

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 4 DECEMBER 2017
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: A25 BUCKLAND ROAD, REIGATE – PROPOSED ENHANCED GATEWAY SCHEME

DIVISION: REIGATE

SUMMARY OF ISSUE:

Surrey County Council holds personal injury collision data for traffic collisions that have occurred on Surrey's roads, this information is provided by Surrey Police and shows that in the last 5 years and 7 months (01/01/2012 – 31/07/2017) there has been 11 collisions on the A25 Buckland Road/A25 West Street, resulting in 12 personal injury casualties, 33% of which resulted in serious injury.

As a result of the continuing collision record a scheme to provide an enhanced gateway on the A25 Buckland Road, to highlight to eastbound drivers and riders the 30mph speed limit and to adjust their speed, is being promoted by Surrey County Council's Road Safety Engineering Team.

This report presents the detailed design of the scheme (shown in **Annex 1**) and asks the local committee to make a decision on how they wish to proceed.

RECOMMENDATIONS:

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

- (i) Either agree to:
- **OPTION 1:** Proceed with proposals to provide an enhanced gateway scheme on the A25 Buckland Road, Reigate, or:
 - **OPTION 2:** Do not proceed with the proposals to provide an enhanced gateway scheme on the A25 Buckland Road, Reigate.

REASONS FOR RECOMMENDATIONS:

To inform the Local Committee of the continuing casualty record on the A25 Buckland Road and A25 West Street and to seek authority to proceed with the construction of the scheme shown in **Annex 1**.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Road Safety Working Group meets every 6 months to review personal injury collision data provided by Surrey Police. The Road Safety Working Group is attended by Surrey County Council Road Safety Engineers, Surrey County Council Highway Engineer and Surrey Police.
- 1.2 At the November 2014 meeting of the Road Safety Working Group the A25 Buckland Road/A25 West Street was identified as a location that required further investigation due to the number of personal injury collisions that had occurred along this section of the A25.
- 1.3 As a result a design was drawn up for a gateway island and enhancement to the existing terminal speed limit signs, which is contained in **Annex 1**.

2. ANALYSIS:

- 2.1 The enhanced gateway island and the enhancement to the existing terminal speed limit signs, is being proposed due to the continuing casualty record within the existing 30mph speed limit on the A25 Buckland Road/A25 West Street.
- 2.2 In the last five years and seven months (01/01/2012 – 31/07/2017), collision data indicates that there has been 11 collisions, resulting in 12 personal injury casualties. Eight of these casualties were slight injury, whilst four were serious injury. Five of the collisions involved vulnerable road users, three of which were pedal cyclists and two were motorcyclists.
- 2.3 Due to the severity of the casualties (33% of which involved serious injury) and five collisions due to a loss of control of vehicles within the existing 30mph speed limit, a scheme to enhance the requirement for drivers and riders to adjust their speed appropriate to the existing 30mph speed limit has been developed and is shown in **Annex 1**.
- 2.4 The aim of the scheme is to highlight to eastbound drivers and riders travelling eastbound on the A25 Buckland Lane/A25 West Street, of the change in the speed limit.
- 2.5 Currently the terminal speed limit signs either side of the carriageway are over 16m apart, due to the width of the carriageway at this point. As a result these terminal speed limit signs have reduced visibility. The proposed scheme includes the installation of a central traffic island to mount additional terminal speed limit signs in the centre of the carriageway, to reinforce to drivers the need for them to reduce their speed on the A25 Buckland Road and A25 West Street, which serves as the eastbound approach to Reigate town centre.
- 2.6 An additional traffic island is also proposed to be installed on the A25 West Street near the junction with Colley Lane as part of this scheme. This additional island will act as a speed reducing feature on the approach to a bend. This has been proposed due to the loss of control history to the east of this bend and the severity of casualties.

- 2.7 This scheme will be in keeping with the existing series of traffic islands and refuges which are already installed on the A25 between the junction with High Street and Flanchford Road which also act as speed reducing features and reduce inappropriate overtaking along its length.

3. OPTIONS:

- 3.1 Two options, together with Officer's comments, are given below, in relation to the proposed enhanced gateway scheme, on the A25 Buckland Road, Reigate for construction during this financial year.

- 3.2 **OPTION 1:** Proceed with proposals to provide an enhanced gateway scheme on the A25 Buckland Road, Reigate.

Comment: The scheme has been proposed due to the continuing casualty record on the A25 Buckland Road and A25 West Street, within the existing 30mph speed limit. The aim of the scheme is to highlight to drivers travelling eastbound on the A25 Buckland Lane, of the change in the speed limit and to reinforce to drivers the need for them to reduce their speed.

- 3.3 **OPTION 2:** Do not proceed with proposals to provide an enhanced gateway scheme on the A25 Buckland Road, Reigate.

Comment: The existing speed limit terminal signs would remain in place and no new traffic islands would be provided.

4. CONSULTATIONS:

- 4.1 Subject to Local Committee approval the Works Communication Team will send out a letter to residents fronting the scheme informing them of the works and the start date for construction. Advanced warning signs will also be installed on the A25 Buckland Road and A25 West Street, on the approaches to the scheme approximately one week before construction starts, notifying road users of the works.

- 4.2 Surrey Police have been consulted on the scheme through the Road Safety Working Group.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The scheme is being promoted and funded by Surrey County Council's Road Safety Engineering Team.

- 5.2 Subject to the decision of the local committee, it is proposed to construct the scheme during this current financial year (2017/18). The cost of this centrally funded scheme is £18,000.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:
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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	Set out below.

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.

8.3 Public Health

The scheme is being promoted and funded by Surrey County Council's Road Safety Engineer Team. The aim of this scheme is to try to reduce the number and severity of casualties on the A25 Buckland Road/A25 West Street.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The scheme is being proposed due to the continuing casualty record on the A25 Buckland Road and A25 West Street. There has been 11 collisions along this section of the A25 in the last 5 years and 7 months (01/01/12 – 31/07/2017).

9.2 It is due to the severity of 33% of the casualties resulting in serious injury that this scheme is being promoted.

9.3 The aim of the scheme is to highlight to eastbound drivers and riders of the change in the speed limit and to encourage them to reduce their speed appropriately on the eastbound approach to Reigate town centre on the A25.

9.4 Taking into account the number and severity of the collisions along A25 Buckland Road and A25 West Street it is, it is recommended that Option 1, as set out in para. 3.2, be taken.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval work will proceed to construct the enhanced gateway scheme shown in **Annex 1** by the end of March 2018.

Contact Officer:

Matt Smith, Safety Engineering Team Leader, 03456 009 009

Consulted:

As detailed in section 4 of this report.

Annexes:

Annex 1 – A25 Buckland Road, Reigate – Gateway Island and Speed Limit Terminal Sign Enhancements

Sources/background papers:

Reigate and Banstead Road Safety Working Group minutes – 19th November 2015

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