

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 3 DECEMBER 2018****LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM MEMBERS****DIVISION: ALL****Question 1 received from Ms Barbara Thomson:**

Have all the land issues and other associated design matters been dealt with concerning Woodhatch Junction so that (as with Maple Road Junction) we can be ready to go when monies become available from TfL, because we didn't have any time to put our bid in last time when we had the opportunity?

**Response:**

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.

As part of a bid submission to the Department for Transport's "Safer Roads Fund" 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 A. This design requires land to be taken from the south eastern corner and north eastern corner of the junction and would require common land. Traffic modelling has been undertaken to assess the likely impact on traffic flows of this design. This showed that the existing junction is already congested and that the proposed improvements in Annex A would increase congestion at this junction in the AM peak. 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.

Regrettably, following receipt of the cost estimates, it was determined that it was not possible to progress this junction safety scheme within the constraints of the Safer Roads Fund bid criteria provided by the Department for Transport.

It is appreciated that residents and councillors would like to see the proposed improvements to the Woodhatch junction be progressed like the improvements at the Three Arch junction which are being progressed as part of the Greater Redhill STP works. Unfortunately there is no funding available to continue to work on the proposed improvements at the Woodhatch junction, this junction was not included in the Greater Redhill STP works and therefore we are unable to use this funding to progress this scheme.

Unlike the Three Arch junction improvements, which traffic modelling has shown would decrease congestion, traffic modelling of the most feasible improvements to the Woodhatch junction showed that such improvements would increase congestion in the AM peak. As a result it is not possible to get funding from other sources such as the Horley Masterplan Section 106 developer funding, to carry out improvements to the Woodhatch junction. Officers will continue to look for other sources of available funding.

Because of concerns that the proposed improvements to the Woodhatch junction would result in increasing congestion in the AM peak an informal meeting was held with Cllr Derek Allcard and Cllr Barbara Thomson on 6 November 2017, to consider the best way forward. Cllr Allcard proposed changes to the operation of the existing signal junction, which would not require any changes to the existing kerb lines or layout of the junction (and so would not provide a crossing facility on the eastern arm). It was agreed that officers would commission work to redesign the operation of the existing junction and carry out associated modelling to assess whether or not his proposals would reduce congestion at this junction. Officers advised that these proposals would almost certainly result in increased congestion at this location, but agreed to commission a redesign of the operation of the signals and associated modelling nonetheless so that the implications could be weighed up. The county council's traffic systems team have been commissioned to undertake this work and officers will present the results to members in due course.

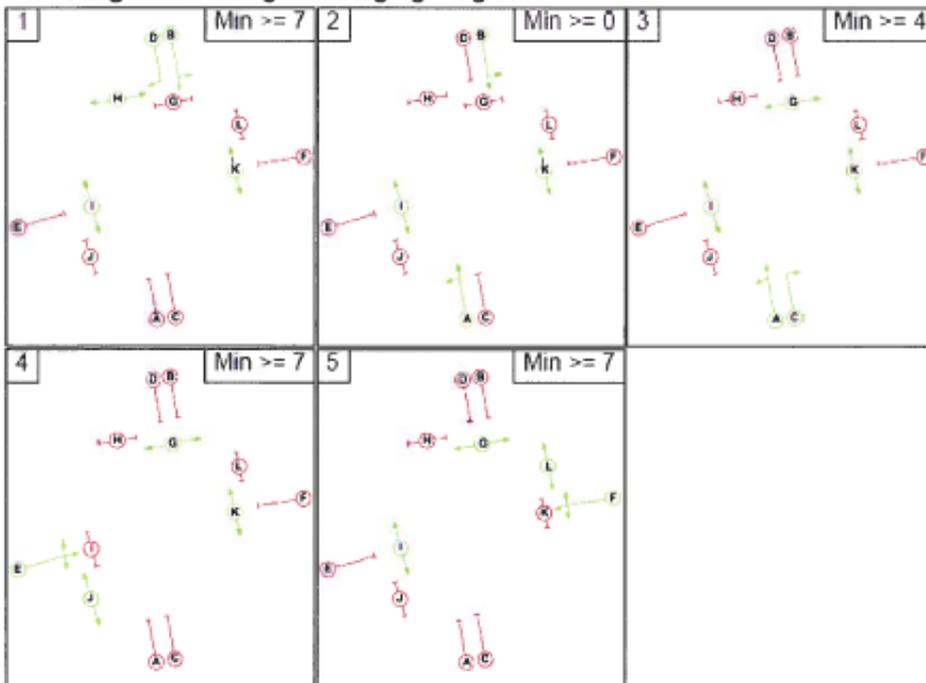
**Contact Officer:** Duncan Knox, Road Safety and Active Travel Team Manager  
(Road Safety and Active Travel Team Manager), 0300 200 1003

**Proposal to Improve Junction with Woodhatch Road (Note: this cannot be included within the bid to the Department for Transport)**

**General site layout**



**Traffic Signals Phasing and Staging Diagram**



**Question 2 received from Mrs Natalie Bramhall:**

Officers are well aware of local Councillors concerns with regard to the safety of pedestrians at the narrow dangerous bend alongside St Johns Church on Pendleton Road plus the Sandpit Road/Pendleton Close junctions and Church Road. Having met with a large number of concerned residents at a community meeting, we have the following suggestions we wish to put forward for consideration:

Extend the 20mph zone from the school to the junction with the A23, to be in continual operation. If this is not possible then at the very least have the 20mph signs in operation during the extended school hours.

The junction of Sandpit Road and Pendleton Road is incredibly dangerous for pedestrians crossing and particularly during peak hours where cars undertake traffic queuing to access the A23, can chevrons be painted at the junction to alert drivers to slow down, textured rumble strips installed, what other suggestions do officers have to improve safety at this junction?

Owing to double yellow lines being installed in Woodlands Road and surrounding roads on the opposite side of the A23, as I predicted this has displaced the problem of commuter cars parking to our Division, the situation is such, that pedestrians have to walk in the road on a blind bend on a bus route as the road is now effectively a single lane. The double yellow lines on the opposite side of the A23 need to be removed, or parking restrictions need to be installed urgently in Church Road.

Residents and businesses would prefer a single yellow line with a time restriction of 9-10am Monday to Friday. An advisory yellow line would also be needed on the opposite side of the road.

Both Cllr White and I believe the above changes and parking restrictions are necessary to slow traffic down and remove the commuter parking in the vicinity of the School and Church and would be interested in receiving officer's comments.

**Response:**

Pendleton Road, Redhill is an urban road connecting the A23 Brighton Road in the east with A2044 Woodhatch Road in the west. There are residential properties on both sides of the road on Pendleton Road between the junctions of the A23 Brighton Road and the junction with Abinger Drive where there is an existing 30mph speed limit in place. St. John's Primary School is located within this section of Pendleton Road. A variable speed limit is currently in place, which is supported by 20mph variable message signs, on Pendleton Road outside of the school. This variable speed limit is supported by a Traffic Regulation Order and operates between the hours of 8:30am – 09:30am, 11:45am – 13:15pm and between 2:45pm and 3:45pm. Outside of these hours the existing speed limit is 30mph. A pelican crossing is also in place within this variable 20mph speed limit.

The existing pavement on the southern side of Pendleton Road is almost continuous with a short section missing on the bend alongside St. John's Church although pedestrians are able to use the church's access road along this section. The

pavement on the northern side is piecemeal, there is no formal footway on the northern side of Pendleton Road between the junctions of Mountview Drive and Kings Avenue. Informal unmade pavements have been created on the common land, set back from the road along this section of Pendleton Road.

The existing bend outside St. John's church is located just to the north of the school, the bend is highlighted by a series of bollards on the verge on the outside of the bend. A review has been carried out of the personal injury collisions that have occurred on this bend between 1<sup>st</sup> September 2015 and 31<sup>st</sup> August 2018 (the most recent 3 year period for which data is available). During this period there have been no personal injury collision on this bend. This data does not include the incident that occurred on 14<sup>th</sup> October 2018 where the driver left the scene following the collision and no injuries were reported. However it has been noted that there are no bend warning signs on the approach to this bend, therefore these signs will be added to the list of requested signs for future funding, when available.

The existing 20mph speed limit operates between the hours of 8:30am – 09:30am, 11:45am – 13:15pm and between 2:45pm and 3:45pm. These times of operation are contained within the existing Traffic Regulation Order for this variable speed limit and cannot be extended without updating the existing order. In order to assess if the existing 20mph can be extended and/or made permanent, speed surveys would need to be carried out to assess whether or not such a proposal would meet Surrey County Council's speed limit policy. Therefore this section of Pendleton Road has been added to the list of speed surveys that have been requested for future funding.

There are two types of chevron markings, those that are installed on one-way streets in order to separate traffic travelling in the same direction, and those installed on motorways in order to remind drivers to keep a safe distance from the vehicle in front. Neither of these road markings are suitable for Pendleton Road. Experience shows that rumble strips are noisy when driven over and therefore they are restricted to rural locations and they also would not be suitable for Pendleton Road. Surrey County Council are only permitted to install road markings contained within the Traffic Signs Regulations and General Directions 2016 document. SLOW road markings and junction warning signs contained within this document, to warn drivers to slow down, are installed on Pendleton Road on both approaches to the Sandpit Road/Pendleton Close junction. A review has been carried out of the personal injury collisions that have occurred at this junction between 1<sup>st</sup> September 2015 and 31<sup>st</sup> August 2018 (the most recent 3 year period for which data is available). During this period there has been no personal injury collisions at this junction.

There seems to be ever increasing pressure on the available on street parking space in Redhill. Any existing yellow lines would only have been put in place because there was seen to be a need for them. However the parking team are about to start a review of parking in the borough of Reigate & Banstead. This will give them an opportunity to both look at the parking restrictions in Woodlands Road and surrounding roads and see whether or not there is any scope for removing any of them, and to consider the situation in Church Road and surrounding roads and

develop the most appropriate solution. The report on the outcome of the review will be presented to the committee on 4 March 2019.

**Contact Officer:** Anne-Marie Hannam, Senior Traffic Engineer (Local Area Team), and Rikki Hill, Parking Project Team Leader (Parking Strategy and Implementation Team), 0300 200 1003

**Question 3 received from Cllr John Stephenson:**

My question concerns the high volumes and speed of traffic in Chipstead Village and the lack of footpaths, which endangers all non-motorised road users.

The roads particularly in question are those in the centre of the village i.e. Coulsdon Lane, the High Road, Hazelwood Lane and How Lane. Only the High Road has any footpath and this is not continuous.

For more than 10 years there has been mounting concern amongst village residents about the volume and speed of through traffic as the result of 'rat-running' (between the A23, A 217 and M25). This is likely to be worsened by the imminent opening of the access to the large housing development at Cane Hill (600 plus houses) onto Portnalls Road which leads into Coulsdon Lane.

Traffic surveys were undertaken in 2015 and 2017, which show very high volumes of traffic in the peak periods and a significant increase between the two surveys.

In this time, the Chipstead Residents Association (CRA) has appointed a Highways Consultant and been investigating possible methods of traffic calming, to reduce speeds and make it possible for walkers, cyclists and horse-riders to use the roads without fear of their lives.

This resulted in a request on 16 October 2018 for a meeting (on behalf of the CRA, County Councillor and Borough Councillors) with the Highways officers, to consider the technical issues relating to various proposals and which may or may not be acceptable to Surrey Highways.

This was rejected on the grounds that it is not currently prioritised by the Reigate and Banstead Local Committee and that Surrey Highways has limited resources which need to be focussed on Local Committee priorities rather than externally promoted schemes.

Will the LC recognise the urgent need for traffic calming measures in Chipstead Village and make it a priority for Surrey Highways to consider such schemes?

**Response:**

Chipstead Residents Association have commissioned a Transport Consultant to develop proposals for traffic calming measures on various roads in Chipstead.

Officers are aware of and appreciate the concerns of residents in Chipstead about traffic speeds and volumes, and lack of pavements on roads in Chipstead. It is acknowledged that the development at the Cane Hill hospital site may result in increased traffic through Chipstead village. As part of the planning process for this

development Surrey County Council made a case for developer funding for highway mitigation measures in Surrey. Unfortunately no developer funding was made available for such measures.

The South East Area Highway Team receives large numbers of requests for road safety measures on the public highway network, and has very limited funding for such measures. The requests that are received are prioritised and those that are deemed to be broadly feasible are added to the Integrated Transport Schemes (ITS) List of schemes for possible future funding. The schemes are prioritised using CASEE (Congestion, Accessibility, Safety, Environment and Economy) scoring for members of the Reigate & Banstead Local Committee to consider. The Reigate & Banstead Forward Programme of funded schemes is made up from schemes on the ITS list.

Officers welcome Residents Associations and other publicly accountable groups promoting schemes for self-funding, and officer resource has been used to provide guidance to both Chipstead Residents Association and their constituents. With limited resources it is unfortunately not possible, given the large number of requests that are received, to be able to carry out more extensive work with Chipstead Residents Association on these proposals, at this time.

Although these proposals do not currently prioritise above others in Reigate & Banstead for the limited funding available the Residents Association could progress these with their consultants.

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

This page is intentionally left blank