

A23 Brighton Road / Hooley Improvement Scheme

Information About the Scheme

Scheme Background

The A23 is a major route for drivers travelling to and from south London using the M23 and M25. The junctions between the A23, Star Lane and Netherne Drive in Hooley are frequently congested. As a result of queuing traffic access to residential properties can be blocked.

The scheme which is being presented at the public information events in Hooley on 27 and 28 July is being designed to reduce congestion and improve safety on this section of the A23. We have designed this scheme in response to concerns expressed by residents in Hooley, and the purpose of these events is to get your feedback on the design so far. Following the public information events, the scheme is intended to go into detailed design, and subject to continued progress, would be prepared for start of construction in summer 2019.

Comments can be fed back at today's event, or emailed to:

A23BrightonRoadImprovements@highwaysengland.co.uk

The scheme details are also published on the website at:

<https://highwaysengland.co.uk/projects/a23-brighton-road-hooley-improvements/>

The A23 Brighton Road / Hooley Improvement scheme is intended to improve this section of the route within the next two years, but it is not intended to address the wider concerns about the need for a new junction. This would be a separate scheme, and the needs of this section of the network are being considered separately by Highways England as part of its process of determining future funding priorities for the network. This is part of work on the Government's Road Investment Strategy for 2020 onwards, and we expect the outcome of this to be announced in the Summer of 2019.

Purpose of the Scheme

The proposed A23 Brighton Road / Hooley improvement scheme is designed to help traffic flow and reduce congestion by increasing capacity on the A23 through Hooley. The scheme also includes measures to improve safety. The scheme improvements include:

- Widen the A23 northbound carriageway to two lanes from south of Dean Lane Junction to Netherne Drive.
- Widen the A23 southbound carriageway to two lanes from Netherne Drive to the Esso Petrol Station.
- The upgrade of traffic signals to improve traffic flow at the junctions of the A23 with Netherne Drive and Star Lane.
- Enhanced pedestrian and cycling facilities with a new shared footway/cycleway. This will give cyclists an alternative to the main carriageway.

- A revised 30 mph speed limit through Hooley, reduced from the current 40 mph.

Current Status of the Scheme

The current proposals are at early design. The next stage of the process is to present our preliminary designs at Public Information Events on Friday 27 July and Saturday 28 July. We will then consider feedback before deciding upon how we will proceed.

Funding

£3.8m has been allocated for design and construction, from Highways England funds currently available to March 2020.

Key Facts

- It is calculated that the scheme will result in a reduction in accidents by 1.39 per year.
- It is calculated that the journey time saving benefits will be 80 seconds per vehicle during the morning peak period (07:45-08:45) and 37 seconds per vehicle per vehicle in the evening peak period (17:15-18:15).
- The scheme has a Benefit Cost Ratio BCR of 9.63. This means in the first year alone every pound spent on the delivery of the scheme will return £9.63 through accident and congestion benefits.

Scheme Construction dates – Start: Summer 2019 / Completion: Spring 2020.

Current 24 Hour total vehicles using the A23 through Hooley:

- A23 South of the Dean Lane Southbound – 17,869
- A23 South of the Dean Lane Northbound – 17,027

12 Hour (07:00-19:00) total vehicles using the A23 through Hooley:

- A23 South of the Dean Lane Southbound – 12,731
- A23 South of the Dean Lane Northbound – 11,588

How will additional lanes ease congestion?

The scheme will improve the capacity for traffic to flow smoothly on the A23 on the section from Dean Lane to Netherne Drive. We will reduce the congestion experienced during the peak traffic hours and improve the traffic flow entering and exiting the A23. The scheme will also reduce the likelihood of traffic backing up on to junctions further along the A23. The scheme design and modelling indicates that it will not move the problem further along the A23.

Carriageway Widths

The current carriageway widths on Brighton Road are very wide so there is scope to increase the number of lanes with a minimal increase in overall carriageway width.

The existing carriageway widths on the northbound carriageway are around 4.9m at the widest sections. The new carriageway widths will be between 6m and 7.3m wide.

Pavement widths

The existing pedestrian footpath on the west side of Brighton Road between Church Lane and Star Lane is very narrow and will be replaced with a wider shared use pedestrian / cycle route between 3.7m and 2.5m wide.

The pedestrian footpath between Star Lane and Netherne Drive is to be narrowed slightly on the east side of the carriageway but will be generally a minimum of 2.3m wide. One short section south of Star Lane on the east side will be reduced to 1.5m wide.

All other areas are unchanged.

Revised Speed Limit

We are proposing a reduction in speed limit through Hooley to 30 mph to replace the existing 40 mph limit. This will support the smoother flow of traffic and improve safety for all road users.

Shared Off-Network Pedestrian & Cycle Route

A shared use footpath and cycleway is proposed to replace the current poor condition narrow pedestrian footpath. These proposed works will complement the wider efforts to enhance cycle route provision in the Redhill area and across Surrey with the future potential for routes to be linked to Hooley and beyond.

Entry and Exit from Driveways

Many of the properties on the Brighton Road have dropped kerbs which provide vehicle access over the pedestrian footpath. We will work with property owners on this during the design phase, and any changes will be agreed with property owners.

Right hand turns across the A23

The addition of extra lanes to the A23 in the design will mean that some residents need to cross two lanes of traffic if they wish to turn right from their driveways. The speed limit on the A23 has been reduced to 30 mph to help to make this safer.

"SLOW DOWN" Matrix Sign

The existing "*SLOW DOWN*" sign opposite Starbuck Coffee is very small and it is proposed to replace this with a larger more visible and effective sign.

Traffic Signal performance

The performance of the traffic signals at Netherne Drive and Star Lane has been reviewed. We are proposing the introduction of a new signal control system which will improve operation and efficiency of the junctions.

Street Lighting Upgrade

We have reviewed the street lighting as part of this scheme. It is proposed to replace the existing high pressure sodium lamps with more efficient LED lamps. These are low energy and will reduce light pollution.

Air Quality/Pollution

We have commissioned an air quality scoping assessment to identify the potential effects of the scheme. Reigate & Banstead Council has shared their monitoring data in order to inform our investigations.

If the air quality scoping assessment recommends that further work is needed we will do this in consultation with the local authority.

Noise

All new road surfacing will be constructed with a low noise surface.

Disruption during construction

We will consult residents on the traffic management plans to be used during scheme construction. We will aim to complete construction with the least amount of disruption possible to all those affected by the works.

Dean Lane Junction

There will be an improved dedicated right-turn facility into Dean Lane. It is not possible to prevent the U-turn manoeuvre without providing another facility for vehicles who want to turn and head southbound.

Church Lane Illegal Right Turns

The issue of illegal right turns out of Church Lane has been raised by local residents at previous consultation meetings. Analysis of collision data and the Stage 1 Road Safety Audit have not highlighted vehicles turning right out of Church Lane as a significant safety concern to be addressed by this scheme. However, the current design proposes use signing and a revised road alignment to discourage drivers from turning right. The proposed design has realigned the turn, provided a higher containment kerb and signing. A design to completely stop right turns would require a physical barrier in the central reserve which there is insufficient space to provide.

Removal of Layby opposite Starbucks Coffee

The layby on the northbound carriageway across from Starbucks Coffee will be removed and form part of a new traffic lane. This will reduce congestion at this location with two northbound lanes passing Dean Lane Junction.

Removal of Layby opposite the Esso Petrol Station

The layby on the northbound carriageway across from the Esso Petrol Station will be removed and form part of a new traffic lane. Although these laybys are currently used by residents for parking, they are not designated for residential parking and were designed as maintenance laybys or for use by vehicles that need to stop in the event of breakdown etc.

Layby kerbing outside Star Lane Shops

The existing layby has a double height kerb which at best limits vehicle access to car passengers and more than likely causes damage to cars when the door is opened. The proposed design will reduce the height of the kerb. It is also proposed to shorten the length of the layby to provide more space for pedestrians outside the shops.

Bus Stops

The layout of Bus stops and shelters have been reviewed to assess where improvements can be made. Three of the four bus shelters need to be replaced with a consistent standard and position. It is proposed to modify the bus stop layouts to meet current standards so that the buses are fully accessible for passengers with correct kerb heights and positions. The southern bus stop on the northbound carriageway is currently in a layby, which is being removed. All four bus stops will be positioned in the carriageway, but the effect on traffic is expected to be minimal, with two bus services (405 between Redhill and East Croydon Station) per hour per direction through Hooley.

Vegetation and Landscaping

The main area of landscaping within the parameters of the scheme is the area of vegetation and trees north of the layby which is adjacent to the Star Lane shops. A small wall is proposed to improve the appearance and retain earthwork to accommodate carriageway widening. We will need to clear vegetation and remove approximately 8 trees where the additional running lane is introduced; however, new trees will be planted on the re-landscaped embankment.

Equality Impact Assessment

The scheme has been developed to consider the needs of all road users. During the detailed design phase of the scheme an Equality Impact Assessment will be undertaken to ensure that the proposed design conforms with current guidance.

Property values

With a reduction in congestion and the carriageway widening limited to within the current highway boundary, we believe it is unlikely the scheme will have a negative impact on property values. However, compensation may be available for certain properties following the works. Further information is available on our website which can be viewed at: <https://www.gov.uk/compensation-road-property-value>

New Junction or Roundabout South of Hooley

We know that residents are campaigning for a junction improvement to the south of Hooley at the A23/M23 junction. The current A23 Brighton Road / Hooley Improvement Scheme is separate to any future scheme, and is designed to address congestion through the centre of the community now. Highways England identifies the need for improvement schemes through a programme of Road Investment Strategies (RIS) and five-year funding packages, and we are currently following the process to decide which schemes will be funded for the 5 year period after 2020.

The A23/M23 Hooley junction was highlighted in the London Orbital and M23 Gatwick Route Strategy, published in March 2017. Locations highlighted in the route strategies are being considered for funding, taking into account information provided by stakeholders and considering how improvements could help economic growth, improve connectivity and reduce congestion. The detail of how funding will be prioritised and allocated is due to be published in summer 2019.

Stakeholder engagement session times/dates (sessions are inadequate, Friday 27th of July should be extended beyond 7pm)

The current proposals are still in design. The next stage of the process is to present our preliminary designs at a Public Information Event beginning 27 July. We will then consider feedback before deciding upon how we will proceed.

We have provided two sessions of the Public Information Event on a weekday and one session on a Saturday morning, with one month's advance notice. We are also making drawings of the scheme and other documents available on line on the Highways England website from the 27 July, to coincide with the information event. Details will be provided in the Junction Improvement Programme section at: <https://highwaysengland.co.uk/projects/a23-brighton-road-hooley-improvements/>.

Post Opening Project Evaluation (POPE)

We will undertake post opening evaluation to understand whether the scheme has achieved its forecast accident and congestion benefits. This will be undertaken using Highways England's scheme evaluation framework known as Post Opening Project Evaluation (POPE).