

SURREY COUNTY COUNCIL

**LOCAL COMMITTEE (REIGATE & BANSTEAD)****SURREY**

DATE: 4 MARCH 2019  
 SUBJECT: PETITION TO CHANGE THE ROAD LAYOUT WHERE ORCHARD DRIVE AND CROSS OAK LANE MEET  
 DIVISION: HORLEY WEST, SALFORDS & SIDLOW AND HORLEY EAST

**PETITION DETAILS:**

Where orchard drive & cross oak lane meet in Horley is a small island that restricts the junction and where people can turn.

You are unable to turn left onto orchard drive and unable to turn right into cross oak lane. This causes issues with people then turning around to be able to come back on themselves.

The island was put in to restrict site traffic. The acres is no longer a building site and this effects residents and the local community it would be much easier and safer if there was a mini roundabout or just a simple junction with full access.

**RESPONSE:**

Orchard Drive connects the residential area of Langshott and the more recent 750 property development "The Acres" at its southern end, with Crossoak Lane and the A23 Bonehurst Road at its northern end. Orchard Drive is a street lit semi-rural road with a 40mph speed limit. Crossoak Lane connects the A23 Bonehurst Road at its western end to Hathersham Lane at its eastern end. Crossoak Lane is urban in nature at its western end, providing access to industrial units and is street lit until its junction with Orchard Drive. Further east Crossoak Lane turns much more rural in nature. It has a 40mph speed limit throughout its length.

As part of the Planning Permission for The Acres development, it was agreed that the left turn into Orchard Drive from Crossoak Lane, and the right turn into Crossoak Lane from Orchard Drive, would be restricted. This is because when the Planning Application for The Acres development was submitted there was a lot of public concern about the likely increased traffic use of the roads to the north of the development, particularly New House Lane, Picketts Lane, Mason's Bridge Road and Three Arch. Concerns were raised that the new development could encourage drivers to use these roads rather than the A23. These roads were considered unsuitable to serve a development of this size and that access should be via the A23, wherever possible. Therefore these restrictions were put in as a permanent measure and were not a temporary restriction while the development was being constructed. Traffic signals were also installed at the A23 Bonehurst Road/Crossoak Lane junction to try to further encourage drivers to use the A23 rather than the less suitable roads to the north of the development.

A review has been carried out of the personal injury collisions that have occurred at this junction between 1<sup>st</sup> November 2015 and 31<sup>st</sup> October 2018 (the most recent 3 year period for which data is available). During this period there have been 7 personal injury collisions at this junction, all of which involved a slight injury. The Road Safety Working

## ITEM 5

Group, which consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways, considered this junction at their meeting in May 2018, due to the small cluster of personal injury collisions. The Road Safety Working Group assessed the information provided by Surrey Police regarding the personal injury collisions at this junction. They also looked at the design of the existing junction and the restrictions that are in place, and concluded that the measures that have been installed at this junction to restrict turning movements have been optimised as far as practically possible for this location. Removing the turning restrictions at this junction and installing a mini-roundabout or changing it to a T-junction would increase traffic on less suitable roads, which could lead to increased personal injury collisions on these roads. Therefore the Road Safety Working Group concluded that, although any one collision is one too many, the level of personal injury collisions at this junction is lower than many other sites in Surrey and any changes to this junction would not be prioritised for the limited funding available.

It is appreciated that petitioners would like to see the existing turning restrictions to be removed, because some drivers are choosing to carry out U-turns on Crossoak Lane in order to turn right into Crossoak Lane from Orchard Drive, in spite of the “no U-turns” signs that are already in place. However removing these restrictions would result in a significant increase in traffic using New House Lane, Picketts Lane, Mason’s Bridge Road and Three Arch in order to “rat-run” and avoid the A23. Surrey County Council continue to receive concerns from residents regarding the safety of these roads which remain unsuitable to safely accommodate such an increase in traffic. Therefore there are no plans to remove the existing turning restrictions that are at the Crossoak Lane/Orchard Drive junction. However Surrey County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions at the Crossoak Lane/Orchard Drive junction or on the roads approaching this junction, then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

### **RECOMMENDATION**

The Local Committee is asked to: Note the officer’s comments.

- (i) Note the officer’s comment

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