

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (MOLE VALLEY)



DATE: 13 September 2017

LEAD OFFICER: Duncan Knox, Road Safety Team Manager

SUBJECT: A217 Reigate to Horley, Department for Transport Safer Roads Fund Bid

DIVISIONS: Dorking Rural

SUMMARY OF ISSUE:

The A217 route between Reigate and Horley has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled. The Department for Transport has created a £175 million "Safer Roads Fund" for local authorities to bid for to improve the quality of infrastructure specifically on these top 50 worst A-road routes. This report describes proposals for a range of highway improvements on the A217 between Reigate and Horley that could be included within the bid submission to the Department for Transport.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree that

- (i) The proposals for highway safety improvements (in Mole Valley) described within this report are included within the bid submission to the Department for Transport's Safer Roads Fund.

REASONS FOR RECOMMENDATIONS:

The proposals described within this report would improve the quality and safety rating of the infrastructure on the A217 between Reigate and Horley. This would result in reduced risk of road casualties and severity of injury on this key strategic route.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Road Safety Foundation is a UK charity who undertake analysis of the safety of UK roads as part of the European Road Assessment Programme (EuroRAP). Their analysis highlights the statistical risk of death or serious injury on the Motorway and main A-Road network in the UK by comparing the frequency of road crashes resulting in death and serious injury on every stretch of road with how much traffic each road is carrying. For example, if there are 20 crashes on a road carrying 10,000 vehicles a day, the risk is 10 times higher than if the road has the same number of crashes but carries 100,000 vehicles. The output of the analysis is data and mapping for all the motorways and main A-roads in the UK showing their comparative risk.
- 1.2 A copy of the most recent map published by the Road Safety Foundation in November 2016 for the south east region (using collision data for the period 2012 to 2014) is included within Annex A. This highlighted that the 9.1 km stretch of the A217 between Reigate and Horley in Surrey was one of the top 50 worst A-routes in the UK for the number of fatal or serious collisions per vehicle kilometre travelled.
- 1.3 Following publication of the risk mapping and analysis by the Road Safety Foundation the Department for Transport announced a £175 million “Safer Roads Fund” for local authorities to bid for to improve safety specifically on the 50 worst A-routes. Bids are expected to be up to a threshold of £200,000 per km of eligible road section – any more than this will require match funding. This means that there is a total of £1.82 million capital funding available (without match funding) for this 9.1 km section of the A217. Bids are required to be submitted by 29 September 2017.

2. ANALYSIS:

- 2.1 This stretch of the A217 is a north-south link between Reigate and Horley that includes 30 mph speed limit urban areas, as well as sections with 40 mph and 50 mph speed limit rural single carriageway. There are two main signalised junctions and four roundabouts (one signalised) on the route. The section of road in question is shown within Annex B.
- 2.2 As described above, this route has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled using data from 2012 to 2014. Updated analysis by Surrey Officers using data from 2012 to the end of 2016 has highlighted that there were a total of 95 collisions. These included two collisions resulting in fatal casualties, and 18 collisions resulting in serious injuries.
- 2.3 In the bid guidance the Department for Transport have recommended that local authorities utilise a Strategic Road Assessment methodology and software provided by the Road Safety Foundation to develop their proposals. This involves a video drive through of the route which is then viewed by Road Safety Foundation colleagues and used to code the nature and quality of the infrastructure along the route. Software is then used to suggest what improvements could be considered to improve the safety “star-rating” of the infrastructure.
- 2.4 Alongside the deficiencies identified by the Road Safety Foundation assessment process and software, Surrey officers have considered proposals that also address known safety problems that have been confirmed from analysis of the history and pattern of collisions along the route alongside local engineering knowledge and requests from local people.

Care has also been taken to ensure that the proposals integrate with adjacent schemes and developments that support the wider objectives of Surrey County Council and the Department for Transport to support economic development, reduce congestion and support active travel.

3. OPTIONS:

- 3.1 Outline drawings describing the proposals are included within Annex C. These are basic drawings that will be subject to further refinement in due course. The following paragraphs provide a description of the proposals and the rationale behind them, section by section with reference to the drawings, starting at the southern end of the route for the section that is within the Mole Valley District area.

Proposals within Mole Valley District Area

Longbridge Roundabout to (and including) Tesco Roundabout (Drawings 12-001 and 12-002)

- 3.2 This section of road is 40 mph (this speed limit was reduced from 60 mph in November 2014) and has a very wide carriageway and running lanes. It is proposed that an area of central hatching is introduced to provide a narrowing of the running lanes to encourage greater compliance with the 40 mph speed limit and separation of the opposing vehicle flows. This would be similar and consistent with the section of road to the west of the Tesco Roundabout which already has a wide area of central hatching. It is also proposed to introduce raised-rib edge of carriageway markings. This creates a vibration if vehicles veer too close to the edge of the road as a warning and deterrent to drivers to correct their course to reduce the risk of inadvertently leaving the road.
- 3.3 It has been observed that pedestrians regularly cross the road across the eastern arm of the Tesco Roundabout. It is proposed therefore that the size of the splitter island on this arm is increased so as to reduce the width of carriageway that the pedestrians have to cross, as well as encouraging safer vehicle speeds on the eastbound exit from the roundabout. It is also proposed to introduce additional carriageway lining on the roundabout to reduce the circulatory width to improve lane discipline and encourage safer use of the roundabout by motorists. Anti-skid road surfacing will also be installed to reduce skidding on the approaches to the roundabout.

Tesco Roundabout to (and including) Hookwood Roundabout (Drawing 11-001)

- 3.4 This section of 40 mph speed limit road (this speed limit was reduced from 60 mph in November 2014) also has a very wide carriageway, but unlike the section described above, already has an area of central hatching. Therefore it is proposed to introduce raised-rib edge of carriageway markings.
- 3.5 At the Hookwood Roundabout it is proposed that the existing pedestrian crossing facility that provides a route across the roundabout via the central island would be enhanced alongside improved carriageway markings to encourage safer entry, exit and circulatory speeds and lane discipline by drivers travelling through the roundabout. Anti-skid road surfacing will be installed to reduce skidding on the southbound and westbound approaches to the roundabout. The missing chevron signing on the central island facing the southbound vehicles entering the roundabout will also be replaced.

Hookwood Roundabout to Junction with Mill Lane (Drawings 11-002)

- 3.6 This 40 mph section of road (this speed limit was reduced from 50 mph in November 2014) has benefitted already from a safety scheme implemented in March 2014. This consisted of the removal of an acceleration lane for vehicles turning left from Mill Lane and a road narrowing on the southbound carriageway. The aim of this was to

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discourage illegal u-turns and encourage slower speeds in support of a reduction in the speed limit from 50 mph to 40 mph. This has resulted in a reduction from four u-turn collisions in the three years prior to the scheme (including two resulting in serious injury) to one slight injury u-turn collision in the 3 year period after the scheme.

- 3.7 It is proposed that central hatching carriageway marking is introduced between the Hookwood Roundabout and the junction with Mill Lane to provide a narrowing of the running lanes to encourage greater compliance with the 40 mph speed limit and separation of the opposing vehicle flows. It is also proposed to introduce raised-rib edge of carriageway markings.

4. CONSULTATIONS:

- 4.1 The initial proposals were developed with assistance from the county council's local Area Highway Team and the police Road Safety and Traffic Management team colleagues. It is anticipated that further consultation with these colleagues will be undertaken as detailed design progresses.
- 4.2 Consultation with local people will be undertaken prior to the final drawings being approved. This could be undertaken through meeting with residents associations, parish councils and/or publication of the proposals to seek local views.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Further work will be required to refine the designs and the cost estimates for the purposes of the bid to the Department for Transport. At the present time it is estimated that the total cost of all the works between Reigate and Horley will be between £700,000 to £900,000. It is a requirement that a benefit cost ratio is provided as part of the final bid submission to the Department for Transport.
- 5.2 The government's latest estimate (2015) of the value of preventing road collisions for use in cost benefit analysis is thus:

Fatal collisions (where one or more casualties were killed)	£2,005,664
Serious collisions (where one or more casualties were seriously injured)	£229,757
Slight collisions (where one or more casualties were slightly injured)	£24,194
Average for all severities	£76,466

- 5.3 It can be seen therefore that if the implementation of the proposals result in a significant reduction in the number of injury collisions on a route that has suffered 95 injury collisions in the last five years, there is likely to be a substantial economic benefit to society.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equality Impact Assessment has been completed. This identified a positive impact in that the scheme will result in improvements to pedestrian facilities at a number of locations along the route. These will provide particular benefits for those with mobility impairment disabilities. No adverse impacts were identified.

7. LOCALISM:

- 7.1 The proposals for highway safety improvements presented here would benefit the local area by reducing the pain grief and suffering associated with road death and injury. It

would also reduce the disruption to travel and the economy deriving from collisions on this section of road network.

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	Set out below.

8.1 Crime and Disorder implications

The proposals would improve compliance with the speed limit on this stretch of road and could help deter anti-social driving.

8.2 Sustainability implications

The proposals would promote increased compliance with the speed limit and so could lead to a reduction in carbon emissions from vehicle engines. The proposals also improve facilities for pedestrians and so help to promote more sustainable travel.

8.3 Public Health implications

The proposals will reduce the risk of death and injury and support active travel which is healthier for the participant. They would also promote increased compliance with the speed limit and so would also lead to a reduction in reduce harmful vehicle emissions and improved air quality.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The A217 route between Reigate and Horley has been identified by the Road Safety Foundation as being within the top 50 worst A-routes for the number of fatal and serious injuries per vehicle kilometre travelled. The Department for Transport have created a Safer Roads Fund and have invited local authorities to bid for funding for safety improvements on the top 50 worst routes. This report describes a range of proposals that could be included in a bid to the Department for Transport and seeks approval from the local committee to include them within the bid.

10. WHAT HAPPENS NEXT:

- 10.1 Following approval from the local committee the designs and cost estimates will be refined further before inclusion within the bid to the Department for Transport to be submitted by the end of September 2017.

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Annex A: Risk rating motorways and A roads South East region
Annex B: A217 Route Plan Reigate – Horley Route Plan
Annex C: Drawings

Consulted:

Surrey Police Road Safety and Traffic Management Team
Local Area Highways Team
Traffic Systems Team
Transport Studies Team