addition of the introduction of a goods vehicle loading bay in place of the current taxi rank outside Waitrose and a prohibition of loading at any time in front of the new assisted crossing point outside 98-100 in Banstead High Street, and the introduction of double yellow lines in all of Woodroyd Avenue and Oldfield Road, Horley, is formally advertised, and subject to statutory consultation.
- ii. That if necessary, minor adjustments can be made to the proposals by the parking team manager in consultation with the chairman, vice-chairman and relevant 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.

Reason for decisions:

The above decisions were made because changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a highway authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It was agreed that the waiting restrictions in the report are progressed for a number of reasons, including that they will 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

22/20 APPOINTMENTS TO TASK GROUPS AND EXTERNAL BODIES 2020-21 [EXECUTIVE FUNCTION - FOR DECISION] [Item 11]

Declarations of Interest: None

Officers Attending: Jess Lee, Partnership Committee Officer (PCO), SCC

Petitions, Public Questions and Statements: None

The PCO presented the report, noting that it was an annual report of the committee. She noted the only change from 2019-20 was that the East Surrey Community Safety Partnership had now disbanded and a nomination was therefore to be sought for the newly formed Reigate & Banstead Community Safety Partnership.

Resolution:

The Local Committee (Reigate & Banstead) agreed:

- 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.

Reason for decisions:

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The above decisions were made to update the list of representatives on Task Groups and nominations to outside bodies.

23/20 DECISION TRACKER [FOR INFORMATION] [Item 12]

There were some queries about actions from the meeting on 2 March 2020 that did not appear on the tracker.

It was confirmed by the AHM that some of the items in question had been completed and the information circulated to the Local Committee.

It was noted that some of the actions that were not included did not form formal decisions of the Local Committee and therefore would not be included on this tracker. However it was noted this had been raised and would be reviewed for future decision tracker reports.

The Local Committee noted the explanation on the tracker and agreed to remove items marked as complete and closed from the decision tracker for future meetings.

24/20 FORWARD PLAN [FOR INFORMATION] [Item 13]

The Local Committee noted the forward plan of items expected to be received by the committee.

Meeting ended at: 4.07 pm

Chairman

LOCAL COMMITTEE (REIGATE & BANSTEAD)**DATE: 1 MARCH 2021****LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER****SUBJECT: HIGHWAYS FORWARD PROGRAMME 2021/22 – 2023/24****DIVISION: ALL****SUMMARY OF ISSUE:**

This report seeks approval of a programme of highway works for Reigate & Banstead funded from the Local Committee's delegated capital and revenue budgets.

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

- i. Note that the Local Committee's devolved highways budget for capital works in 2021/22 is £829,000.
- ii. Agree that the devolved capital budget for highway works be used to progress both capital improvement schemes and capital maintenance schemes.
- iii. Note that should there be any changes to the programme of highway works as set out in this report, a report will be taken to a future meeting of Reigate & Banstead Local Committee to inform members of the changes.
- iv. Authorise that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to allocate any additional funding for schemes, in accordance with any guidance issued surrounding that funding.

Capital Improvement Schemes

- v. Agree that the capital improvement schemes allocation for Reigate & Banstead be used to progress the Integrated Transport Schemes programme set out in Annex 1.
- vi. Authorise that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required.
- vii. Agree that the Local Committee Chairman, Vice-Chairman and Area Highway Team Manager, together with the local divisional Member are able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is

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agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.

Capital Maintenance Schemes (LSR)

- viii. Agree that the capital maintenance schemes allocation for Reigate & Banstead be divided equitably between County Councillors to carry out capital maintenance works in their divisions, and that the schemes to be progressed be agreed by divisional members in consultation with the Area Maintenance Engineer.

Revenue Maintenance

- ix. Note that the members will continue to receive a Member Local Highways Fund (revenue) allocation of £7,500 per county member to address highway issues in their division; and
- x. Agree that the Member Local Highways Fund be managed by the Area Maintenance Engineer on behalf of and in consultation with members.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Reigate & Banstead for 2021/22 – 2023/24, funded from the Local Committee's devolved budget.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Reigate & Banstead Local Committee receives a devolved budget for highway works in the district, comprising both capital and revenue allocations. The draft Highways Forward Programme for 2021/22 and 2022/23 for capital highways schemes was presented to the informal meeting of the Reigate & Banstead Local Committee on 1 February 2021. Since that meeting the capital budget has substantially increased, see Table 1 in paragraph 1.6 below.
- 1.2 This report presents to the Formal Local Committee, the Draft Highways Forward Programme for 2021/22, 2022/23 and 2023/24 for capital highway schemes.
- 1.3 **Capital:** The Local Committee's devolved highways budget for capital works is based on the Medium-Term Financial Plan 2021 to 2024, with each Local Committee receiving £100,000 and a further amount based on a formula which includes factors such as road length and population. Therefore, the Reigate & Banstead Local Committee's budget for capital works for 2021/22 is £829,000, with £494,000 for capital ITS improvement schemes and £335,000 for capital maintenance.

- 1.4 It is proposed that the capital maintenance budget of £335,000 will be divided equitably between County Members, resulting in £33,500 per member and that the schemes to be progressed will be identified by members in consultation with the Area Maintenance Engineer.
- 1.5 **Revenue:** Members will continue to receive an allocation of £7,500 per county member to address highways issues in their division.
- 1.6 Table 1 summarises the various funding streams together with the budgets for 2021/22. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

1.7 Table 1 – Summary of Local Committee Funding Levels 2021/22

Funding Stream	Level of Funding 2021/22	Relevant sections of report	Relevant recommendations
Capital Improvement Schemes (ITS) – Annex 1.	£494,000	Paras. 2.1 – 2.4 Annex 1	(i), (ii), (iii), (iv), (v), (vi) and (vii)
Capital Maintenance Schemes (LSR)	£335,000	Paras. 2.5-2.6	(ii), (iii) and (viii)
Revenue Member Local Highways Fund	£75,000	Para. 2.7	(iii), (ix) and (x)
Total	£904,000		

- 1.8 In previous years the Local Committee agreed a series of delegated authorities and virements which enable the highways programme to be delivered in a flexible and timely manner. It is proposed that these arrangements are put in place again for 2021/22.
- 1.9 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.
- 1.10 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The local area team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.11 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.

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- 1.12 Contributions collected from developers through S106 agreements or Community Infrastructure Contributions (CIL) can be used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.
- 1.13 This report sets out the proposed programme of highway works for Reigate and Banstead funded from the Local Committee's devolved capital and revenue budgets.

2. ANALYSIS:

Capital Improvement Schemes (ITS)

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan. The Local Committee's devolved budget for highways capital works is £829,000, which is based on the Medium-Term Financial Plan from 2021 - 2024.
- 2.2 The capital Integrated Transport Schemes (ITS) budget is £494,000 to be used to progress capital improvement schemes and this will be the same in 2022/23 and 2023/24. The proposed ITS schemes to be delivered from this budget are shown in **Annex 1**.
- 2.3 To improve the planning and delivery of ITS capital improvement schemes a three-year rolling programme has been developed. **Annex 1** sets out the suggested ITS forward programme for 2021/22 to 2023/24. It should be noted that a small amount of funding has been allocated under the heading, stage 3 road safety audits/accessibility improvements/small safety and improvement schemes, signs and road markings. This will enable stage 3 road safety audits to be carried out on schemes that were constructed in the previous financial year. It will also be used to address any small improvement requests (such as a new sign or road marking), that arise during the 2021/22 to 2023/24 financial years subject to the approval by the Chairman, Vice-Chairman and relevant divisional member.
- 2.4 It is recommended that the allocation for ITS capital improvement schemes is used as set out in **Annex 1**. It is proposed that the Area Highway Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in **Annex 1**.

Capital Maintenance Schemes (LSR)

- 2.5 The capital maintenance budget is used to carry out capital maintenance works including local structural repair (LSR) of roads and footways that would not score highly under the County's prioritisation process but the condition of which are of local concern.
- 2.6 It is proposed that the £335,000 capital maintenance devolved budget for highways capital works be divided equitably between County Members, giving each member around £33,500 to spend in their divisions. This should be sufficient to progress either one larger scheme or two smaller schemes. It is proposed that the schemes to be progressed will be identified by the divisional members in consultation with the Area Maintenance Engineer.

Members Local Highway Fund (Revenue)

- 2.7 Members will continue to receive an allocation of £7,500 per county member to address highway issues in their divisions, subject to budget confirmation. It is proposed that the Member Local Highways Fund be managed by the Reigate & Banstead Maintenance Engineer on members' behalf.

3. OPTIONS:

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Reigate & Banstead, as set out in this report.

4. CONSULTATIONS:

- 4.1 The proposed programme of highway works for Reigate & Banstead has been developed in consultation with the Chairman, Vice-Chairman and members of the Local Committee.
- 4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Local Committee's devolved highways budget for capital works in 2021/22, is £829,000.
- 5.2 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed, so as to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

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8.1 Crime and Disorder implications

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

8.2 Sustainability implications

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The report sets out the proposed programme of highway works for Reigate & Banstead for 2021/22 – 2023/24, to be funded from the Local Committee's devolved capital and revenue budgets. It is recommended that the Local Committee agree the programme as set out in section 2 and Annex 1 of this report

10. WHAT HAPPENS NEXT:

- 10.1 Officers will progress schemes and deliver works for 2021/22

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team, 0300 200 1003

Consulted:

The Chairman and Vice-Chairman of the Local Committee and divisional members have been consulted on the proposed programme of highway works.

Annexes:

Annex 1: Integrated Transport Schemes Programme 2021/22 – 2023/24

Sources/background papers:

Medium Term Financial Plan 2021-2024

ANNEX 1

**REIGATE & BANSTEAD
DRAFT HIGHWAYS FORWARD PROGRAMME 2021/22 - 2023/24**

Scheme/Title	2021-22			2022-23			2023-24			Comments
	D	C	ITS Budget Allocation	D	C	Budget Allocation	D	C	Budget Allocation	
Pendleton Road, Redhill - weight restriction	•	•	£120,000							Construction of environmental weight restriction in Pendleton Road or other traffic calming measures.
Slipshatch Road - verge improvements		•	£40,000							Construction of improvements to existing highway verge.
A242 Gatton Park Road, Redhill		•	£15,000		•	£150,000				Speed reduction measures on A242 Gatton Park Road, Redhill.
Winkworth Road, access roads - 20mph speed limit		•	£15,000		•	£40,000				Road safety measures that could include measures to support a 20mph speed limit in the Winkworth Rd access roads.
Watercolour Estate - speed limit reduction	•	•	£6,000	•	•	£6,000	•	•	£6,000	Estimate is £6,000 not yet known which year we can install the 20mph as the roads are not yet adopted. Speed surveys showed that existing mean average speeds comply with a 20mph speed limit.
A217 Brighton Road/Buckland Road, Lower Kingswood - measures to prevent u-turns	•	•	£50,000							Scheme already substantially designed. Traffic island in bellmouth of Buckland Road to be made larger to prevent u-turns.
Frenches Road, Redhill - pedestrian crossing improvements.	•	•	£80,000							Construction of pedestrian crossing improvements in the vicinity of Wiggle Lane.
Holly Lane/Court Road - pedestrian improvements and speed reduction measures outside St. Anne's Primary School.	•	•	£140,000							Design and construction of additional measures identified following a road safety outside schools meeting.
Holly Lane, Banstead - footway improvements from Holly Lane East to Elizabeth Drive.	•	•	£15,000		•	£240,000				Design and construction of footway improvements on Holly Lane, Banstead
Chequers Lane, Walton on the Hill - speed reduction measures on approach to village and outside primary school				•		£15,000		•	£50,000	Design and construction of speed reduction measures.
Delabole Road, Merstham - provision of build out opposite Furzefield School entrance.							•	•	£35,000	Design and construction of build out outside Furzefield Primary School following Road Safety Outside Schools meeting.
Frenches Road at junction with Ormside Way.							•	•	£35,000	Design and construction of table top road hump at junction with Ormside Way to improve crossing on route to Lime Tree Primary School.
Crossoak Lane/Orchard Drive, Horley - installation of additional measures to support turning restrictions.							•	•	£20,000	Design and installation of additional measures to support existing turning restrictions.
Linkfield Lane, zebra crossing lighting improvements and Halo beacons.							•	•	£25,000	Design and installation of lighting improvements at existing zebra crossing.
A2022 Croydon Lane, Banstead - pedestrian crossing between Sutton Lane and Longcroft Avenue.				•		£15,000		•	£100,000	Design and construction of pedestrian crossing on the A2022 Croydon Lane between Sutton Lane and Longcroft Avenue.
Tadworth Street, Tadworth - speed reducing measures.				•		£15,000		•	£200,000	Design and construction of speed reduction measures.
Stage 3 Road Safety Audits/Accessibility Improvements/Small safety and improvement schemes/signs and road markings.	•	•	£13,000	•	•	£13,000	•	•	£23,000	Post construction road safety audits of schemes implemented in previous years.
			£494,000			£494,000			£494,000	

NOTES:

The programme for 2022/23 and 2023/24 is indicative and subject to confirmation. Costs may change following design.

KEY:

- D = Design
- C = Construction

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LOCAL COMMITTEE (REIGATE & BANSTEAD)**DATE:** 1 MARCH 2021**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER**SUBJECT:** A240 REIGATE ROAD/GREAT TATTENHAMS/TATTENHAM WAY, BURGH HEATH TRAFFIC SIGNALS IMPROVEMENT**DIVISION:** NORK & TATTENHAMS**SUMMARY OF ISSUE:**

In June 2015 Reigate & Banstead Local Committee approved a scheme to provide a shared pedestrian cycle path along the A240 Reigate Road, Burgh Heath between the path across Burgh Heath to Chetwode Road and Church Lane.

This report is supplementary to that report and seeks authority to make changes to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way to enable cyclists to use the crossing. Authority is also sought to extend the length of footway to be widened as part of the scheme.

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

- i. Approve the planned changes to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way.
- ii. Agree that the additional length of the A240 Reigate Road footway be widened as part of the shared pedestrian cycle path scheme.

REASONS FOR RECOMMENDATIONS:

To enable improvements to the signalised crossing at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way to be included as part of the scheme to provide a shared pedestrian cycle path along the A240 Reigate Road.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A scheme to provide a shared pedestrian cycle path along the A240 Reigate Road, Burgh Heath between Church Lane and the path across Burgh Heath to Chetwode Road is currently being designed – see **Annex 1**. This path will provide part of a route for cyclists linking the Preston estate with The Beacon school and Banstead town centre.
- 1.2 The junction of the A240 Reigate Road, Burgh Heath with Great Tattenhams and Tattenham Way is a four- armed junction controlled by traffic signals and is part way along the shared pedestrian cycle path. There are push button pedestrian crossing facilities and these have a narrow central island on each arm of the crossing. The current pedestrian crossing facilities are not wide enough to comply with current standards for a shared pedestrians and cyclists

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crossing. Cyclists could use the current crossing by dismounting and using the crossing as a pedestrian.

- 1.3 There is an existing cycle route on the carriageway of Great Tattenhams between Shawley Way and the A240 Reigate Road and on Church Lane between the A240 Reigate Road and The Drive – see **Annex 1**. This cycle route forms part of National Cycle Network (NCN) route 22 which currently links Banstead and Batts Corner south of Farnham.

2. ANALYSIS:

- 2.1 It is proposed that the current pedestrian crossings on all four arms of the junctions are upgraded to toucan crossings. A toucan crossing is a type of crossing that cyclists can ride their bicycles across and is wider than a pedestrian crossing. It is called a toucan as two (both pedestrians and cyclists) can cross together.
- 2.2 It is suggested that this work is carried out in two phases:

Phase 1 - improvements to the Great Tattenhams arm, and the northern arm of the A240 Reigate Road, detailed in **Annex 2**.

Phase 2 - improvements to the Tattenham Way arm, and the southern arm of the A240 Reigate Road, detailed in **Annex 2**.
- 2.3 The Phase 1 works will allow cyclists, using both the new shared pedestrian cycle path on the A240 Reigate Road and the existing NCN route 22, to cycle across Great Tattenhams and Reigate Road without needing to dismount and push their bikes across the crossing.
- 2.4 The Phase 2 works are desirable as the junction is near The Beacon secondary school. The Beacon School is on Picquets Way which is off Tattenham Way. The junction can be busy with pedestrians at the beginning and end of the school day and school pupils will be more likely to use the crossing correctly if all four arms have wider, toucan crossings.
- 2.5 Design work has started on the A240 shared pedestrian cycle path. It has been identified that two sections of the footway, between the signalised junction into the Asda superstore and the path across to Burgh Heath to Chetwode Road, do not meet current Department for Transport guidance for the recommended minimum width of shared use routes.
- 2.6 There is a grass verge between the footway and carriageway along these sections. It is proposed that these sections of footway be widened into the verge as part of the construction of the shared pedestrian cycle path – see **Annex 3**.

3. OPTIONS:

3.1 OPTION 1

Approve changes to the traffic signals at the junction of the A240 Reigate Road, Great Tattenhams and Tattenham Way to provide toucan crossings on all four arms of the junction. Construction work to be carried out in two phases.

Approve the widening of two sections of footway on the A240 Reigate Road south of the signalised junction into the Asda superstore, as part of the construction of the shared pedestrian cycle path.

3.2 OPTION 2

Do not approve changes to the traffic signals at the junction of the A240 Reigate Road, Great Tattenhams and Tattenham Way to provide toucan crossings on all four arms of the junction.

Do not approve the widening of two sections of footway on the A240 Reigate Road south of the signalised junction into the Asda superstore, as part of the construction of the shared pedestrian cycle path.

4. CONSULTATIONS:

- 4.1 The frontages on the affected section of the A240 Reigate Road footway will be advised of the proposals.
- 4.2 The scheme will be the subject of road safety audit at appropriate times.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the scheme includes the design and implementation of changes to the traffic signals, widening the footway and installing the appropriate signs.
- 5.2 There is developer funding available from a Section 106 agreement for improvements to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way.
- 5.3 It is estimated that this funding will be sufficient to carry out Phase 1 of the improvements to the junction detailed in paragraphs 2.2 and 2.3 above.
- 5.4 Additional funding will be sought to enable Phase 2 of the improvements to the junction detailed in paragraphs 2.2 and 2.4, to be carried out in the future.
- 5.5 There is developer funding available from the Community Infrastructure Levy (CIL) for the construction of the shared pedestrian cycle path.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

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

8.2 Sustainability implications

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The proposed changes to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way to enable cyclists to use the crossing are currently being designed.
- 9.2 Two additional sections of footway on the A240 Reigate Road, Burgh Heath are widened as part of the construction of the shared footway/cycleway approved by the Local Committee in June 2015.
- 9.3 It is recommended that Option 1 is implemented as set out in paragraph 3.1.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to Local Committee approval Phase 1 of the improvements to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way are implemented in 2021/22.

- 10.2 Subject to Local Committee approval the two sections of footway on the A240 Reigate Road be widened into the verge as part of the construction of the shared footway/cycleway during 2021/22.
- 10.3 Subject to Local Committee approval additional funding will be sought to enable Phase 2 of the improvements to the traffic signals at the junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way to be carried out in future.

Contact Officer:

Philippa Gates, Traffic Engineer, 0300 200 1003

Consulted:

Not applicable

Annexes:

Annex 1 – Location plan detailing the proposals at the signalised junction of the A240 Reigate Road with Great Tattenhams and Tattenham Way

Annex 2 – Location plan detailing the additional footway widening works on the A240 Reigate Road

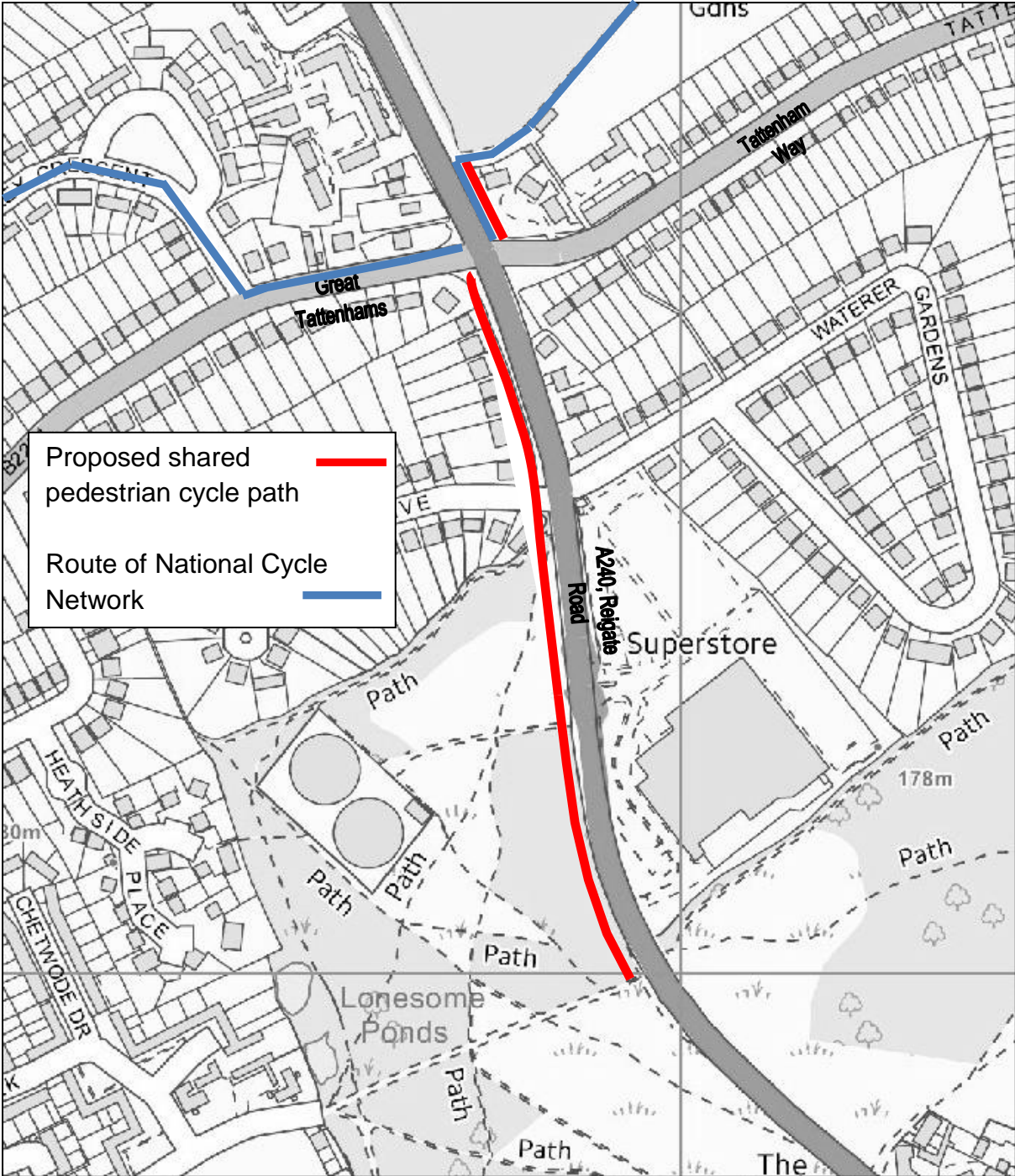
Sources/background papers:

- Report to Reigate & Banstead Local Committee
A240 Reigate Road, Burgh Heath Shared Pedestrian Cycle Path
6 June 215

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Annex 1

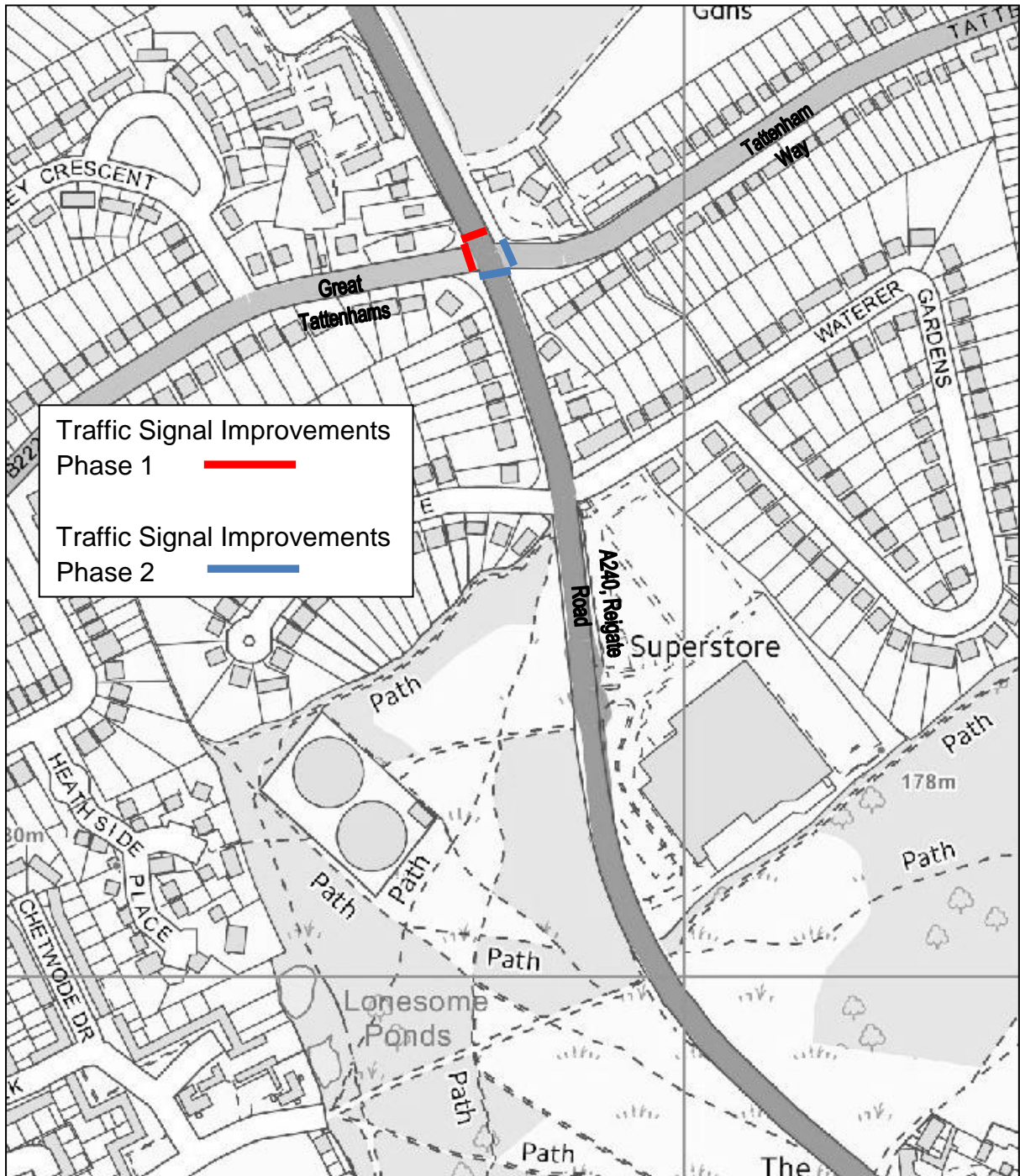
A240 Reigate Road, Burgh Heath
Proposed Shared Pedestrian Cycle Path
Route of National Cycle Network (NCN) Route 22



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Annex 2

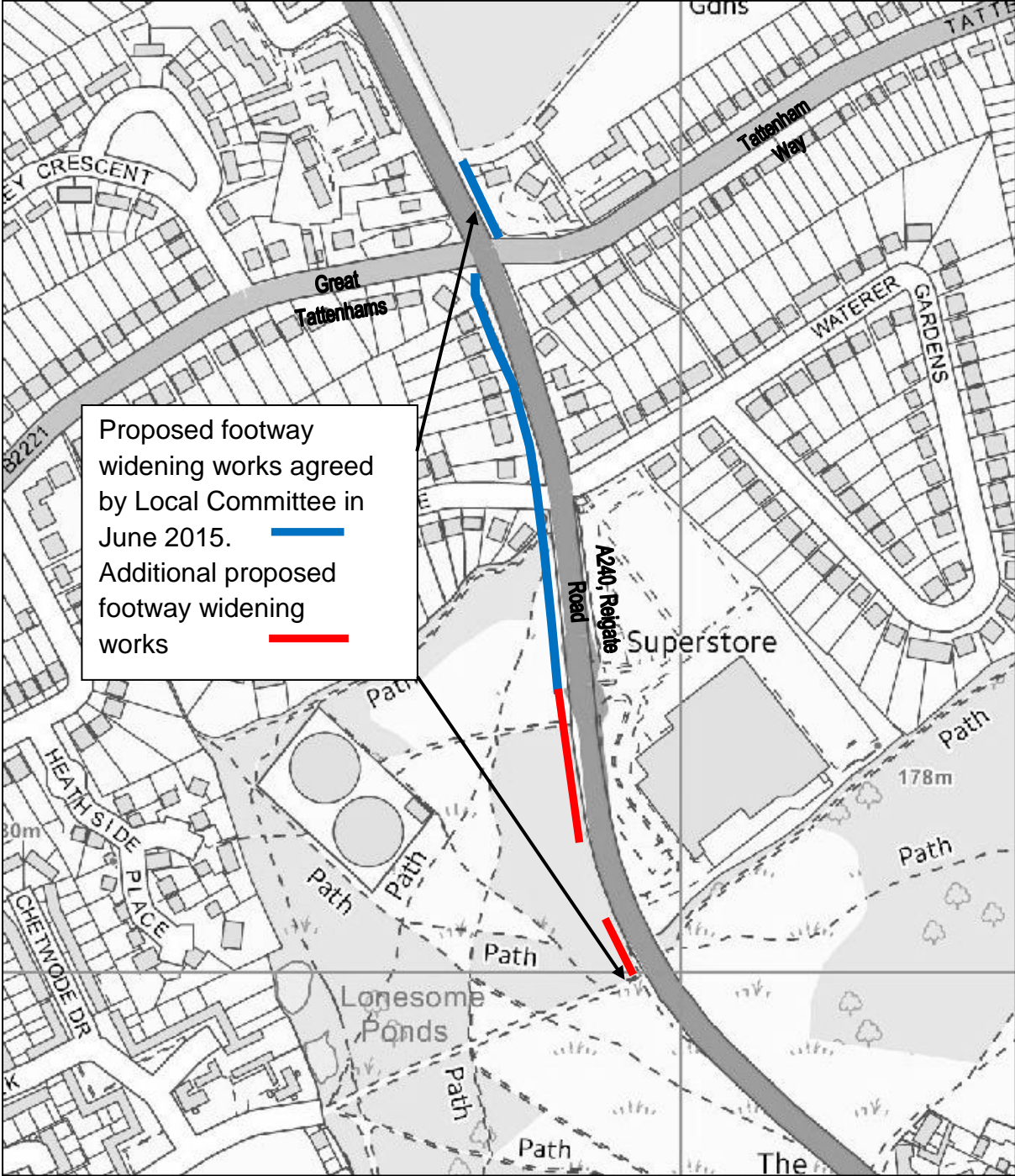
A240 Reigate Road, Burgh Heath – Traffic Signal Improvements



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Annex 3

A240 Reigate Road, Burgh Heath – Shared Pedestrian Cycle Path
Additional Proposed Footway Widening Works



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LOCAL COMMITTEE (REIGATE & BANSTEAD)**DATE: 1 MARCH 2021****LEAD OFFICER: ALISON HOUGHTON, SENIOR TRANSPORT OFFICER****SUBJECT: BUS STOP CLEARWAYS****DIVISION: HORLEY WEST, SALFORDS & SIDLOW****SUMMARY OF ISSUE:**

The bus stops in Vicarage Lane and Meath Green Lane, Horley have recently been upgraded to provide accessible transport to all residents in the locality. The 422/424 routes bus routes operate along these roads providing passengers with services to Reigate/Redhill/East Surrey Hospital, and Horley/Crawley.

Clearways are required to ensure that buses can access the bus stop waiting area to ensure step-free access onto/off buses and to aid bus service reliability.

RECOMMENDATIONS:

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

(i) Bus stop clearways be introduced at:

The Glebe bus stop in Vicarage Lane, Horley (northbound)
 The Glebe bus stop in Vicarage Lane, Horley (southbound)
 Lee Street bus stop in Vicarage Lane, Horley (northbound)
 Lee Street bus stop in Vicarage Lane, Horley (southbound)
 Meath Gardens bus stop in Meath Green Lane, Horley (northbound)
 Meath Gardens bus stop in Meath Green Lane, Horley (southbound)

operating for 24 hours a day, Monday to Sunday.

REASONS FOR RECOMMENDATIONS:

It is recommended that Reigate & Banstead Local Committee agree to the bus stop clearways at bus stops in Vicarage Lane and Meath Green Lane, Horley, operating for 24 hours a day, Monday to Sunday. This is to ensure that buses servicing these bus stops are able to provide passengers step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers as well as aiding journey time reliability.

1. INTRODUCTION AND BACKGROUND:

1.1 Since January 2016, all full-size single deck buses have been made fully accessible, as per the Public Service Vehicle Accessibility Regulations (PSVAR). This makes it easier for passengers with mobility issues to board and alight buses and non-compliance with PSVAR is a criminal offence, contrary to Section 40(3) of the Disability Discrimination Act 1995.

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- 1.2 In July 2018, the Department for Transport (DfT) subsequently released 'The Inclusive Transport Strategy: achieving equal access for disabled people' policy which aims to create an all-inclusive transport network for all by 2030 and contribute to getting an additional one million disabled people into work by 2027. Therefore, there is a requirement for public transport infrastructure, including bus stops, to be accessible to all.
- 1.3 It is important that buses are able to access stops to provide step-free access for all passengers ensuring that they are able to safely board and alight, especially those with mobility issues, wheelchair users, with child buggies, or those using shopping trolleys. Where there is unrestricted parking buses can be prevented from pulling in parallel to the kerb meaning that passengers have to step into the road to access the bus and it is difficult to deploy bus ramping or kneeling equipment.
- 1.4 Installing a bus stop clearway, with an enforceable marked yellow bus stop cage, prevents vehicles parking on the carriageway at bus stops and allow buses to safely serve these stops.
- 1.5 Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
- 1.6 Reliability of buses is also increased if the vehicles are able to approach, stop and depart from bus stops without hindrance, improving the accuracy of scheduled bus stopping times and encourage the usage of sustainable transport.

2. ANALYSIS:

- 2.1 The bus stops in Vicarage Lane and Meath Green Lane, Horley have recently been improved to allow residents in the locality to be able to benefit from the 422 & 424 bus routes, where there was very limited or no bus stop infrastructure for passengers, and the stops that did exist were not fully accessible to all passengers. Raised accessible kerbing has now been provided at these bus stops together with modern bus stop flags and timetable cases.
- 2.2 The bus stops on Vicarage Lane and Meath Green Lane, Horley are served by the 422/424 (Horley/Crawley – Reigate/Redhill/East Surrey Hospital) bus routes which are run by Southdown. The Vicarage Lane bus stops are also served by the 22-bus route which is run by Metrobus (Horley/Crawley – Dorking).
- 2.3 Providing bus stop clearways will ensure that passengers who board/alight from the bus at the stops can do safely and with step-free access.
- 2.4 Operating hours of the proposed bus stop clearways in Vicarage Lane and Meath Green Lane, Horley would be 24 hours a day, Monday to Sunday to correspond with the operating hours of the bus services.
- 2.5 Meath Green Lane & Vicarage Lane have adequate unrestricted parking.

3. OPTIONS:

- 3.1 The option of doing nothing does not support the provision of accessible public transport, the sustainable transport agenda or the county council's climate change strategy, so is not the preferred approach.
- 3.2 The preferred option is to install clearways at bus stops in Vicarage Lane and Meath Green Lane, in operation twenty-four hours a day, Monday to Sunday, to provide good access onto/off buses for passengers.

4. CONSULTATIONS:

- 4.1 Local bus operators have ongoing concerns with being unable to access bus stops due to parked cars along bus corridors preventing the buses from safely pulling in parallel to the kerb at bus stops, and also delaying the bus service due to buses having to negotiate around vehicles.
- 4.2 Affected frontages and properties neighbouring the stops have been informed of the proposals with letters which were sent out regarding the bus stop improvements and relocation of bus stops. An opportunity for feedback and comments on the proposed changes was given. There were comments received from three householders, which have been responded to and resolved.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The bus stop improvement works, including provision of bus stop clearways, have been funded through developer funded contributions.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No Equalities Impact Assessment has been completed, but the changes made to these bus stops in providing step-free access to buses serving this stop are to improve accessibility for all bus users, including those with disabilities and mobility issues. It is not envisaged that any protected characteristics will be disbenefitted by the proposals.

7. LOCALISM:

- 7.1 In terms of those who will be impacted by this decision, all bus passengers in the locality will be positively impacted by ensuring step-free access and increased reliability of bus services.
- 7.2 With the loss of a few unrestricted parking spaces in the vicinity of the bus stops there may be a very small number of individuals who will be impacted by the installation of bus stop clearways. However, Meath Green Lane & Vicarage Lane have adequate unrestricted parking for the known demand.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report

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Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is recommended that approval be given for bus stop clearways at the bus stops in Vicarage Lane and Meath Green Lane, Horley, operating 24 hours a day, Monday to Sunday.
- 9.2 Bus stop clearways will prevent vehicles from parking at the bus stops which will ensure that buses servicing this route are able to provide passengers with step-free access onto/off buses at all times of operation and improve accessibility and ease of use by preventing vehicles from parking at the stop, as well as improve reliability of the bus service. This is also the most cost-effective option, whilst trying to mitigate any negative impact on private vehicle owners.

10. WHAT HAPPENS NEXT:

- 10.1 Clearway plates will be attached to the bus stops poles to inform as to the parking restrictions with the yellow bus stop cages.
- 10.2 Reigate & Banstead Borough Council Parking Team will enforce the clearways.

Contact Officer:

Alison Houghton, Senior Transport Officer, Passenger Transport Projects Team 020 8541 7206

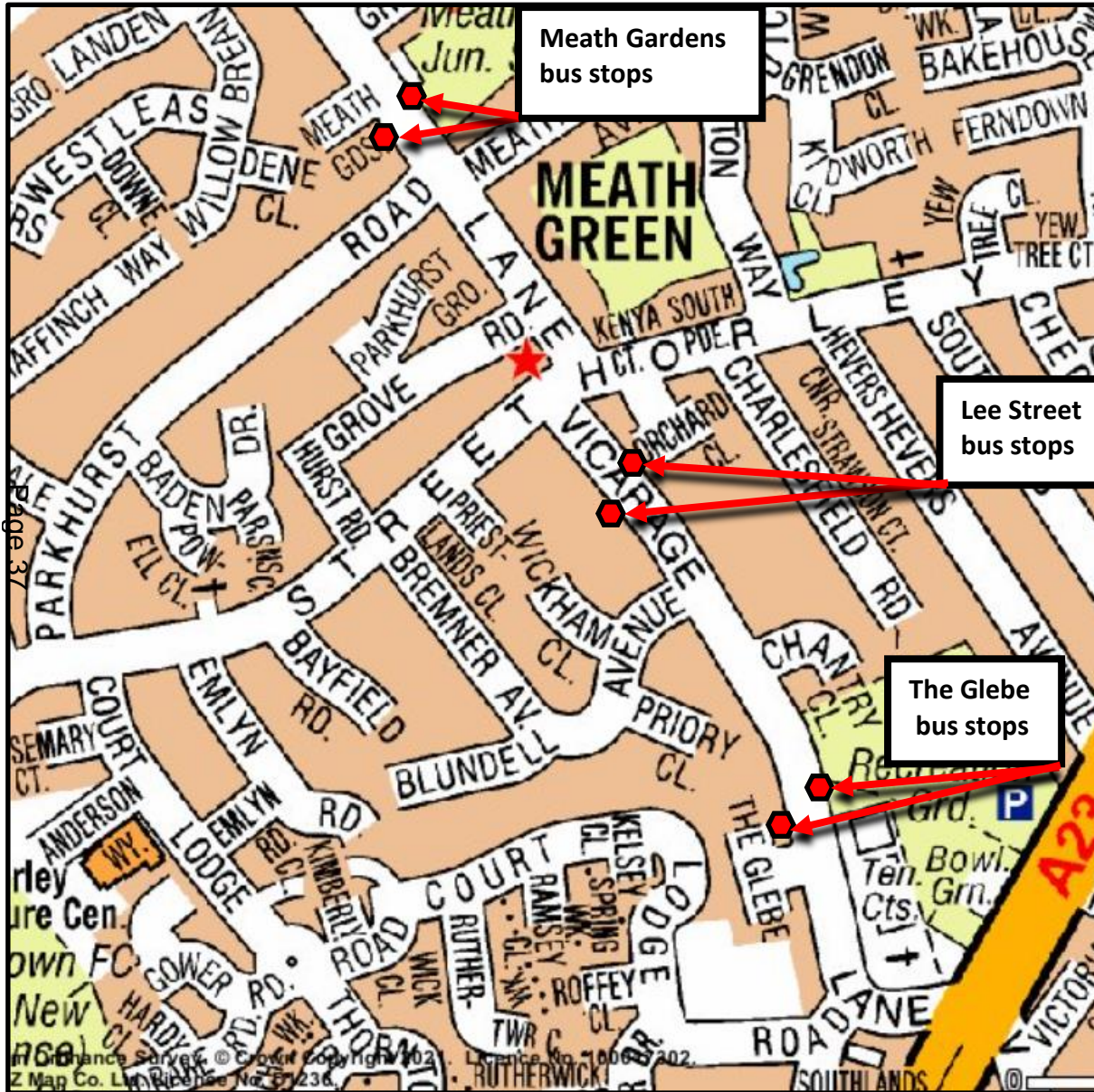
Consulted:

David Ligertwood, Passenger Transport Projects Team Manager
Zena Curry, Local Area Highways Manager
Kay Hammond, Local SCC Member for Horley West, Salfords & Sidlow
Southdown Buses

Annexes:

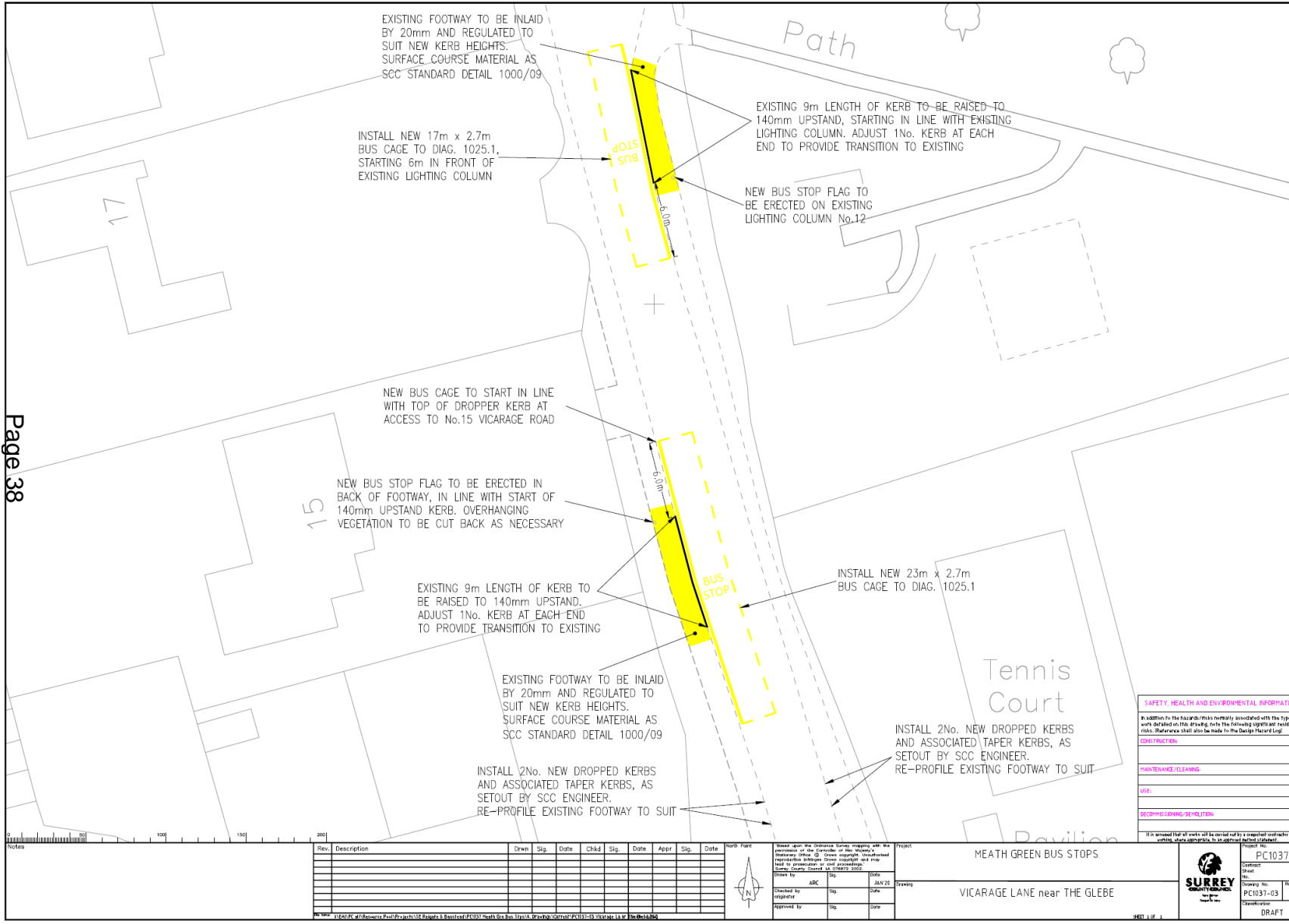
Location plan and detail of clearways in Vicarage Lane and Meath Green Lane, Horley

Bus stops in Vicarage Lane and Meath Green Lane, Horley



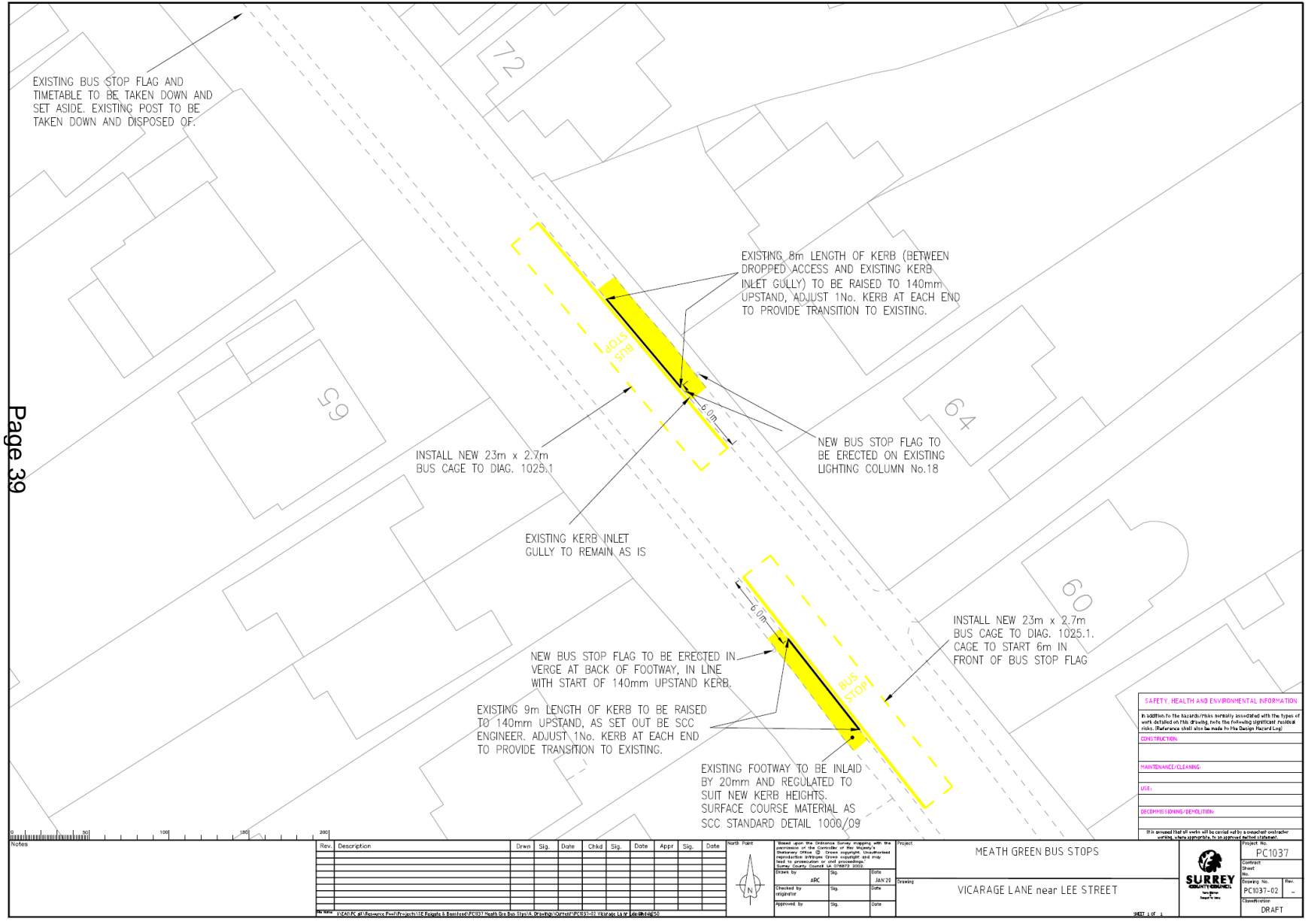
The Glebe bus stops in Vicarage Lane – location of clearways indicated by yellow bus stop cages

ITEM 9



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Lee Street bus stops in Vicarage Lane – location of clearways indicated by yellow bus stop cages



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Drawn by	ABC	Sig.	[Signature]	Date	JAN 20
Checked by		Sig.		Date	
Approved by		Sig.		Date	

Project: MEATH GREEN BUS STOPS
 Vicarage Lane near LEE STREET

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the basic risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION

MAINTENANCE/CLEANING

USE

SCAFFOLDING/ERECTING/DEMOLITION

If it is assumed that all works will be carried out by a specialist contractor suitable to be appointed to an approved list of contractors

Project No: PC1037
 Contract No:
 Drawing No: PC1037-02
 Classification: DRAFT

Local Committee Decision and Action Tracker

This tracker monitors progress against the decisions and actions that the Local Committee has made. It is updated before each committee meeting. (Update provided on 15/02/2021).

- Decisions and actions will be marked as **'open'**, where work to implement the decision is ongoing by the Local/Joint Committee.
- 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. For some decisions the Committee and public will be able to monitor the progress through Surrey County Council website. A link to the webpage will be included on the item when marked as complete.
- 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 can remain on the tracker should the Committee request.

Ref number	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
1.	17/09/2018	A23 Three Arch Road Scheme – to consult, design and construct junction improvements	Open	Transport Strategy Project Manager and Area Highway Manager	Scheme progressing at a slower rate than originally believed. This is due to other LEP schemes taking priority. Currently awaiting a date for final detail scheme design to return to local committee. When this date is known a task group meeting is to be arranged beforehand.
2.	04/03/2019	The pedestrian crossing scheme along Frenches Road be added to the ITS list for	Open	Area Highways Manager	It is proposed that work on this scheme will begin in the 2021-22 financial year.

		consideration when funding becomes available			
3.	09/09/2019	To add initial investigation work to find the cause and design work to repair the deep verge on Slipshatch Road to the ITS list.	Closed	Area Highways Manager	<p>Feasibility design completed in 2020-21, further work on scheme proposed for 2021-22 financial year.</p> <p>The latest up to date information on the progress of this can be found here: https://surreycc.maps.arcgis.com/apps/webappviewer/index.html?id=5591c90a85d94b9682398fd1485f323b</p> <p>COMPLETE – no further action for the committee to take as work is underway</p>
4.	09/09/2019	To install a bus stop clearway within the bus layby on the southbound carriageway on A217 Brighton Road, Burgh Heath	Open	Senior Transport Officer (Projects and Infrastructure)	The lining for the bus stop clearways has been ordered by the Parking Team. We are still awaiting completion by the contractor
5.	09/09/2019	To implement the Chetwode Road improvements scheme as detailed in the report	Open	Transport Advisor, RBBC	Work on the project has advanced well and should be completed by end of March 2021
6.	02/12/2019	Invite the Officers responsible for the Three Arch	Open	Transport Programme Manager	See above update on Three Arch Road

		Road junction to the next LC informal and formal to provide an update on the project			
7.	02/12/2019	Add a scheme to provide a formal pedestrian crossing on cycle route 21 at the junction with Wheatfield Way to the ITS list	Closed	Area Highways Manager	Scheme has been added to the ITS list but has not been prioritised for funding at this time.
8.	02/12/2019	Conduct a Road Safety Outside Schools Assessment at St Anne's Catholic Primary School, Banstead	Open	Safer Travel Team	Road Safety Outside Schools Assessment conducted in early 2020. Results have been shared with relevant parties. It is proposed that work begins on this scheme in the 2021-22 financial year.
9.	02/11/2020	Add a scheme to investigate the viability of an informal crossing on Linkfield Lane to the ITS list	Closed	Area Highways Manager	Scheme has been added to the ITS list but has not been prioritised for funding at this time.

10.	02/11/2020	Add a scheme to investigate the viability of traffic calming measures for A242 Gatton Park Road to the ITS list	Open	Area Highways Manager	Scheme has been added to ITS list and it is proposed that feasibility design work, to assess what measures could be viable, be carried out in 2021/22, with any measures identified installed during 2022/23.
11.	02/11/2020	To advertise and implement the speed limit reduction in Reigate Town Centre from 30mph down to 20mph	Open	Area Highways Manager	Consultation has taken place. The 20mph speed limit is scheduled to be installed before the end of March 2021.
12.	02/11/2020	To advertise and implement a one-way system on Eastgate, Nork	Open	Area Highways Manager	Consultation has taken place and the one-way system needed to support the proposed echelon parking is to begin construction on site by the end of March 2021.
13.	02/11/2020	To advertise and implement the changes to on-street parking restrictions	Open	Parking Projects Team Leader	The county council's intention to introduce the parking review proposals was formally advertised on 10 December 2020, with a closing date for comments on the proposals of 15 January 2021. Once all the comments that were received have been considered and the final decisions made about which proposals should still go ahead, the final step will be the implementation of the necessary road markings and signs, which is expected to take place in late spring/early summer.

Local Committee (Reigate and Banstead) - Forward Programme 2021/22

Details of future meetings			
<p>Dates for the Reigate and Banstead Local Committee 2021-22: 21 June 2021, 1 November 2021, 28 February 2022</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
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
Armed Forces Covenant and Vulnerable Veterans	To provide an update of the Armed Forces Covenant and support available to veterans within Reigate & Banstead	Community Projects Officer/Military-Civilian Liaison Officer	TBC
Mental Health Services	To be updated on the work going in within the borough, with a particular focus on young people	TBC	TBC
Adult Social Care and Health		Area Director and R&B Locality Manager	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
Annual Parking Review		Parking Projects Team Leader	June 2022

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