



Question for Local Committee 17/09/18 from Salfords and Sidlow Parish Council

This is in reference to agenda item 9

A23 Three Arch Road junction (Greater Redhill Sustainable Transport Package)

The comments below are from Salfords and Sidlow Parish Council who have reviewed the detail and recommendations for changes to the junction.

We have used the descriptions within section 2, Preferred Scheme.

- **Extension of the left turn flare on the A23 Horley Road North arm by 40 metres to increase the stacking capacity.**
 - This seems positive but the drawing seems to show ahead or ahead and left turn arrows. Should one of these be a left turn only arrow?
 - Is it really proposed to have a (painted) triangle/ghost island at this junction, if so why?
- **Revision of the priority on the Three Arch Road gyratory to give priority to westbound traffic on Three Arch Road. This will prevent vehicles using the gyratory to 'rat-run'.**
 - This turn is also needed for south bound traffic turning right. Has the effect of build-up of traffic on this section, including delaying access to the hospital, and on the A23 itself been assessed?
 - If so, what does it show?
 - If not, the Parish Council believe this work needs to be undertaken.
 - Is it really proposed to have a (painted) triangle/ghost island at this junction, if so why?
- **Widening of the carriageway to provide two northbound ahead lanes and a right turn ghost island at the centre of the junction.**
 - At the northbound traffic light there are (at present) two lanes, one for ahead or left turning traffic and one for right turning (which is controlled by the filter traffic light for that turn).
 - It appears the idea is that both lanes before the light can be straight ahead, the drawing shows only ahead arrows at that point, and the lane for right turning traffic appears after the first traffic light.
 - The second new lane also serves the left hand turn out of Maple Road which used to have two lanes (one for left and one for the hospital, but again disappears soon afterwards.
 - We believe this could be an opportunity for confusion for drivers.

- **Providing an on-carriageway cycle route between the existing toucan crossing on Three Arch Road and approximately 15 metres east of the westbound bus stop.**
 - This is not shown on the plan!
- **Provision of intelligent bus priority at the traffic signals.**
 - There are no dedicated bus lanes leading to this junction so buses are just part of the traffic. How will bus priority be achieved?
 - Why is right turning north-bound traffic required to stop by a red traffic light? This means that even when there is no south bound traffic they have to wait for the green light. We believe it could be confusing for left turning south-bound drivers who have no indication of what these (right turning north-bound) vehicles, which have priority when allowed to turn, are going to do.
 - At any similar set of traffic lights right turning drivers know they must give way to traffic from the other direction so why not here?
 - Will there be any assessment to check if the predicted reductions in waiting time are achieved?
 - Has there been any assessment of any consequent increased congestion elsewhere i.e., is this simply moving the problem further down and up the A23?

Can we also please have a breakdown of the estimated cost of £2.8 – £3.3m?

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