

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 3 DECEMBER 2018
LEAD JESS EDMUNDSON, PARTNERSHIP COMMITTEE
OFFICER: OFFICER

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL

Question 1 received from Helen Furr:

My question is with regards to the junction of Pebble Hill Road / Headley Common Road.

This is a dangerous junction that I use on a regular basis as does my family and feel something needs to be done about it. I repeatedly witness accidents or 'near misses' each and every day.

I have had previous correspondence with Surrey County Council on this matter and have been left dissatisfied with the response I have received.

I am shocked that even if you deem this a low risk area, that the local council isn't even prepared to make smaller low cost changes to the junction for example how much would it cost to;

- Erect a sign for traffic coming up the hill to warn that they are approaching a junction where it brings traffic from the left across their path?
- Erect a sign saying 'no right turn' for traffic who often do not use the earlier slip road and go to the end of Headley Common Road and turn right there?
- Erect a warning sign for traffic travelling from the Dorking Road that there will be traffic approaching from the right after the right turn into Headley Common Road?
- Amend the junction completely and look at ways to re direct traffic away from going across the lanes of traffic entering this junction.

So my question is would you consider making the changes, as there is so much room for this junction to be made safer, from private funds? For example if I was to get a local company / companies or even local parish councils for the changes to be made that this would be accepted? I see when I drive around the county that you allow private companies to sponsor roundabouts so would imagine you would think this an acceptable idea, after all - it could be saving a life.

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Response:

Officers are aware of concerns about visibility at the junction of Pebble Hill Road and Headley Common Road, especially for drivers turning right out of Headley Common Road, due to the location of this junction in relation to the brow of the hill.

The Local Committee Chairman has discussed this junction with the Road Safety Team Manager. During this discussion a number of different options for the junction were considered, which will be explored further at the Road Safety Working Group on 29 November 2018. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

It is possible that, as a result of this discussion, design work for a scheme at this junction will be centrally funded from the Road Safety Team budget. Once designed any scheme will be added to the Road Safety Team's county wide list of schemes for prioritisation, taking into consideration the likely cost of the scheme versus the likely number of preventable casualties.

It is not possible to give an exact costing for sign installation as this is dependent on both sign and post size amongst other things. However the cost of installing a new warning sign on a new post is in the region of £300, excluding traffic management costs. Surrey County Council has a process by which private companies can sponsor roundabouts in some borough and district council areas. There is no similar process by which private companies can fund traffic signs.

Improvements to this junction were the subject of a bid to Reigate & Banstead Borough Council for Community Infrastructure Levy funding, unfortunately this bid was unsuccessful. Officers will continue to seek external funding to make improvements to this junction.

Contact Officer: Philippa Gates, Traffic Engineer, Contact: 0300 200 1003

Question received from Cycle Redhill and Reigate:

The local transport strategy has just been approved and details that one of the council's objectives is to "encourage more sustainable travel - on foot by bicycle and on public transport".

If the council aims to encourage increased cycle use, could they please explain why there appears to be limited action in ensuring the limited cycle infrastructure in Redhill is usable and whether they intend to take any action to improve?

- Example A: Bottom of Warwick Road, there is a marked area of shared footway to link to the Toucan crossing. It invariably has a motor vehicle parked in it. The Borough Council have confirmed that they are unable to enforce as the parking restriction markings do not match the published plan. They informed the County Council of this September 2017 - over a year ago, yet no action has been taken.

Response:

While we were made aware of some anomalies with parking signs in Warwick Road, we can find no record of a problem with the road markings. However we will

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investigate and if we find that the markings do not match the traffic regulation order plans, we will include the necessary alterations to our next works order, which we will be placing later this year.

Contact Officer: Rikki Hill, Parking Project Team Leader, 0300 200 1003

- Example B: Marketfield Way, with the construction of the flats on the old cinema site, the shared footway has been closed on the east side of the road (don't know for how long). The diversion for pedestrians and cycles uses the west side of the road but is not possible to cycle as it uses a footway (non-shared). This is against Department for Transport guidance and cannot see how it would have passed an equality impact assessment as it becomes impassable for anyone that uses a cycle as a mobility aid.

Response:

It is appreciated that the existing shared footway/cycleway on Marketfield Way has been temporarily closed in order for the construction of the flats on the old cinema site to be carried out. The shared footway/cycleway has been temporarily closed to for safety, to protect highway users. This shared footway/cycleway will be reopened once work to construct the flats is complete.

Pedestrians can be guided by the signs that have been erected on site to either use the western shared footway/cycleway which was installed as part of the Redhill Balanced Network scheme, and has been in place since 2015, or cyclists can also cycle on the carriageway if they are confident to do so.

An Equality Impact Assessment would not have been carried out as part of the work to implement the temporary traffic management measures for the development. Equality Impact Assessments are assessments that public authorities may carry out as part of the decision making process, prior to implementing or amending a policy in order to ascertain its potential impact on equality. They are not required by law but are a way of understanding the impact on equality of our policies and services. The Equality Act 2010 does not require Local Authorities to carry out Equality Impact Assessment of all works that are carried out on the highway.

Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer, 0300 200 1003

- Example C: The Greater Redhill Sustainable Transport, details that "Construction (through footway widening) of a shared pedestrian/cycle path along Princess Way" has been completed. However, its use is limited as there is no obvious way of knowing it is a cycle route as it doesn't appear to have any blue signs indicating shared use or to have been added to the Council's cycle infrastructure map.

Response:

A short section of footway has been widened on the east side of Princess Way from the junction of Ladbroke road going north past the Princess House site and retaining wall. This work was completed as part of the Greater Redhill Sustainable Transport Package (STP) with linkage to the work completed through the Redhill Balanced Network (RBN) scheme. The section of footway widening past Princess House is

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complete as planned, however, the intended full route to connect to the existing ped/cycle routes at the Station Road roundabout end of Princess Way is not yet constructed. This remaining section of route for Princess Way is awaiting the Redhill Rail station site development to commence. This was originally expected to have taken place at the same time as the RBN scheme but is currently on hold until the rail station development is taken forward. Signing and marking of the route along Princess Way would be expected to be complete when the full route is constructed and available for use by peds/cyclists.

The comments have been noted and officers will ensure the published Redhill STP newsletter wording is updated to reflect more accurately the work completed for this short section of footway along Princess Way.

Contact Officer: Neil McClure, Transport Strategy Project Manager, 03456 009 009