

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 22 September 2014****PETITION:****Traffic light pedestrian crossing on Pendleton Road, Redhill**

We, the undersigned, petition to provide a Traffic Light Pedestrian Crossing for Pendleton Road, Surrey, to ensure safety of parents, children, teenagers and all residents, whilst crossing the road to attend two separate schools and other areas within the local community.

**Officer response:**

The petitioners are seeking the provision of a controlled (traffic light) pedestrian crossing in Pendleton Road midway between The Pendleton public house and Abinger Drive.

**Background**

A location plan is provided at the end of this response.

Pendleton Road connects the A23 and the A217, providing a link between Redhill and Reigate. It is bounded by common land along much of its length. Two schools are located in Pendleton Road: St John's Primary School at the A23 end and Reigate School at the A217 end. St John's Primary has increased in size in the past few years through the addition of bulge classes, and the school encourages children to walk to school where possible. The Borough has implemented a "cinder" path along the common on the north side of Pendleton Road that children use to walk to the school. Pupils walking to Reigate School have to walk on the north side of Pendleton Road as there is no footway on the southern side between Abinger Drive and the school. There are controlled crossing facilities outside both schools.

Pendleton Road is subject to a 30mph speed limit between the A23 Horley Road and a point approximately 55 metres south of Abinger Drive, where the speed limit changes to 40mph. A 20mph speed limit operates outside St John's School at the start and end of the school day during term time. A speed survey was carried out within the 30mph speed limit section of Pendleton Road by the Police in September 2012. Mean speeds of 32mph south-westbound and 33mph north-eastbound were recorded, with the corresponding 85<sup>th</sup> percentile speeds of 37mph and 40mph.

Pendleton Road forms part of a bus route and there are a pair of bus stops located by Abinger Road. The pedestrian crossing facility sought by the petitioners would also assist users of these bus stops.

In the past 3 years there have been no recorded personal injury collisions in the section of Pendleton Road between The Pendleton public house and Abinger Drive.

**Previous Reports to Local Committee**

A report was taken to the Reigate and Banstead Joint Transport Committee (the predecessor to the Local Committee) in July 2001 concerning a range of proposals for Pendleton Road. This report included a proposed crossing facility near Abinger Drive. The schemes included in the report were prioritised and a phased approach was adopted for implementation as funding became available.

A petition was presented to Reigate and Banstead Local Committee in March 2009 requesting funding of a crossing in Pendleton Road near the junction with Abinger Drive. As a result, in July 2009 Local Committee approved the inclusion on the Integrated Transport Schemes (ITS) forward programme of a pedestrian refuge near Abinger Drive, with 'in principle' funding allocated for design and construction in 2012/13.

Initial feasibility design was carried out for a pedestrian refuge in Pendleton Road north-east of Abinger Drive. Issues were identified with visibility due to the geometry of the road, the need to relocate a bus stop and the impact on common land. Due to reduced budgets for Integrated Transport Schemes, funding was not forthcoming to progress further the proposed pedestrian refuge near Abinger Drive. However, the request has remained on the ITS list for consideration for future funding.

### **Current Position**

A review of the feasibility design has shown that the 1.2 metre width of the proposed pedestrian refuge would not meet current design standards. A minimum width of 1.6 metres is required to provide sufficient space for a pedestrian with a pushchair or for a mobility scooter to wait without encroaching onto the carriageway.

There is no Local Committee funding allocated in the current programme to carry out further design at the present time. However, funding has been identified from the Local Sustainable Transport Fund (LSTF) budget to enable a feasibility study to be carried out. Options that can be considered include:

- An alternative location for a pedestrian refuge
- Kerb build-out with priority give-way and pedestrian crossing point
- Controlled pedestrian crossing

Any measures near Earlswood Common would need to be sensitive to the local environment and would be dependent upon agreement with Reigate and Banstead Borough Council. Early discussions have taken place to seek their views on the use of common land to facilitate the provision of a crossing. The Borough has indicated its support in principle. Any proposal which requires the use of common land would require an application to Secretary of State for common land assent.

In addition to the money allocated for the feasibility study, the divisional Member for Redhill West and Meadvale has secured £20,000 from s106 monies held by Reigate and Banstead Borough Council and a further £40,000 of LSTF funding. This is likely to be sufficient to fund the construction of either a pedestrian refuge or kerb build-out, but would only be approximately half of the sum required to implement a controlled pedestrian crossing. If the feasibility study recommends a controlled pedestrian crossing as the preferred option, with the support of the Chairman, Vice-Chairman and divisional Member, Local Committee will be asked to consider the allocation of additional funding from its ITS budget to contribute towards the implementation costs. The divisional Member has also indicated that she would be

willing to use other funding sources available to her to contribute towards the cost of delivering the crossing.

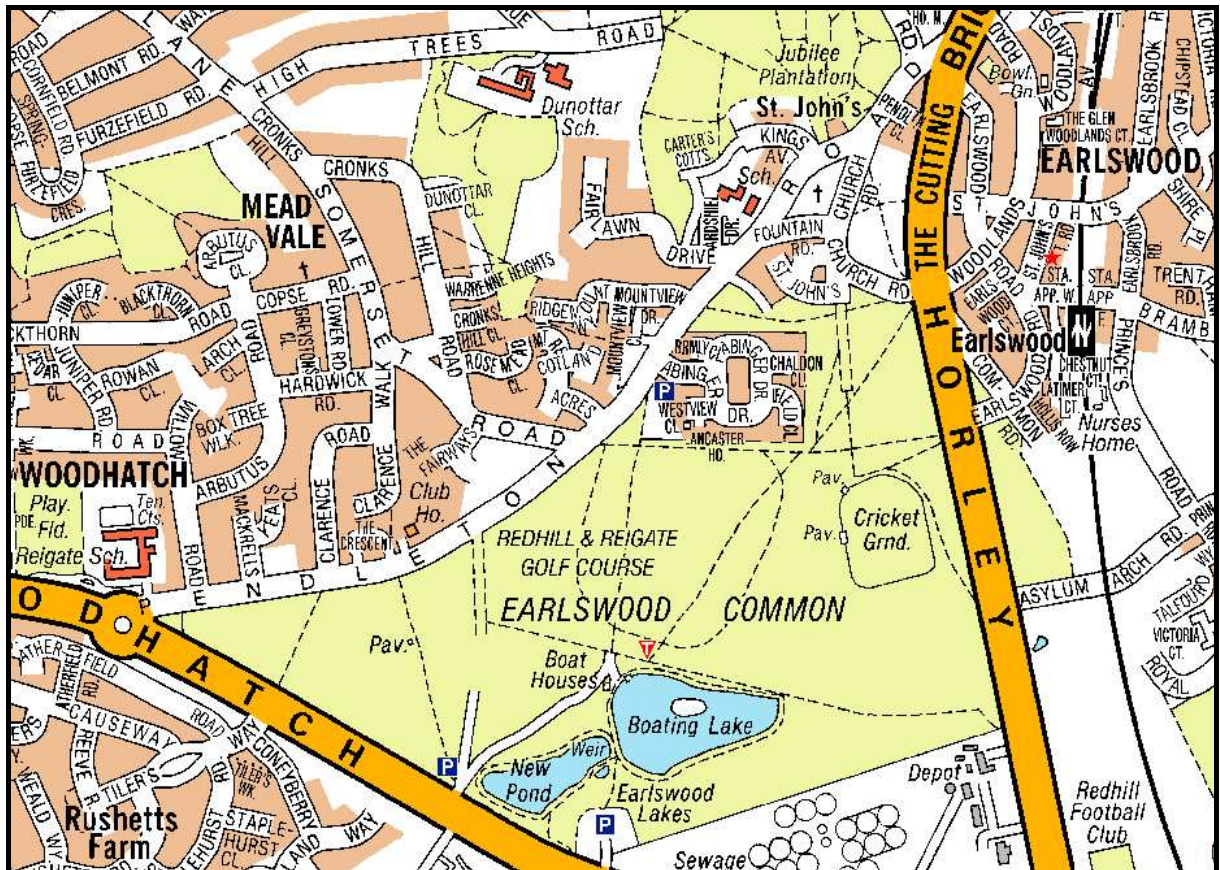
**Next Steps**

LSTF monies will be used to fund a feasibility study into the provision of a pedestrian crossing facility in the vicinity of Abinger Drive. The findings of this study will be reported to the Local Committee Chairman, Vice-Chairman and divisional Member.

A significant budget has been identified to enable a scheme to be implemented, but it would be insufficient to fund in full the construction of a controlled pedestrian crossing. Subject to the outcome of the feasibility study, Local Committee may be asked to consider allocating funding from their Integrated Transport Schemes budget towards the provision of a controlled pedestrian crossing.

It should be noted that if common land is required to enable a scheme to be progressed, this will require the consent of the Secretary of State.

**Location Plan**



**PETITION: Reigate High Street 20mph Speed Limit**

Reigate Methodist Church, which has a well attended Community Centre at the rear of its premises, has become increasingly concerned about traffic flow in Reigate High Street after one of its elderly members was knocked down and injured crossing the High Street. The Methodist Church is petitioning for a reduction in the speed limit from 30mph to 20mph in the High Street.

**Officer response:**

The A25 Reigate High Street forms part of the strategic road network and is the southern arm of the one-way system in Reigate town centre. It provides a link between Redhill to the east, Dorking to the west, the M25 to the north and Gatwick to the south. It also serves as a diversion route when there are problems on the M25 or M23. Traffic volumes are therefore high.

Reigate High Street is a vibrant shopping centre comprising both national chain stores and independent retailers. There are a number of large office premises and the Borough Council offices to the north of the High Street in addition to local schools and Priory Park located nearby. As a result, there are significant pedestrian movements both along and across the High Street.

There are currently signalised pedestrian crossing facilities at either end of the High Street and a further signalised crossing in the High Street near the pedestrian access to Morrisons supermarket. There are also informal crossing points where kerb build-outs have been provided together with dropped kerbs and tactile paving.

A review of the collision data collected by the Police shows that in the 3 year period June 2011 to June 2014, there have been 4 recorded personal injury collisions in the High Street. All these collisions resulted in slight injuries and 3 of the collisions involved pedestrians. This is the latest data available and does not include the incident to which the petitioner refers.

In July 2014 Surrey County Council adopted a new speed limit policy. Under the policy, 20mph speed limits can be introduced by signing alone where existing mean speeds are at or below 24mph. Where the existing mean speeds are above 24mph, then traffic calming measures will be required. The policy sets out an assessment process that has to be followed, which includes seeking the views of the Police.

There is no current traffic speed data available for Reigate High Street. The first stage of the speed assessment process is to carry out a one-week automatic traffic survey of vehicle speeds. It is proposed that this survey be funded from the Local Committee's revenue budget. The results of the survey will be reported to the Local Committee Chairman, Vice-Chairman and divisional Member who will make a decision, in consultation with the Area Team Manager, on how to proceed, based on the results of the survey and subject to the allocation of funding if required. It should be noted that there is no capital funding allocated at the current time to progress a 20mph speed limit in the High Street.