

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 1 NOVEMBER 2021

SUBJECT: Written Public Questions



Question 1 from Horley Town Council.

Question:

We would like to raise again our concerns about Wheatfield Way, Horley. We understand that the local committee has already allocated its budget over the next three years, but the Town Council still would like to see some commitment to introducing traffic calming or altering traffic restrictions along this road.

Key changes the Town Council would like to see include:

- Mandatory speed limit signs
- Illuminating signs
- Kerbing
- Access restrictions for heavy goods vehicles
- Raised tables/speed ramps
- Speed Cameras

Response

It is appreciated that Horley Town Council remains concerned about traffic speeds and traffic accidents on Wheatfield Way, Horley.

We receive very many more requests for speed reduction and traffic calming measures than it is possible to deliver in any given year, and these requests are prioritised. This prioritisation focuses resources on delivering schemes firstly that could reduce the number and risk of personal injury accidents.

Integrated Transport Scheme (ITS) requests, that in broad terms are feasible, are prioritised on the ITS list against set criteria as a guide for decision by the Local Committee for the Forward Programme. This Forward Programme is currently funded from the delegated Capital ITS funding available to the Local Committee.

Each scheme is scored in a process known as CASEE – Congestion, Accessibility, Safety, Environment and Economy. The greatest influence on the prioritisation score is safety and this is weighed the highest: Congestion (15%), Accessibility (15%), Safety (35%), Environment (15%), and Economy (20%).

ITEM 4

As you appreciate, the Reigate and Banstead Local Committee have already agreed the highest priority schemes that are being progressed in the 3 year period from 2021/22 to 2023/24, using the additional capital funding delegated to the Local Committee for local schemes. Details of the Highway Forward Programme are available on our website here: [\(Public Pack\)Agenda Document for Reigate and Banstead Local Committee, 01/03/2021 14:00 \(surreycc.gov.uk\)](#).

Surrey County Council work closely with Surrey Police regarding road safety and personal injury collisions that occur on Surrey's roads. As a result, Surrey County Council hold personal injury collision data, provided by Surrey Police, for traffic collisions that have occurred between 1st January 2012 and 31st March 2021 which shows that there has been no personal injury collisions in Wheatfield Way over that period. This information is publicly available and can be found on the following website: www.crashmap.co.uk.

A speed survey was carried out in Wheatfield Way, in October 2020 when traffic volumes were lower. The recorded average mean speeds on Wheatfield Way were 35mph (towards Langshott) and 34mph (towards Smallfield Road). These speeds were higher than we would prefer and therefore we have asked the Police to give this site additional attention. A further speed survey was carried out in Wheatfield Way in July 2021. The recorded average mean speeds on Wheatfield Way were 30mph (towards Langshott) and (29mph towards Smallfield Road). The results of this survey show good compliance with the 30mph speed limit on Wheatfield Way.

Additional illuminated signs were considered when the nearby development was designed, however the design ethos for the development was to minimise any further illumination wherever possible to reduce environmental impact. Similarly, some areas of kerbing were not installed to allow surface water to drain into the existing highway ditch system rather than installing additional kerbs and gullies.

It is understood that HGVs are a concern locally, and in many areas of Surrey, however access is still required for HGVs to local businesses and residents' homes and displacement of HGV traffic on to neighbouring roads must be taken into consideration. Although there are no current plans to introduce HGV restrictions here, the Town Council could consider an "HGV Watch" in the future.

The traffic speed cushions and speed table on part of Wheatfield Way, which were considered to be ineffective at reducing traffic speeds, have been removed. A new highway scheme has been installed that has made use of the available road space that has reduced the carriageway widths in certain areas to moderate traffic speeds and provide a safer pedestrian crossing facility.

Speed cameras are used to address the worst casualty hotspots where there is not a feasible way to introduce traffic calming measures. This is detailed in the Cabinet approved Policy and Criteria for the Use of Safety (Speed and Red-Light) Cameras in Surrey. It could be possible to introduce further traffic calming on Wheatfield Way, subject to prioritisation and feasibility, and so speed cameras would not be a supported way of reducing traffic speeds on this road.

Because of this data, any longer-term solution to reducing traffic speeds or traffic calming measures on Wheatfield Way are not currently prioritised by the Local Committee above the very many other requests received.

It is appreciated that Horley Town Council remains concerned about the safety of Wheatfield Way, therefore Surrey County Council will continue to monitor collisions and vehicle speeds on Wheatfield Way. If there should be any significant increase in the number of personal

injury collisions, then the matter would be referred to the relevant Road Safety Working Group to see if any measures could reduce the risk of personal injury accidents. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways. This would help inform any possible measures to reduce traffic speeds and improve safety going forward.

Alternatively, Horley Town Council could potentially prioritise their CIL funding to be used for a feasibility, consultation, design and delivery of an extension to the traffic calming on Wheatfield Way. Also, the Town Council could consider funding schemes, such as replacement Vehicle Activated Signs, from neighbourhood CIL.

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