

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 3 JUNE 2019

LEAD OFFICER: NEIL McCLURE, TRANSPORT STRATEGY PROJECT MANAGER,
TRANSPORT POLICYSUBJECT: PUBLIC CONSULTATION ON THE A23 THREE ARCH ROAD
JUNCTION IMPROVEMENTS

DIVISION: EARLSWOOD AND REIGATE SOUTH

SUMMARY OF ISSUE:

Surrey County Council has developed proposals for a scheme to improve the A23 Three Arch Road and Maple Road junction.

The A23 Three Arch Road and Maple Road junction currently suffers from major congestion which causes severe queues and traffic delays. The proposed scheme is expected to reduce congestion and delays to benefit all traffic including private vehicles and buses. The scheme would also provide improved crossings for pedestrians and cyclists.

We consulted publicly on the proposals between 1 November 2018 and 6 January 2019. A questionnaire was provided for the public and interested organisations and groups to provide their views.

We have analysed the consultation responses to understand level of support for the scheme and understand common issues raised which may be taken into account, where possible, in the detailed design phase of the scheme.

The purpose of this paper is to update all members of the Local Committee with regard to the outcomes of the consultation.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- i. Note the results of the analysis of the public engagement on the proposed A23 Three Arch Road junction improvement scheme.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is kept fully informed of the scheme development, the Local Committee is asked to note the results of the analysis of the public engagement event on the proposed A23 Three Arch Road junction improvement scheme, included in Annex A, together with supporting information of Annex B the exhibition panels, Annex C the consultation leaflet, and Annex D the questionnaire.

The analysis of the feedback captured via the public consultation has been taken into consideration by the project team and will be used to inform the development of a final detailed scheme design.

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- 1.1 The A23 Three Arch Road and Maple Road junction currently suffers from major congestion which causes severe queues and traffic delays. It is in an important strategic location that connects drivers, bus users, cyclists and pedestrians to Redhill town centre to the north and Horley, Gatwick Airport and Crawley to the south. It is also used for access to East Surrey Hospital which serves as the region's main Accident and Emergency department.
- 1.2 A feasibility study has previously been undertaken that initially identified four options to improve the junction. The Study identified one of the options as the preferred option due to the modelled benefits and projected value for money.
- 1.3 It was resolved at the September 2018 Reigate & Banstead Local Committee that this preferred scheme option should progress to public consultation and then detailed design. Delegated authority was given to the Area Highways Manager in consultation with the Chairman, Vice Chairman, Transport Strategy Project Manager and Electoral Division Member covered by the scheme to agree the consultation material. This scheme option has therefore since been consulted on publicly.
- 1.4 A Public Consultation was carried out between 1 November 2018 and 6 January 2019 to give the public the opportunity to look at the proposals developed to improve the junction, and provide their views on the proposals.
- 1.5 The junction improvements consulted on are expected to reduce congestion and delays to benefit all traffic including private vehicles and buses. The proposal would also provide improved crossings for pedestrians and cyclists.
- 1.6 This report item is for information.

2. ANALYSIS:

- 2.1 294 individuals and 6 organisations and groups responded to the questionnaire. A further 3 organisations and groups provided comments separately that have also been taken into account. This is considered a particularly strong response rate compared to similar consultation exercises completed by the Surrey County Council Transport Major Schemes team within the Redhill/Reigate area. For comparison, the Redhill Balanced Network scheme received 127 consultation responses, whilst the Greater Redhill Sustainable Transport Package had 59 responses. Higher response rates provide greater feedback that enable more meaningful analysis of results.
- 2.2 Of those that responded, the majority use the junction regularly, indicating that the questionnaire managed to reach the people who would be most affected by changes to the junction. People that use the junction to access East Surrey Hospital were particularly highly represented.

- 2.3 For people that responded, car is by far the most popular mode of travelling through the junction. Bus users are second most popular.
- 2.4 A total of 83% of individuals who responded favour the proposed improvements scheme. 57% stated they strongly agree and 26% agree. On the other hand, 5% stated they disagree, 7% strongly disagree, and 5% issued a neutral response.
- 2.5 83% of organisations and groups who responded to the questionnaire also favour the scheme. 50% strongly agree and 33% agree. 17% strongly disagree.
- 2.6 These figures demonstrate significant overall public support for the proposals.
- 2.7 The consultation questionnaire asked respondents to rank six transport problems at the junction in order of priority, of which reducing traffic queues and congestion was ranked highest, shortly followed by improving access to East Surrey Hospital.
- 2.8 The questionnaire also asked responders to provide their views on whether they think there should be modifications to the proposed scheme. A number of common issues were raised. The project team has provided responses to these issues which are found in the Consultation Report, Annex A. A number of these issues have been considered out of scope of the scheme due to there being restrictive road space, the scheme being unable to take excessive additional land, and because the scheme is restricted to the location and operation of the junction only. However, some of the issues raised will be investigated further but are subject to design work. Further information is provided in Annex A.

3. OPTIONS:

- 3.1 The scheme option consulted on was identified as the preferred option in terms of modelled benefits and projected value for money following the feasibility study process.
- 3.2 It was resolved at the September 2018 Reigate & Banstead Local Committee that this preferred scheme options should progress to public consultation and then detailed design.
- 3.3 This option includes a number of improvements to the existing junction including:
- Widening of the carriageway at a number of locations and extension of the parking restrictions south of the junction to increase capacity at the junction;
 - Provision of intelligent bus priority at the traffic signals;
 - Upgrading and re-alignment of existing crossings to provide three toucan crossing for pedestrians and cyclists;
 - Provision of a section of shared footway/cycleway to connect to the recently constructed facility south of the junction; and

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- Kerb re-alignment to allow vehicles to pass stationary buses at bus stop on Three Arch Road.
- *To note* – an alteration to the give way priority on the Three Arch Road gyratory has already been implemented in advance of the full main junction scheme, giving priority to westbound traffic exiting East Surrey Hospital on Three Arch Road and preventing vehicles using the gyratory to ‘rat-run’. This scheme was identified as a priority and taken forward for implementation by the Local Highways Area Team earlier this year.

3.4 The expected benefits of this option include:

- Reduced congestion and traffic delays;
- Quicker journeys through the junction especially in the morning and evening peak times;
- Improved emergency and visitor access to East Surrey Hospital;
- Improved bus reliability and journey time savings with priority given to late running buses at the traffic signals; and
- Improved crossings for cyclists and pedestrians.

3.5 The questionnaire asked responders to provide their views on whether they think there should be modifications to the proposed scheme. A number of common issues have been grouped together and some will be investigated further during detailed design which may lead to amendments to the preferred option. These issues are detailed in the Consultation Report, Annex A.

4. CONSULTATIONS:

- 4.1 A public consultation was undertaken on the scheme proposals between 1 November 2018 and 6 January 2019.
- 4.2 The consultation provided the public the opportunity to look at the proposals developed to date for the junction, and to give their views on the proposals. This was deemed important both to assess whether there is public support, and to inform the detailed design phase of the scheme which is expected to follow as the next stage. A questionnaire was provided for the public and interested organisations and stakeholder groups to provide their views (Annex D). All consultation information and questionnaire was available online and in paper format.
- 4.3 Two public consultation exhibition events were held at East Surrey Hospital on Thursday 22 November 2018 between 10:00 and 14:00, and on Wednesday 28 November 2018 between 14:00 and 18:00. Three Surrey County Council project team officers were on hand at each of the exhibition events to discuss the proposals, and information panels displaying the proposed plans were on show (Annex B). The exhibition events were both well attended with a particularly large interest noted with support for the proposal from East Surrey Hospital staff who use the junction on a regular basis. The information panels were later moved to the reception area of Reigate Town Hall where they were

on display from 30 November 2018 until the end of the consultation period.

- 4.4 To advertise the consultation, event details and copies of the exhibition materials were available on the Surrey County Council webpages. Letters were posted to local residents and business; notifications were sent via email to stakeholders and interest groups; posters (Annex C) were displayed around the junction site and in a number of public destinations in the wider area; and targeted promotion was undertaken via social media.
- 4.5 The consultation was also presented directly to the East Surrey Disability Empowerment Network.
- 4.6 As a result of all the consultation promotion activities, there were 3,676 visits to the consultation webpage during the consultation period. Highest number of visits were from individuals living in Redhill, Reigate and Horley, which showed that the targeted communications were effective.
- 4.7 The strong majority of the 294 individuals and the 6 organisations and groups that responded questionnaire are in agreement with the proposals therefore demonstrating overall public support for the proposals.
- 4.8 Of those that responded, the majority use the junction regularly, indicating that the questionnaire managed to reach the people who would be most affected by changes to the junction. People that use the junction to access East Surrey Hospital were particularly highly represented.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated scheme cost is between £2.8 – £3.3m including allowances for contingency, risk and optimism bias.
- 5.2 A business case will be required in order to submit a bid for additional funding including an economic appraisal which will evaluate the scheme benefits and value for money (BCR). The business case will also include the Financial and Economic case for the scheme, and will be subject to the County Council Capital Programme Panel (CPP) approval and section 151 Officer sign-off.
- 5.3 The preferred scheme has presently been allocated funding from a variety of sources, including Reigate and Banstead CIL and Horley Master Plan Section 106 developer funding.
- 5.4 Further funding will be required to deliver the final scheme. More detailed work is therefore required to secure appropriate funding sources.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

- 7.1 The A23 Three Arch Road junction scheme aims to provide increased capacity
www.surreycc.gov.uk/reigateandbanstead

through the junction alongside sustainable and public transport measures to improve accessibility, encourage its use and improve safety.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Improve access to rail stations and other passenger transport interchange facilities, and reduce the fear of crime and disorder.
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability implications

Improvements to Three Arch Junction will provide increased capacity and improved access for emergency vehicles, patients and visitors to East Surrey Hospital for health and A&E treatments within the Surrey and Sussex Healthcare NHS Trust.

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non- motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The Surrey Health and Well-being Strategy have identified obesity as one of the priority public health challenges.

It could be that increased levels of walking cycling and bus usage to and around the area will have a positive effect on the local retail economy as recent studies suggest that these groups actually spend more on a trip into a town than a motorist.

A well-managed highway network can contribute to reduction in crime and disorder.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The consultation received a high number of responses with 294 individuals and 6 organisations and groups responding to the questionnaire. A further 3 organisations and groups provided comments separately that have also been taken into account. Importantly the responses are representative of those who will be most affected by changes to the junction. The majority stated in their response that they use the junction regularly.
- 9.2 Responses to the consultation indicate significant overall public support for the scheme. 83% of individuals and 83% of groups and organisations that responded to the questionnaire are in favour of the scheme.
- 9.3 The high response rate to this consultation has provided valuable feedback and analysis on the scheme proposals that has been taken into consideration by the project team and will be used to inform the development of a final detailed scheme design.
- 9.4 A number of common issues were raised regarding modifications that could be made to the proposed scheme when it progresses to the next stage of detailed design. These have been considered by the project team against the objectives and wider benefits of the scheme to improve performance of this junction. A number of these issues have been considered out of scope of the scheme due to there being restrictive road space, the scheme being unable to take excessive additional land, and because the scope of the scheme is restricted to the location and operation of the junction only. However, some of the issues raised will be investigated further but are subject to design work. Further details are provided in the Consultation Report, Annex A.

10. WHAT HAPPENS NEXT:

- 10.1 The scheme will advance to the detailed design stage. Issues identified for further investigation in the Consultation Report, Annex A, will be taken into account through this process.
- 10.2 Officers will progress work to refine scheme costs and identify all other scheme requirements and identify funding sources for delivery of this scheme. Note that the next steps will involve:
 - a. An application being made to the Planning Inspectorate on behalf of the Secretary of State for Environment, Food and Rural Affairs to deregister the necessary common land at the junction and to offer equivalent exchange land.
 - b. The acquisition of land at the Maple Road allotment site from Reigate and Banstead Borough Council.
 - c. Applications being made to secure additional funding to enable the delivery of the scheme.

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- 10.3 Reporting and progress update will continue to be provided to the Redhill STP Member Task Group who will continue to oversee this work alongside development of a potential next phase of the Redhill STP project.
- 10.4 Updates will be provided to the Local Committee, through the Local Area Highways report. A standalone report will be brought to a later Local Committee after final detail scheme design is complete and proposed funding route is identified before scheme construction phase can commence, including seeking permissions for the advertisement of legal notices and traffic orders as required.
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Consulted:

Public consultation

Annexes:

Annex A – A23 Three Arch Road Junction Consultation Report

Annex B – consultation exhibition panels

Annex C – consultation poster leaflet

Annex D – consultation questionnaire.

Sources/background papers:

- Surrey County Council Major Schemes project web page
www.surreycc.gov.uk/threearchroadjunction
 - Reigate & Banstead Sept 2018 Local Committee reports pack and decisions
[Surrey County Council - Agenda for Reigate and Banstead Local Committee on Monday, 17 September 2018, 2.00 pm](#)
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