

Questions from members of the public

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 04 DECEMBER 2017
LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL DIVISIONS

Questions from Mr Peter Morgan

Banstead Cross Roads

The report discusses potential improvements to the A217/A2022 junction at Banstead Cross Roads. This is a badly congested junction at busy times and long delays result. Even during the day there are long delays to pass through with many stages of the signals. Would the Council consider grade separation at this junction, with a roundabout below. What kind of benefit cost would such a scheme offer? There is scope for further improvement along the A217, notably at the A240 and B2032 junctions.

Response:

Officers acknowledge that the junction of the A217 Brighton Road and A2022 Fir Tree Road and A2022 Winkworth Road at Banstead cross roads become congested during peak periods. Improvements to Banstead cross roads appear on the annex to Surrey County Council's Local Transport Strategy Plan and Forward Programme for Reigate & Banstead, and also appear on Reigate & Banstead Borough Council's Development Management Plan Infrastructure Schedule.

Developer funding was identified to contribute to a scheme to carry out improvements at this junction, and this is detailed in Annex 1 of the Reigate & Banstead Highway Schemes Update report which is being presented to this meeting. The developer funding has been reallocated to a scheme to provide a signalised pedestrian crossing on the A217 Brighton Road, Banstead just north of the junction with Burgh Wood. This scheme is currently being constructed. No further funding has been identified to carry out improvements at Banstead cross roads. The design and construction of a grade separated junction as suggested at this location would be beyond the scope of the funding currently available to Surrey County Council for highway schemes.

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Questions from members of the public

Proposed new Junction on M25

Junction 8 on the M25 is overloaded, traffic from the M25 has to pass through Reigate town centre. What is the Council's opinion on having a new junction 8A on the M25 where it is crossed by the B2032. This road could be improved with a railway bridge at Betchworth and would provide a link to the A25 meaning that traffic would be taken out of Reigate Town Centre. What kind of cost benefit would such scheme offer?

Response:

The M25 forms part of the motorway network, which is managed by Highways England and not Surrey County Council. Therefore the provision of a new junction would be a matter for Highways England. Officers are not able to comment on the suggestion for a new junction on the M25 where it is crossed by the B2032 Dorking Road.

There is currently a level crossing in Betchworth where the North Downs railway line crosses Pebble Hill Road. Network Rail manage the railway line and the provision of a railway bridge over the road at this location would be a matter for Network Rail. For this reason Officers are not able to comment on the suggestion for a railway bridge at this location.

Chipstead cross roads – Hollymead Road/Portnalls Road/Hollymead Road/Coulsdon Lane

The meeting report refers to potential improvements here. What kind of scheme might be considered? The sight lines would be hard to improve. A mini roundabout is my suggested option, along with improved signage. If benefits exceed costs would this be considered?

Response:

Improvements to the junction of Hollymead Road, Portnalls Road, Hollymead Road and Coulsdon Lane appear on Annex 1 of the Highways Proposed Forward ITS Programme Report which is being brought to this meeting. It is proposed that funding is allocated for feasibility design during 2018/19 for improvements to the junction, with funding allocated for construction during 2019/20. It is not possible to say at this stage what type of scheme will be considered as feasibility design has not yet been carried out. The suggestion of a mini roundabout at this junction will be investigated as part of the feasibility design process should the Proposed Forward ITS Programme be agreed. However there are a number of technical constraints with regard to the proposal for a mini roundabout at this location which would affect the feasibility of this option being taken forward.

Question from Lisa Scott and Sergio Conte:

Please will you arrange proper clearing of the path along the A217 back to it's original width, cutting back the hedge and scraping clear the mud build up from the www.surreycc.gov.uk/reigateandbanstead

Questions from members of the public

path? Mole Valley have gone some way to maintaining their section of the A217, which is now usable, but non-car users are being prevented from reaching Reigate from Horley because the Reigate and Banstead section is almost impassable due to lack of clearing over many years.

A 700 signature petition has been raised, calling for this path to be made usable by pedestrians and cyclists. New residents of Westvale park (1500 new homes = 6000 additional car journeys per day likely minimum) have stated that they wish to walk to Gatwick Tesco and cycle directly to Gatwick to commute to work, to Reigate and Gatwick Tesco for shopping. Meath Green lane is not suitable for safe family cycling and it is unlikely to be possible to make it safe for family cycling without hundreds of thousands of £. Clearing the path along the A217 would be a highly cost-effective way to provide a segregated and therefore safe, non-car, direct access for communities to get to work, schools and social activities.

The current 'safety' improvement plan for the A217 (DfT bid) does not include any provision for cyclists are prohibited from using it due to its level of danger. Lack of statistical accident data does not prove there is no cycling safety issue. There is a very significant number of people who wish to use a safe path that is out of the road.

Response:

The A217 connects Reigate town centre in the north to Horley in the south. The section within the Reigate and Banstead Borough is approximately 6.5km long (or 4 miles). There is a continuous footway on the western side of the A217 from the Borough Boundary in the south to the junction with Prices Lane in the north. The footway is very narrow in places due to overgrown vegetation, particularly along the rural section of the A217 between the borough boundary and the junction with Sandcross Lane (a distance of approximately 4.5km).

The vegetation along the western side of the A217 does not form part of any formal contract or on-going maintenance schedule. Works to cut back overgrown vegetation are raised with the contractor on a reactive basis to deal with any highway safety issues, therefore the vegetation along this section of the A217 will be inspected and vegetation cut back where they cause a highway safety issue. General vegetation maintenance throughout the Borough is a considerable task and there is unfortunately only a limited revenue budget available to deal with these issues. The significant funding needed to side out the footway to remove overgrown grass to widen the footway to its original width, is not available to the Local Committee.

Government guidance, under "Local Transport Note 2/08: Cycle Infrastructure Design" states that shared footways/cycleways should be a minimum of 3m in width in order to safely accommodate both cyclists and pedestrians, although in areas with few cyclists or pedestrians a narrower route might suffice. The existing footway, even with cutting back the vegetation and siding out the footway of mud/vegetation, along the western side of the A217 is not sufficiently wide enough to accommodate pedestrians and cyclists. As a result any works to install a footway/cycleway along this section of the A217 would require significant funding, which is not available to the Local Committee.

However, the suggestion for a shared footway/cycleway along the westerns footway on the A217 between Horley and Reigate will be added to the cycling infrastructure plan for Reigate and Banstead.

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