

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

**DATE:** 18 September 2017



**LEAD OFFICER:** Duncan Knox, Road Safety Team Manager

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

**DIVISIONS:** Reigate  
Earlswood and Reigate South  
Horley West, Salfords and Sidlow

**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 (Reigate and Banstead) is asked to agree that**

- (i) The proposals for highway safety improvements (in Reigate and Banstead) described within this report are included within the bid submission to the Department for Transport’s Safer Roads Fund.
- (ii) The proposals will include reducing the existing 50 mph speed limit between Hookwood and the new roundabout providing access to the Westvale Park Housing development, to 40 mph. The local committee is asked to agree that subject to the bid being accepted that a speed limit order is advertised and the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member for Horley West, Salfords and Sidlow will consider the responses before proceeding.

**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.

#### **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 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.

### **Proposals within Reigate and Banstead Borough Area**

#### **Mill Lane to Westvale Housing Development Roundabout (Drawings 10-001)**

- 3.8 This section of road begins with a 40 mph speed limit at the southern end and then increases to a 50 mph speed limit just to the north of the junction with the side road called Horse Hill. The 50 mph speed limit extends for about 1.4km before reducing back to 40 mph on the approach to the new roundabout access to the Westvale housing development. The new roundabout was implemented in 2015. One week automatic speed surveys were undertaken on this 50 mph stretch of road in March 2017 and this showed that halfway along the existing 50 mph section (just to the north of the junction with Crutchfield Lane) the mean speed was 45.8 mph northbound and 46.2 mph southbound. The 85th percentile speeds (the speed above which the fastest 15 per cent were travelling) were 51.7 mph and 52.1 mph respectively. This shows that the vast majority of drivers comply, and are well within the existing 50 mph speed limit
- 3.9 Surrey County Council's existing speed limit policy advises that a new lower 40 mph speed limit could be introduced in these circumstances so long as the existing mean speeds are 46 mph or less. Therefore it is proposed that the existing 50 mph speed limit be reduced to 40 mph along with two supporting vehicle activated signs that will illuminate to drivers to remind them of the speed limit and to slow down if they are approaching too fast. An existing solar powered vehicle activated sign that is beyond economic repair will be removed. This proposal would promote consistency of speed limit for the whole of this length of road between Hookwood and Westvale roundabouts, and would encourage slower speeds along a stretch that has a number of accesses to private dwellings, as well as junctions with Crutchfield Lane and the Britannia Crest waste recycling depot. Raised-rib edge of carriageway markings would also be introduced on this stretch.

#### **Westvale Housing Development Roundabout to Sidlow (Drawings 9-001)**

- 3.10 To the north of the new Westvale Housing development roundabout the road changes from a 40 mph limit to a 50 mph speed limit which extends northwards to Sidlow. This section is rural in nature and has very few accesses from private dwellings or side roads. Speed surveys conducted in March 2017 showed that the existing mean speeds were close to 50 mph, so there was reasonable compliance with the existing speed limit. Consequently a reduction in the speed limit to 40 mph would not be desirable or viable.
- 3.11 There is a bend within this section where it is proposed that the signing and marker posts are replaced with an enhanced bend signing and marker post arrangement. The existing foliage will be substantially trimmed to the back of the highway boundary so that the new signs and posts are not obscured. The central white line system will be renewed and the existing cats-eyes will be replaced with reflective road studs. Together these measures will improve the delineation of the bends to the approaching

drivers. Raised-rib edge of carriageway markings would also be introduced throughout this stretch.

**Sidlow to Dovers Green (Drawings 8-001 and 8-002)**

- 3.12 The speed limit changes to 40 mph just to the south of Sidlow and extends northwards as far as Dovers Green. A 40 mph carriageway roundel will be introduced alongside the upright signs to enhance the indication to the drivers of the change in speed limit from 50 mph to 40 mph. At Sidlow there is a junction with the side road called Irons Bottom alongside a vehicle servicing garage, opposite the Emmanuel Church. It is proposed that street lighting consisting of four lamp columns are provided to highlight the presence of the side road junction and buildings at night time.
- 3.13 The A217 becomes very wide (9.9m) adjacent to the vehicle service garage at the Sidlow Bridge over the River Mole. It is proposed that the width of the road through this section is reduced through the use of central hatching to encourage greater compliance with the 40 mph speed limit and separation of vehicle flows. It is also proposed that the kerb line is adjusted to narrow the road to allow room for crash barrier to be implemented on both sides of the road in front of the stone and brick parapets of the Sidlow Bridge. This would help to reduce the risk of injury to motorists if their vehicle inadvertently leaves the road. If possible a wood effect crash barrier will be considered so as to be more visually sympathetic to the rural environment.
- 3.14 Approximately 200m north of Sidlow Bridge there is a bend in the road. This was the site of a fatal collision involving a motorcyclist travelling towards queuing vehicles on the approach to temporary traffic signals in 2013. It is proposed to introduce enhanced bend signing and marker posts to improve the delineation of the bends to approaching drivers. The central double white lining will be renewed and the cats-eyes will be replaced with reflective road studs. Raised-rib edge of carriageway markings would also be introduced on this stretch. There will also be a substantial cut back of foliage which currently encroaches into the edge of the carriageway. This will improve the forward visibility around the bend and will ensure the enhanced signing and marker posts are not obscured.

**Dovers Green to junction with Woodhatch Road (Drawings 7-001, 6-001 and 6-002)**

- 3.15 The section of road begins with a change to a 30 mph speed limit that extends all the way into Reigate town centre. However the initial section of 30 mph speed limit road up to the junction with Dovers West is rural in nature and does not look and feel like a typical urban 30 mph speed limit area. Speed surveys conducted in March 2017 about 70m to the north of the junction with Castle Drive have highlighted that there is poor compliance with the 30 mph speed limit. (The mean speed was 32.1 mph northbound and 36.6 mph southbound. The 85<sup>th</sup> percentile speed was 40.1 mph and 42.6 mph respectively). Consequently the police have undertaken enforcement using speed camera vans from time to time on this stretch of road over recent years.
- 3.16 It is proposed therefore to enhance the existing 30 mph speed limit terminal signing to provide a more prominent speed limit gateway with "Welcome to Reigate" signing. A substantial cut back of foliage will be commissioned to ensure the enhanced signing on the eastern side is visible. Central hatching alternating with edge of carriageway hatching will be implemented between the 30 mph speed limit gateway to the junction with Dovers West to change the appearance of this stretch of road to help encourage greater compliance with the speed limit. There is an existing solar powered vehicle activated sign that is beyond economic repair and will be removed and replaced with two new vehicle activated signs mounted on lamp columns (one for northbound, one for southbound vehicles).

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- 3.17 Further north antiskid road surfacing will be introduced on both the northbound and southbound approaches to Lonesome Lane to reduce the risk of skidding on the approaches to this comparatively busy side road junction.
- 3.18 Between the junction with Lonesome Lane and the junction with Woodhatch Road the A217 Dovers Green Road becomes quite wide (10m at the widest point). There is an uncontrolled informal crossing point between Brandsland that runs parallel to the A217 on the eastern side that coincides with steps down to the residential housing service road that runs parallel to the A217 on the western side. Therefore it is proposed to introduce central hatching to reduce the running width of the road and to provide a pedestrian refuge within the central hatching to enhance the pedestrian crossing facilities at the existing informal crossing point. The combination of the central hatching and pedestrian refuge will encourage greater compliance with the speed limit too.
- 3.19 It is proposed that the existing signalised pelican crossing between the southern corner of Woodhatch Park on the east and the shopping parade on the west, will be enhanced by providing a central island and additional signal heads and by upgrading to a puffin or pedestrian countdown type crossing.

**Junction of the A217 with Woodhatch Road and Prices Lane (Annex D)**

- 3.20 There is a longstanding history of collisions at this junction associated with vehicles turning right across the path of southbound or northbound vehicles. This is because the right turning vehicles are required to try to find a gap between two lanes of opposing traffic, one of which is also attempting to turn right. The desire for improved crossing facilities on the eastern arm of the junction (where there isn't currently any signalised pedestrian crossing facilities) has been the subject of a petition to the Reigate & Banstead Local Committee.
- 3.21 Officers have completed detailed investigations into the options for solving the problem of right turn collisions and providing signalised crossing facilities on the eastern arm. The most feasible option is shown within Annex D. This design allows right turning traffic to progress with their own stage without conflicting with opposing flows so as to remove the right turn conflict that is leading to the existing pattern of collisions. This requires land to be taken from the south eastern corner of the junction in order to increase the width of eastern arm to provide a central island to allow pedestrians to cross in two stages. To provide facilities that would allow pedestrians to cross in one stage would require the junction to have an all red signal stage for traffic on all arms that would dramatically increase congestion and so has been discounted. Some land take is also required on the north eastern corner of the junction. Unfortunately the land required on the south eastern corner is currently registered as common land.
- 3.22 Traffic modelling has been undertaken to assess the likely impact on traffic flows of this design. This showed that the existing junction is already operating above it's practical capacity and the proposed design predicts that there would be increased congestion in the AM peak. The predicted level of congestion in the PM peak would be about the same. However this does not take into account the expected increase in traffic that is likely to occur as a result of developments elsewhere in Reigate & Banstead.
- 3.23 Regrettably, following receipt of cost estimates, it has been determined that it will not be possible to progress this junction safety scheme within the constraints of the Safer Roads Fund bid criteria provided by the Department for Transport. This is because:
- The cost for this junction improvement alone has been estimated as £2.2million, which is far greater than the total budget available (£1.82million) for all the

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proposed improvements on the A217. A significant proportion of the estimated cost is for diverting existing utilities due to the presence of BT chambers, water, gas and CCTV.

- Match funding from developer contributions (from the Horley Masterplan for example) would not be allowed as the scheme does not result in reduced congestion, (which would be a condition of the investment of developer contributions in order to mitigate the impacts of the developments).
- There are significant risks associated with the unknown timescale and success in applying to deregister the common land, which is also likely to require exchange land.
- As the scheme is estimated to cost more than £1million, the construction of the scheme must be subject to tender to meet local authority procurement rules, and this process would take eight months. It would only be possible to start the tender process once the common land issue is resolved. This is because procurement cannot proceed unless there is reasonable certainty that the scheme being procured will proceed. This adds a significant risk to meeting the two year timescale required by the Department for Transport Safer Roads fund criteria.
- The Department for Transport are highly unlikely to accept a bid where the overwhelming majority of the available budget is spent at one location to the detriment of safety improvements along the whole length of the route.

3.24 Although it is not possible to progress this junction improvement scheme at the current time, it is hoped that the work undertaken to date will inform upon the options to improve the capacity and safety at this junction in the future.

#### **Woodhatch Road to Park Lane East (Drawing 5-001)**

3.25 This section of 30 mph road has two narrow (1.5m wide) central islands to protect the right turn lanes that facilitate access to the parallel residential service road on the western side of the A217 and the Canon Offices on the eastern side. It is proposed that these two islands are increased in size (to 2m wide) to occupy a much greater portion of the 2.5m wide central hatching in the centre of the road on the approaches to the right turn lanes. The increased size of these islands will provide greater protection to the right turn lanes and will encourage greater compliance with the 30 mph speed limit by providing a narrowing of the main running lanes.

3.26 It is proposed that “bus cage” carriageway markings are introduced to highlight the presence of the bus stops on this section of road and to discourage buses from stopping on the zig zag lines on the exit from the nearby signalised pedestrian crossing.

#### **Park Lane East to Parkgate Road (Drawing 4-001)**

3.27 This section of 30 mph road has wide central hatching throughout with central right turn lanes to facilitate access to Park Lane East, two entrances to Sandhill Road, Lymden Gardens and St Mary’s Road. There is a relatively narrow pedestrian refuge just to the south of the junction with Lymden Gardens. There is another more frequently used pedestrian refuge just to the north of the junction with St Mary’s Road that provides a crossing point between the housing on the eastern side of the A217, to the footpath on the western side which then leads to the southern corner of Priory Park and onward to Reigate town centre.

3.28 It is proposed that the existing pedestrian refuge island refuge just to the south of the junction with Lymden Gardens is increased in width so as to occupy a much greater portion of the central hatching. This will reduce the crossing distance for pedestrians as well as encourage greater compliance with the speed limit. It is proposed that an additional central island (not refuge) is implemented within the central hatching to the

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north of the junction with Lynden Gardens. This will provide protection for right turning vehicles and reduce the carriageway width to encourage greater compliance with the speed limit.

- 3.29 It is proposed that the frequently used pedestrian refuge island just to the north of the junction with St Mary's Road will be replaced with a signalised crossing. This will make it easier and safer to cross the road at this location. The signalised crossing will retain the central island to narrow the carriageway and encourage greater compliance with the speed limit.

**Parkgate Road to Lesbourne Road (Drawing 3-001)**

- 3.30 There is a section of central hatching prior to a right turn lane for northbound vehicles to use to turn right into Lesbourne Road. During congested periods it has been observed that a number of motorists drive over the central hatching illegally to reach the right-turn lane. Therefore it is proposed that the length of the right turn lane is extended further south up to the junction with Parkgate Road to allow vehicles to complete this manoeuvre legally and safely. The right turn lane into Parkgate Road will be protected by a new central island, which will also encourage greater compliance with the speed limit by narrowing the road.

**Lesbourne Road Toucan Crossing (Drawing 2-001)**

- 3.31 It is proposed that the footway on the eastern side of the Toucan crossing is extended to provide greater space for cyclists and pedestrians to share the path adjacent to the crossing facility. This will utilise road space that is not currently used by passing vehicles. This would result in a narrowing of the road which will encourage greater compliance with the speed limit.

**A217 Bell Street to junction with Morrisons Supermarket (Drawing 1-001)**

- 3.32 It has been observed that pedestrians frequently cross the road between the Bell Street car park on the western side of the A217 Bell Street and the shops, services, restaurants and takeaways on the eastern side. It is thought that pedestrians do not choose to use the signalised pedestrian facilities at the junction with the Morrisons Supermarket as this is too far from this pedestrian desire line. Consequently it is proposed that a pedestrian crossing facility is provided near to the Bell Street car park vehicle entrance consisting of a build out on the eastern side (where there is currently a Domino's Pizza takeaway) and dropped kerbs and tactile paving on both sides of the road. This will reduce the distance to cross the road and will improve the visibility between pedestrians waiting to cross and oncoming vehicles. The dropped kerbs and tactile paving will assist pedestrians with mobility impairment and those with pushchairs or using mobility scooters. Bollards will be provided on the eastern side to deter vehicles from parking on the footway in the vicinity of the new crossing point.
- 3.33 At the Morrisons Supermarket junction with the A217 Bell Street, there is a large amount of carriageway hatching on the north eastern corner highlighting road space that vehicles do not need to drive into. Therefore it is proposed that the footway is widened into the space occupied by the hatching. This will reduce the width of road for pedestrians to cross the northern arm of the junction and will narrow the road to encourage lower vehicle speeds through the junction.
- 3.34 The feasibility of introducing pedestrian countdown signal facilities will also be investigated for implementation across all the arms of the junction. This provides a countdown for pedestrians to inform them how much time is left to cross after the end of the green man period. This is now used extensively throughout London, and increasingly in other local authority areas too. The countdown reduces the uncertainty

associated with the standard “black out period” that exists at the end of the green man period at standard signal junctions such as this.

#### **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 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 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 of 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)	Set out below.

and Carbon Emissions)	
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  
Annex D: Proposal for junction with Woodhatch Road (not included in DfT proposal)

**Consulted:**

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

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Transport Studies Team

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