

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

**DATE:** 21 JUNE 2017  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER



**SUBJECT:** ALBERT ROAD AND LUMLEY ROAD, HORLEY  
 PROPOSED REMOVAL OF NO ENTRY SIGNS - RESULTS OF  
 CONSULTATION

**DIVISION:** HORLEY WEST, SALFORDS AND SIDLOW  
 HORLEY EAST

**SUMMARY OF ISSUE:**

There are existing one-way traffic orders over short sections of the southern ends of Albert Road and Lumley Road in place in order to prevent place "No Entry" signs at their southern ends.

Concerns have been raised by residents that these existing "No Entry" signs are being ignored by motorists.

A scheme to revoke these orders and remove these signs was added to the forward programme for funding for this current financial year. Public consultation has been carried out on the proposals to remove the "No Entry" signs.

Following a request from the divisional member, the public consultation also asked if residents/businesses would support the introduction of a 20mph speed limit in these roads. Should the results of the consultation support the introduction of a 20mph speed limit, a scheme to install a 20mph speed limit will be added to the Integrated Transport Scheme list for possible future funding.

This report presents the results of the public consultation. The Local Committee is asked to note the results of the consultation and to make a decision on how they wish to proceed.

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

- (i) Note the results of the public consultation as set out in this report, particularly that there is no overwhelming support to revoke the existing one-way working order and remove the "No Entry" sign in Albert Road and limited support for revoking the existing one-way working order and remove the "No Entry" sign in Lumley Road.
- (ii) Either agree to:
  - **OPTION 1:** Proceed with proposals to revoke the existing one-way traffic order and remove the existing "No Entry" signs in Albert Road

and Lumley Road, or;

- **OPTION 2:** Proceed with proposals to revoke the existing one-way traffic order and remove the existing “No Entry” signs in Lumley Road, or;
- **OPTION 3:** Do not proceed with proposals to revoke the existing one-way traffic order and remove the existing “No Entry” signs in Albert Road and Lumley Road. Agree to reallocate the £10,000 identified within the Integrated Transport Scheme Forward Programme to support an existing scheme which is to be funded in the current financial year.

**REASONS FOR RECOMMENDATIONS:**

To inform the Local Committee of the results of the public consultation and to seek authority to develop a revised scheme that takes the views of those consulted into consideration.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey County Council has received a number of complaints from residents that the existing “No Entry” signs at the southern end of Albert Road and Lumley Road in Horley are being ignored by motorists.
- 1.2 These signs were introduced in order to restrict the number of vehicles from the High Street using these roads to access the A23 Brighton Road, whilst still maintaining a two-way road for the residents of Albert Road and Lumley Road. However their effectiveness is limited to the level of enforcement that can be provided by Surrey Police. Unfortunately the enforcement of such restrictions for Surrey Police is a low priority, the result of which is a number of motorists do ignore the “No Entry” signs.
- 1.3 Concerns have also been raised by residents regarding the speed of vehicles using Albert Road and Lumley Road, although traffic calming in the form of speed humps is already in place. It has been suggested that a 20mph speed limit be introduced in Albert Road and Lumley Road.
- 1.4 Due to the concerns, raised by residents, that the existing “No Entry” signs are being ignored by motorists, a scheme to revoke the one-way working orders and remove the existing “No Entry” signs were added to the Integrated Transport Scheme list for possible future funding.
- 1.5 In January 2017 Surrey County Council carried out consultation with residents of Albert Road and Lumley Road to see if they would support the removal of the existing “No Entry” signs and the introduction of a 20mph speed limit.
- 1.6 Approximately 450 letters enclosing questionnaires were sent to residents and businesses in Albert Road and Lumley Road including Horley Infant School and a total of 159 questionnaires (85 from Albert Road and 74 from Lumley Road) were returned.

- 1.7 Copies of the consultation letter and questionnaire are attached as **Annexes 1 and 2** respectively.

## 2. ANALYSIS:

- 2.1 The results of the consultation are shown in **Table 1** and **Table 2** below.

Road Name	I/we support the proposal to remove the existing "No Entry" signs in Albert Road and Lumley Road	
	Yes	No
Albert Road	34	50
Lumley Road	45	28
<b>Totals</b>	<b>79</b>	<b>78</b>

**Table 1 – Level of support for removal of "No Entry" signs**

Road Name	I/we support the proposal to install a 20mph speed limit in Albert Road and Lumley Road	
	Yes	No
Albert Road	70	14
Lumley Road	65	7
<b>Totals</b>	<b>135</b>	<b>21</b>

**Table 2 – Level of support for a 20mph speed limit**

- 2.2 The results of the consultation show that the majority of residents in Albert Road who responded to the questionnaire did not support the removal of the "No Entry" signs, whilst the majority of residents in Lumley Road who responded to the questionnaire, supported the removal of the "No Entry" signs.
- 2.3 The main reason that residents of Albert Road, who responded to the questionnaire, did not want the "No Entry" signs to be removed was due to concerns that their removal would increase the number of vehicles using Albert Road.
- 2.4 If the "No Entry" signs were to be removed traffic is likely to increase in both Albert Road and Lumley Road. However, there is likely to be a greater increase in traffic using Albert Road because vehicles exiting the car parks, shops and the library in Consort Way and Victoria Road, will be able to directly access the A23 Brighton Road from Albert Road (as shown in **Annex 3**).
- 2.5 Fewer residents of Lumley Road who responded to the questionnaire were concerned about the increase in the number of vehicles as a result of the removal of the "No Entry" signs. This is possibly because although Lumley Road would provide direct access to the A23 from High Street, should the "No Entry" signs be removed (as shown in **Annex 3**), it would not provide direct access to the A23 for vehicles travelling from Consort Way and Victoria Street. However respondents from Lumley Road were concerned that the additional traffic would make it less safe for children walking to and from Horley Infant School.

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- 2.6 Horley Infant School, which is located in Lumley Road, did not support the removal of the “No Entry” signs because they considered it would lead to more traffic travelling in both directions on both Albert Road and Lumley Road, particularly at school drop off and pick up times. Therefore they had safety concerns relating to this likely increase in traffic volumes.
- 2.7 Horley Town Council supported the proposal to remove the “No Entry” signs, but they felt that a better option would be to make Lumley Road and Albert Road one-way over their entire length. With Albert Road one-way going south, and Lumley Road one-way going north. However, the installation of a one-way system in these roads would require significant redesign of the junctions at the entrances to these one-way roads in order to make them self enforcing. They would also be unlikely to be supported by residents because they would impact on resident’s ability to access their properties.
- 2.8 Implementing one way systems in Albert Road and Lumley Road would also be likely to increase vehicle speeds over their entire length because although there is already traffic calming in place on these roads, drivers need to give way to vehicles travelling in the opposite direction which they currently have to do due to the presence of parked vehicles.
- 2.9 Overall residents of both roads supported the introduction of a 20mph speed limit, however Horley Town Council felt that it would not be complied with and would be difficult to enforce.
- 2.10 Surrey County Council does not hold any speed data for either Albert Road or Lumley Road. In March 2017 Reigate and Banstead Local Committee allocated £1,000 of their 2017/18 revenue budget to fund speed surveys, which are carried out using automatic traffic count equipment over a continuous 7 day period to comply with Surrey’s Speed Limit Policy. Albert Road and Lumley Road will be added to the list of roads to be assessed in Reigate and Banstead, in a future financial year.
- 2.11 The results of the speed surveys will be reported to the Local Committee Chairman, Vice-Chairman and divisional member. If measured mean speeds comply with Surrey’s Policy “Setting Local Speed Limits” for a speed limit reduction to 20mph on Albert Road and Lumley Road, then a decision can be taken as to whether this speed limit reduction can be added to the list of schemes for consideration for future Local Committee funding.

### **3. OPTIONS:**

- 3.1 A number of options, together with Officer comments, are given below, based on the results of the consultation.
- 3.2 **OPTION 1:** Proceed with proposals to revoke the existing one-way traffic orders and remove the existing “No Entry” signs in Albert Road and Lumley Road.

Comment: Although there is support for the removal of the “No Entry” sign in Lumley Road, there is insufficient support for the removal of the “No Entry” sign in Albert Road.

- 3.3 **OPTION 2:** Proceed with proposals to revoke the existing one-way traffic order and remove the existing “No Entry” signs in Lumley Road.

Comment: Comment: There is marginal support for the removal of the “No Entry” sign in Lumley Road. However, the removal of this sign will result in an increase in the number of vehicles using this road because Lumley Road will provide direct access from the High Street to the A23 Brighton Road, allowing drivers to avoid the busy traffic signalised junctions in Horley town centre and at Victoria Road/A23 Brighton Road (as shown in **Annex 3**).

- 3.4 **OPTION 3:** Do not proceed with proposals to revoke the existing one-way traffic orders and removal of the existing “No Entry” signs in Albert Road and Lumley Road.

Comment: The existing arrangements in Albert Road and Lumley Road would remain.

#### **4. CONSULTATIONS:**

- 4.1 The proposed removal of the existing “No Entry” signs in Albert Road and Lumley Road, as well as the introduction of a 20mph speed limit in these roads has been the subject of a public consultation. The results of which are presented in this report.
- 4.2 Horley Town Council and the emergency services have also been consulted on these proposals.
- 4.3 Surrey Police were consulted regarding the removal of the “No Entry” signs and would like to see the “No Entry” signs remain in place.

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

- 5.1 There is funding allocated from the Local Committee’s Integrated Transport Schemes (ITS) budget this financial year for the removal of the “No Entry” signs. Should the Local Committee decide not to proceed with proposals to remove the existing “No Entry” signs in Albert Road and Lumley Road, the £10,000 identified within the Integrated Transport Scheme Forward Programme for this scheme, will be reallocated to support an existing scheme which is to be funded in the current financial year.

#### **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 engages with the local community as appropriate before proceeding with the construction of any highway scheme.

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

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

#### 8.1 Crime and Disorder implications

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

#### 8.2 Sustainability

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

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

- 9.1 There is no overwhelming level of support for the removal of the existing “No Entry” sign in Albert Road, with limited support for the removal of the existing “No Entry” sign in Lumley Road.
- 9.2 Concerns have been raised regarding the increase in traffic that will result from the removal of the “No Entry” signs, particularly from residents of Albert Road. A number of respondents and Horley Town Council expressed support for making Albert Road and Lumley Road one-way if the “No Entry” signs were removed. However it would not be feasible to make Albert Road one-way going south, without significant redesign of the Albert Road/High Street junction. The introduction of one-way systems in Albert Road and Lumley Road would also increase vehicle speeds on these roads.
- 9.3 Taking into account the results of the consultation, it is recommended that Option 3, as set out in para. 3.4, be taken. Although there is some support for the removal of the “No Entry” sign in Lumley Road, the level of support is not overwhelming. The removal of the “No Entry” sign in Lumley Road would result in an increase in traffic using Lumley Road, which provides access to Horley Infant School.

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

- 10.1 Subject to Local Committee approval funding for the scheme to remove the “No Entry” signs in Albert Road and Lumley Road will be reallocated to support an existing scheme which is to be funded in the current financial year.

#### **Contact Officer:**

Anne-Marie Hannam, Senior Traffic Engineer, 03456 009 009

**Consulted:**

As detailed in the report.

**Annexes:**

Annex 1 – Consultation letter

Annex 2 - Questionnaire

Annex 3 – Traffic flow/location plan

**Sources/background papers:**

Report to Reigate & Banstead Local Committee, February 2017 - Highways Forward

Programme 2017/18 – 2018/19 UPDATE

Responses to public consultation.

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