

Questions from members of the public

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (REIGATE & BANSTEAD)**



**DATE: 2 DECEMBER 2019**  
**LEAD JESS EDMUNDSON, PARTNERSHIP COMMITTEE**  
**OFFICER: OFFICER**

**SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC**

**DIVISION: ALL**

**Question 1: Katie Fulbrook**

**In relation to Horley Road (A23):**

1. Residents have observed that there have been recent changes in the sequencing of the lights causing further tailbacks. What changes were made approximately 6 months ago to the phasing of the lights? What have been the impacts of these changes? Has a traffic survey been done since then?

**Response:**

There is currently an issue with a faulty vehicle detector loop at the traffic lights at the Three Arch Road junction. The detector loop was recut into the carriageway about 6 months ago, but unfortunately an issue was found with the cable connecting the detector loop with the controller cabinet. It was not possible to replace the cable at the time as there was a problem with the duct under the road where the cable runs. Since then another detector loop has failed and this one also has issues with the duct beneath the road. The replacement of the ducting and cables has been ordered through the contractor, however these works have not yet been programmed, and so a date for the works is not currently known. It is anticipated that traffic flows through the junction will improve once the ducting and cables have been replaced.

A validation survey was carried out on the Three Arch Road junction traffic signals in March 2019. This is a survey to monitor traffic flows, enabling engineers to make minor changes to the timings and configurations of the traffic lights in order to maximise vehicle flows through the junction.

## ITEM 5

Questions from members of the public

2. What is the traffic speed in terms of speed survey data on this stretch of road? Is this safe? Many residents report the whole house shaking in the early hours of the morning and feel that their parked cars are a buffer for these heavy lorries passing by?

### **Response:**

There have been no speed surveys carried out on the section of Horley Road between Wimbourne Road and the Three Arch Road junction. It is not good practice to carry out speed surveys on the approaches to traffic lights. This is because vehicles queuing at the traffic lights affect the results of the surveys meaning that the reported mean traffic speeds are artificially low.

The A23 forms part of the principal road network, and carries all types of traffic including HGVs, and this has not changed. If residents feel that their properties are affected by passing traffic they should contact their house insurers and ask them to investigate.

3. How will the safety of pedestrians walking along the pavement be assured? Is there a minimum pavement width and distance from the road required on a busy A road? Currently the pavement is 1.5m wide at lights but by time get to no 16 it is only 1.25m wide. This narrow pavement on such a busy road will not afford children walking to local schools much protection?

### **Response:**

When new roads are constructed or there are changes made to existing roads there is guidance from the Department for Transport as to the width of pavements. However this does not apply to existing roads or to parts of existing roads where changes have not been made. There have been no changes made to the northbound pavement of Horley Road.

The widths of pavements on existing roads varies and is a result of the extent of public highway rights that have been acquired over the road and pavement. Officers can confirm that the width of the northbound pavement on Horley Road is 1.2m outside no.16 and 2.1m at the stop line at the traffic lights.

It is acknowledged that many pedestrians would prefer to walk on wider pavements next to busy roads such as the A23 Horley Road. However the current situation with the width of the northbound pavement on Horley Road is no different to many other A class roads across Surrey. An investigation has been made into recorded personal injury collisions on Horley Road between Wimbourne Road and the Three Arch Road junction from January 2016 to March 2019 (the latest dates for which information is available). During this period there have been three collisions on this section of road all resulting in slight injury. All of these collisions involved vehicles not pedestrians or cyclists and all occurred at the junction of the A23 Horley Road with Three Arch Road.

## Questions from members of the public

4. Can residents parking be considered for this stretch of road? This would mainly be used on evenings and weekends when the road is less busy.

**Response:**

Any changes to parking controls and restrictions are made by way of a process called a parking review, one of which takes place every 12-15 months in each borough and district in the county in turn. There is information about parking reviews, how they work and the timetable for them on the county council's website at <https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>. There is also information on the same page about how to apply for a residents permit parking scheme. It is worth noting that the council needs to have evidence of a high level of support for a permit scheme before it will even begin to consider whether or not it is appropriate to introduce one.

Although it is possible that residents parking could be considered for this stretch of road, the council would have to consider a number of factors, including the potential impact on parking on other roads in the area, many of which already experience high levels of parking, and whether a scheme is necessary, especially if it is mainly going to be used at times when the road is less busy and so there is less competition for the available parking space.

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