

LOCAL COMMITTEE (TANDRIDGE)**DATE:** 3 DECEMBER 2021**LEAD OFFICER:** Duncan Knox, Road Safety & Sustainable School Travel Team Manager**SUBJECT:** Smallfield Pedestrian Accessibility and Safety Scheme**DIVISION:** LINGFIELD**SUMMARY OF ISSUE:**

Following road safety incidents outside Burstow School in 2016, a report was presented to the local committee in September 2017 describing an investigation and suggestions for highway improvements to make walking easier and safer. This was followed up by a meeting with the school, parish council and local elected members to refine proposals in the immediate vicinity of the school and the centre of Smallfield. These proposals formed the basis for a successful bid to Tandridge District Council for £360,000 CIL funding in 2020. Outline designs were then published online and advertised to residents and businesses to invite their comment in March 2021. This report presents the results of this informal public consultation and seeks approval from the local committee to proceed with the scheme following minor amendments to take into account the feedback received. Proceeding will be subject to the successful conclusion of the lease of part of a playing field belonging to Burstow School to Burstow Parish Council to create an off-street parking facility upon which the highway scheme depends.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to agree that

- (i) The scheme proposals as presented within Appendix A should proceed to detailed design and implementation incorporating some minor changes resulting from the public consultation described in section 2.
- (ii) Proceeding with the scheme will be subject to the successful conclusion of the lease of part of a Burstow School playing field to the parish council to create an off-street parking facility upon which the highway scheme will depend.
- (iii) Authorise the advertisement of the relevant notices in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed traffic restrictions, traffic calming and formal crossings, and subject to no objections being upheld, that the orders be made.
- (iv) Authorise delegation of authority to the Highway Engagement & Commissioning Manager in consultation with the Chairman, Vice-Chairman of the Local Committee and the relevant local divisional member to resolve any objections received in connection with the proposals

REASONS FOR RECOMMENDATIONS:

The proposed highway measures would help to reduce risk of collisions and improve the highway infrastructure to encourage more walking, cycling and push scooting to school and to the shops and services in the centre of Smallfield. The proposals would also help reduce congestion and driver frustration on Wheelers Lane and Redehall Road in the centre of Smallfield.

1. INTRODUCTION AND BACKGROUND:

- 1.1 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a higher level of vehicle, pedestrian, scooter and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.
- 1.2 A petition was submitted to the Tandridge Local Committee on 9 December 2016 requesting an improvement to road safety on Wheelers Lane and Redehall Road, following a collision at the junction. After that petition was submitted, there was another collision in May 2017 involving a child pedestrian outside Burstow Primary School. This renewed community concerns regarding road safety of the children attending Burstow Primary School. A report was presented to the Tandridge Local Committee on 22 September 2017 which made recommendations for highway improvements. The improvements were developed following site visits and in consultation between road safety, highways, police and school colleagues. The report can be viewed via the following link:

[Surrey County Council - Agenda for Tandridge Local Committee on Friday, 22 September 2017, 10.15 am \(surreycc.gov.uk\)](#) (item 133)
- 1.3 The Local Committee agreed to the proposals in principle and agreed that in the absence of sufficient funding being available to the Local Committee, that external funding should be sought, (for example via a bid to Tandridge District Council for Community Infrastructure Levy (CIL) funding). Consequently, a CIL bid was submitted in 2017, but did not meet the criteria that was set at that time because non-strategic highway improvements were not eligible.
- 1.4 A further petition was submitted to the Tandridge Local Committee on 21 June 2019 due to ongoing concerns over road safety and congestion on Wheelers Lane, Redehall Road and at the staggered crossroads junction with Plough Lane. The petition requested that Wheelers Lane be made one way. The petition and the response can be viewed via the following link:

[Surrey County Council - Agenda for Tandridge Local Committee on Friday, 21 June 2019, 10.15 am \(surreycc.gov.uk\)](#) (item 14)
- 1.5 The suggestion to make Wheelers Lane one way was rejected by officers, so the Local Committee agreed that "Officers meet with the Parish Council, Local Councillors and the school to discuss options to move this matter forward and find a solution". Therefore, a meeting was held with Burstow Parish Council, Burstow School and the local Tandridge District and Surrey County Councillors on 10 October 2019. This resulted in further refinements to the proposals first approved by the Tandridge Local Committee on 22 September 2017.

- 1.6 The scheme then formed the basis for a successful bid to Tandridge District Council for CIL funding in January 2020, which allowed for outline design to progress, and to then be published online and advertised to residents and local businesses to invite their comment in March 2021.
- 1.7 The scheme is being proposed alongside and is complementary to a scheme being promoted by Burstow Parish Council and Burstow School to convert part of a school playing field to the south of the parade of shops into a carpark. It is intended that this be used by staff and parents as a park and stride site, and by visitors to the shops and local services, and so will reduce the amount and impact of on-street parking and traffic in the immediate vicinity of the school and shops. This project is awaiting final approval from central government from the Department for Education, which is expected within the next few weeks.
- 1.8 In summary the scheme has been developed in response to collisions taking place, concerns expressed by the local community in the form of petitions and has been developed in partnership with local County and District councillors, police, school and parish council. This report provides an analysis of the feedback from the informal public consultation and seeks approval from the local committee to proceed with the scheme (subject to some minor amendments to take into account the feedback received). Proceeding with the scheme will also be dependent upon the successful approval from the Department for Education to create an off-street parking facility on part of a school playing field upon which the highway scheme depends.

2. ANALYSIS:

Description of Scheme

- 2.1 The proposals (shown in Annex A) include the installation of new and improved pedestrian crossing facilities on both Wheelers Lane and Redehall Road, the widening of footways to improve accessibility for pedestrians on Wheelers Lane, and the introduction of a no entry restriction at the junction between Redehall Road and Wheelers Lane. These are described in more detail below.

Zebra crossing and removal of on-street parking on Redehall Road

- 2.2 A new pedestrian crossing facility is proposed on Redehall Road in the vicinity of the parade of local shops and services. Several locations and types of pedestrian crossing facilities, including options for traffic signalised facilities, have been carefully considered. A zebra crossing is being proposed as the most appropriate facility following a detailed assessment of the existing site constraints and highway layout in the location identified in the plan.
- 2.3 The existing parking bays located on the northbound side of Redehall Road will be removed to allow for the installation of the proposed zebra crossing facility. Visitors to the parade of local shops and services, as well as staff and parents associated with Burstow Primary School, will be able to use the new 'Park and Stride' car park to be constructed within the playing fields south of the parade of shops along Redehall Road instead.

No entry restriction into Wheelers Lane at the junction with Redehall Road

- 2.4 It is proposed to introduce a new no entry restriction into Wheelers Lane at the junction with Redehall Road in conjunction with footway widening and junction layout re-alignment measures to improve accessibility improved pedestrian crossing facilities. Wheelers Lane will remain as a two-way road with vehicles being able to exit Wheelers Lane onto Redehall Road, but not turn into Wheelers Lane from Redehall Road.
- 2.5 The introduction of the no-entry restriction will mean vehicular access to get to residential properties, local services and Burstow Primary School on Wheelers Lane will be via Redehall Road, Weatherhill Road and Broadbridge Lane. Whilst these proposed alternative access arrangements are acknowledged as being occasionally more inconvenient for some who may have to drive a longer way around from time to time to get to their properties by motor vehicle, the resulting reduced traffic volumes anticipated on Wheeler's Lane will create a safer environment for all users in the vicinity of Burstow Primary School. Cyclists will be exempt from the proposed no entry restriction, as will emergency service vehicles and equestrians.
- 2.6 At the Wheelers Lane junction with Redehall Road, alterations to the junction geometry are proposed to provide increased footway widths and improved facilities for pedestrians.

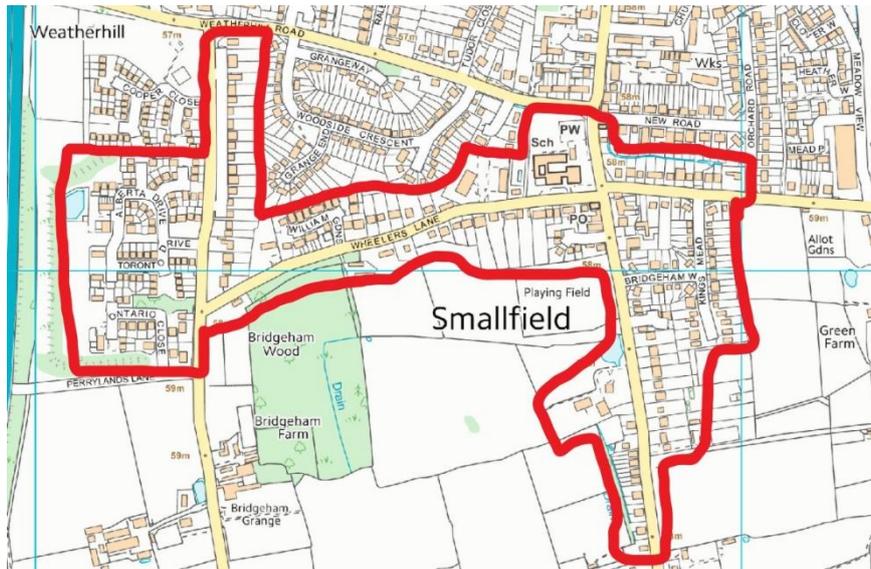
Wider footways and improved pedestrian crossing point on Wheelers Lane

- 2.7 The footways on both the northern and southern sides of Wheelers Lane are proposed to be widened to improve accessibility for all users in the vicinity of Burstow Primary School and other local services such as Smallfield Surgery and the Centenary Hall.
- 2.8 The existing priority give-way and associated kerb buildouts are proposed to be removed, and to be replaced with improved pedestrian crossing facilities on top of a new full width raised table. A loading bay is proposed to be provided on the southern side of Wheelers Lane near to the junction with Redehall Road to facilitate deliveries to the nearby local shops.
- 2.9 The pedestrian and vehicular entrances to Burstow Primary school are proposed to be improved to provide greater accessibility for users accessing the school and other nearby services. Within the proposed widened section of footway between the school and Smallfield Surgery, a new "rain garden" sustainable drainage system is proposed to alleviate flooding that has previously taken place at this location.

Informal public consultation method and advertising

- 2.10 The scheme proposals (shown in Annex A) were published via the county council's online consultation [portal](#) between 8 and 21 March 2021. Officers also held a live online consultation session on Monday 15 March 2021 from 6pm until 7pm that was broadcast on the Tandridge Local Committee Facebook page. This allowed viewers to type questions to the panel of officers developing the scheme.

2.11 The online consultation was advertised by a leaflet drop to the properties most directly affected and closest to the proposals shown in the map below.



2.12 Posters were erected at six locations in and around the centre of Smallfield on the 4 March until the end of the consultation period to let people know about the consultation. The details were also shared with Burstow School, Burstow Parish Council and local councillors in case they were able to highlight the consultation via their communication channels too.



Informal Public Consultation Results

2.13 The online consultation webpage asked respondents as to whether they supported each of the three main elements to the scheme described above and invited them to provide additional comments. The results are summarised in Tables 1 to 3 below. There were 70 respondents, all of whom had a RH9 6 x x postcode (so all lived locally to Smallfield). A summary of the main issues raised in the free text comments is provided below, and a full listing of all comments is provided in Annex B.

Table 1: Q1 How would you classify your feedback regarding the proposed zebra crossing and removal of on-street parking on Redehall Road?

	Number of respondents	Percentage
Fully support	48	69
Partially support	13	19
Don't support	8	11
Blank/Other	1	1
Total	70	100

2.14 It can be seen from Table 1 that most respondents (69%) were in favour of the proposals for a zebra crossing and removal of on-street parking on Redehall Road. Some of the main issues that were raised are paraphrased below along with a response from officers:

2.15 **Issue:** Illegal parking will still take place and should be enforced by camera.

Response: White zig zag lines are required to be implemented on the approaches to zebra crossings upon which it is illegal to stop and park. This is a more serious offence than parking illegally on yellow lines and is enforceable by the police and will incur 3 penalty points on the driving licence.

2.16 **Issue:** The footways are too narrow on Redehall Road.

Response: The Parish Council have agreed that the pedestrian entrance to the proposed car park be set back further from the kerb to maximise footway space at that point. The proposed zebra crossing has been positioned where the footway is widest to provide the most amount of space for pedestrians waiting to cross the road. However, there isn't room to widen these footways.

2.17 **Issue:** The position of crossing is incorrect and should be closer to the junction with Plough Lane where the school crossing patrol used to operate.

Response: Zebra crossings cannot be positioned too close to junctions in case turning traffic is unable to see pedestrians waiting to cross. The proposed location is where the footway is widest on the western side as there is insufficient footway width available immediately outside the post office.

2.18 **Issue:** The removal of the on-street parking will increase speeds.

Response: It is acknowledged that the existing on-street parking helps to reduce vehicle speeds (when there are vehicles parked there, which is frequently the case). There is traffic calming in the form of a raised table hump about 45m south of the proposed zebra crossing, and the junction with Wheelers Lane and Plough Road is on a raised table too. It is acknowledged that the ramp on the south arm of the raised junction table is not very steep, so

consideration will be given to resurfacing and reprofiling the ramp to encourage slower speeds as part of the scheme.

Table 2: Q2 How would you classify your feedback regarding the proposed no entry restriction into Wheelers Lane at the junction with Redehall Road?

	Number of respondents	Percentage
Fully support	31	44
Partially support	13	19
Don't support	23	33
Blank/Other	3	4
Total	70	100

2.19 It can be seen from Table 2 that there was a greater number of respondents who “fully support” the proposals for a no-entry restriction into Wheelers Lane (44%), compared to those who “don’t support” (33%). A further 19% “partially support” the proposals. Some of the main issues that were raised are paraphrased below along with a response from officers:

2.20 **Issue:** What about the impact of more vehicles on Broadbridge Lane?

Response: The no-entry into Wheelers Lane will reduce the number of westbound vehicles on Wheelers Lane who would have otherwise continued via Broadbridge Lane. Some people may choose to drive to park at the medical centre and parish hall via Broadbridge Lane, but it is expected that many from the eastern side of the village may find it more convenient and quicker to walk or “park and stride” from the new car park off Redehall Road, rather than to drive the much longer way around via Broadbridge Lane.

2.21 **Issue:** The whole road should be one way and/or the no entry should be at the other end, or the road should be fully closed.

Response: Making the whole length of Wheelers Lane one way would be likely to increase vehicle speeds because traffic would be able to proceed without being constrained by the possibility of vehicles travelling in the opposite direction. It would also increase the inconvenience to residents of Wheelers Lane when driving away from their properties, as they will only be able to travel in one direction. Instead with the proposals presented in this report residents could still head in either direction when leaving their property.

By not allowing vehicles to enter the eastern end of Wheelers Lane (as proposed) there will be no left turn and right turns into Wheelers Lane which will help to reduce the complexity and congestion at this busy junction. This would be preferable to having the “no-entry” at the western end of Wheelers Lane because this would result in all the existing turning movements at the junction with Redehall Road being retained, and would make this already congested junction even busier.

Having the “no-entry” at the eastern end (as proposed) will also encourage more people from the eastern side of the village to walk or “park and stride” from new car park off Redehall Road to the facilities on Wheelers Lane as this will be more convenient and quicker compared to driving the long way around via Broadbridge Lane.

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It would not be possible to fully close the road, as there would be no space for a turning head for vehicles to use to turn around when reaching the closure point.

2.22 **Issue:** Horse riders regularly use Wheelers Lane but the “no entry” proposal would prevent this?

Response: Equestrians are not classed as a motor vehicle and would therefore be exempt from the “no-entry”. They could therefore continue to proceed with caution into Wheelers Lane from Redehall Road, utilising the contraflow cycle lane, without breaking the law. The expected reduction in traffic on Wheelers Lane will make horse riding easier and safer. It will be possible to sign “no-entry, except for cycles”, but unfortunately it will not be possible to positively sign the legal exemption for equestrians even though the exemption exists, as no such signing is allowed. Officers will also ensure that emergency vehicles will be exempt from the no-entry restriction in the legal order.

Table 3: How would you classify your feedback regarding the proposed wider footways and improved pedestrian crossing point on Wheelers Lane near Burstow Primary School?

	Number of respondents	Percentage
Fully support	52	74
Partially support	12	17
Don't support	4	6
Blank/Other	2	3
Total	70	100

2.23 It can be seen from Table 3 that there was strong support for the proposals for wider footways and improved crossing facilities on Wheelers Lane with 74% indicating that they “fully support” the proposals. Some of the main issues that were raised are paraphrased below, along with a response from officers:

2.24 **Issue:** What about the regular problem of vehicles parking half on the footway and ignoring the yellow line parking restrictions?

Response: It is proposed that bollards will be positioned adjacent to the kerb edges alongside the widened footways to physically prevent parking on the footways. Yellow line parking controls will also be implemented as shown in the plans. It is hoped that the provision of the off-street carpark off Redehall Road will reduce the pressure to park on the street on Wheelers Lane and Redehall Road. Officers will work with the school on initiatives to incentivise children (and parents) to walk to school (including park and stride from the new car park). It is intended that the works for the new carpark and highway scheme will be coordinated in close succession.

2.25 Separately from the informal online consultation, a GP from Smallfield Surgery contacted officers to express support for the scheme for helping to promote active travel (which is healthier for people). The GP asked if seating could be provided within the widened footways as this is often valued by older people and those with mobility impairment so that they can take a rest while walking to community facilities such as the surgery. A request was also made by the parish council to include troughs for planting to enhance the public realm. Therefore, officers will consult with local elected members and parish council over the positioning and design of street furniture including bollards to deter

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parking on the footway, provision of seating, planters and cycle parking stands within the widened footways. Care will be taken to select materials with a consistent design and to position them carefully to enhance the utility and aesthetics of the public realm space created by the scheme.

3. OPTIONS:

- 3.1 **Option 1: Proceed with implementing the whole scheme.** This is the option recommended by officers. There are more people in support of every element of the scheme than against, and officers believe that the scheme will help to mitigate the problems associated with school journey traffic, as well as making it easier and safer to walk near the school and the centre of Smallfield.
- 3.2 **Option 2: Proceed with implementing only parts of the scheme.** It would be possible to implement only parts of the scheme such as the provision of the zebra crossing on Redehall Road and the footway widening on Wheelers Lane, but without the “no-entry” into Wheelers Lane. The latter was less popular, but still had more people in favour. This option is not recommended by officers, as the full benefits of the scheme would not be realised.
- 3.3 **Option 3: Do nothing.** This option is not recommended by officers as there will continue to be problems associated with school journey traffic, and poor pedestrian infrastructure.

4. CONSULTATIONS:

- 4.1 The scheme was conceived in collaboration with the parish council, Burstow School and local elected members for Tandridge District Council and Surrey County Council. An informal public consultation was undertaken and is described within section 2.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the scheme will be met from a successful bid to Tandridge District Council for Community Infrastructure Levy funding. The budget is £360,000.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The scheme will improve footways and crossing points and so will support the ability for people with mobility impairment to walk or travel with the use of mobility aids such as wheelchairs, mobility scooters or adapted bicycles.

7. LOCALISM:

- 7.1 The scheme will enhance the highway infrastructure for the local community to reduce congestion and make it easier to walk and cycle in the centre of Smallfield. This will support the local economy by improving the accessibility to local shops and services.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.

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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

The scheme will improve infrastructure to support more walking, push scooting and cycling as an alternative to motor vehicle travel. It will also reduce vehicle congestion in the centre of Smallfield. This will reduce emissions from internal combustion engines which will reduce their impact on climate change. The scheme also includes a rain garden to reduce the risk of flooding.

8.2 Public Health implications

The scheme will support active travel by making it easier to walk and cycle which is healthier for people. It will also reduce air pollution in the vicinity of Burstow School and the centre of Smallfield.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Following road safety incidents outside Burstow School in 2016, a report was presented to the local committee in September 2017 describing an investigation and suggestions for highway improvements to make walking easier and safer. This was followed up by a meeting with the school, parish council and local elected members to refine proposals in the immediate vicinity of the school and the centre of Smallfield. These proposals formed the basis for a successful bid to Tandridge District Council for £360,000 CIL funding in 2020. Outline designs were then published online and advertised to residents and businesses to invite their comment in March 2021.
- 9.2 The results of the public consultation show that more people are in favour of every element of the scheme than are against. It is therefore recommended that the local committee approve the recommendations to proceed with implementation of the scheme.
- 9.3 The implementation of the highway scheme will be subject to the successful completion of proposals for Burstow School to lease a part of their playing field off Redehall Road to Burstow Parish Council who will then construct an off-street carpark for use by the community. At the time of writing, it is understood the school are awaiting final approval from central government from the Department for Education and this is expected in the next few weeks. The highway scheme will then be delivered in tandem with the off-street carpark scheme.

10. WHAT HAPPENS NEXT:

- 10.1 If approved by the local committee, the scheme will proceed to detailed design and then formal legal consultation. If there are any objections, these will be considered by the Chair and Vice Chair of the local committee and the local county council elected member with advice from the Highway Engagement &

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Commissioning Manager. Assuming any objections are then resolved or over-ruled, the scheme will then be implemented during the financial year 2022/2023. Wherever possible the implementation will take place at times selected to reduce disruption to the travelling public and school community.

Contact Officer:

Duncan Knox, Road Safety & Sustainable School Travel Team Manager

Consulted:

Burstow School

Burstow Parish Council

Local County Council and District Council elected members

The residents, local businesses and road users of Smallfield

Annexes:

Annex A – Scheme Drawings

Annex B – Listing of Informal Public Consultation Responses

Sources/background papers:

[Surrey County Council's Road Safety Outside Schools policy](#)

Response to petition submitted to Tandridge Local Committee

[Surrey County Council - Agenda for Tandridge Local Committee on Friday, 22](#)

[September 2017, 10.15 am \(surreycc.gov.uk\)](#) (item 133)

Response to petition submitted to Tandridge Local Committee

[Surrey County Council - Agenda for Tandridge Local Committee on Friday, 21 June](#)

[2019, 10.15 am \(surreycc.gov.uk\)](#) (item 14)

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