



**OFFICER REPORT TO LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

**HORLEY TOWN CENTRE PUBLIC REALM ENHANCEMENTS CONSULTATION
AND PETITION RESPONSE**

22 SEPTEMBER 2008

KEY ISSUES

- To inform the Local Committee of the outcomes of the consultation on the proposals for the Horley Town Centre Public Realm Enhancements, and the revisions to the implementation of the town centre works.
- To respond to the petition submitted on behalf of the Russells Crescent residents.
- To specifically request the approval of the Committee to make any necessary advertisements for the proposals in association with Phase 1 of the proposed works.

SUMMARY

Surrey County Council together with Reigate and Banstead Borough Council have jointly been working on the concept proposals for the Horley Town Centre Public Realm Enhancements. Plans have been drawn up to show these concepts, and consultations have been carried out. One of the objectives of this report is to inform the Committee of the outcome of the consultation, and to offer recommendations as a result.

A further objective of this report is to respond to the petition presented by the Russells Crescent residents.

Finally the report asks for the Committee to agree to the advertising of the proposed zebra crossings as part of Phase 1 of the works, once the proposals have followed all the necessary consultation and approval process.

RECOMMENDATIONS

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

- 1. Note the responses from the consultation on the Horley Town Centre Public Realm Improvements.**

2. Note the amendments to the proposed enhancements for the Town Centre as a response to the consultation process carried out, and the petition received from the Russells Crescent residents.
3. Agree the advertising and statutory consultation for the proposed zebra crossings as proposed in Phase 1 of the works. A plan is shown in Annex 1.
4. Agree that the consideration and resolution of any representations received as a result of advertising and consultation for the proposed zebra crossings be delegated to the East Area Group Manager in consultation with the Chairman of the Local Committee and the locally elected Members.

1.0 INTRODUCTION AND BACKGROUND

1.1 RBBC and SCC jointly consulted on concept proposals for Horley Town Centre Public Realm Enhancements during June and July 2008. These proposals were informed by original concepts widely consulted on and embedded in the Horley Town Centre Regeneration Supplementary Planning Document adopted 2006. The principle behind the proposals was to:

- Make Horley Town Centre a safe and attractive place to live, work and visit
- Secure ease of access to services and facilities
- Support economic regeneration
- Promote sustainable transport solutions and reduce car journeys
- Reduce through traffic in the Town Centre

1.2 The proposed enhancements included:

- Improvements to key junctions
- New pedestrianised areas (including a trial closure of Victoria Road between Massetts Road and Consort Way East to day time week day traffic excluding buses, deliveries, disabled, vehicles and taxis)
- Traffic calming
- Creation of improved gateways to the town centre
- Introduction of new small public squares
- Standardised seating, lighting, signage etc.

2.0 CONSULTATION

2.1 The public consultation process was extensive and included static displays, questionnaires, one to one meetings with businesses, a staffed display at Waitrose and the Help Shop and presentations to SCC and RBBC Councillors, Horley Town Council, Horley Chamber of Commerce, Horley Town Centre Management Group, Horley Access Group plus attendance at a meeting of Russells Crescent Residents. In addition there were a series of internal officer meetings and meetings with key organisation including Surrey Police and others.

2.2 Over a thousand consultation responses were received either in the form of formal submissions, petitions or discussions at consultation events. The outcomes are summarised below.

2.2.1 Positive Feedback

It was broadly agreed that Horley Town Centre needs regeneration and consultees welcomed investment in the public realm to support this including:

- Removal of unnecessary street furniture and addition of clearer signage and gateway features.
- Improvements to accessibility and safety.
- The addition of trees, public spaces, benches and green areas.
- Proposals to improve linkages to the town centre including enhancements to the subway.

2.2.2 Concerns

- The least popular proposals were the trial semi-pedestrianisation of Victoria Road and traffic calming measures associated with this. Consultees felt strongly that this would result in loss of passing trade and deter people from coming into Horley to shop reducing trade. There were concerns about the additional traffic along residential streets.
- There was a perception that public car parks were expensive.

2.2.3 Additional Suggestions

- Need more major retailers to bring people into Horley.
- Businesses need to improve the appearance of their own premises.
- Free parking facilities for 2-3 hours.
- Speed limit of 20mph throughout the town centre.
- Traffic calming in neighbouring roads.
- Make Horley a one-way system.
- Create an alternative route from Russells Crescent to Massetts Road via the Newman House and Police Station sites.
- Off peak fares to Horley on Fastway reduced by 50% and free bus travel for under 16's.
- Ensure there is no reduction in the number of trains going to London from Horley in peak hours

2.3 In addition to the public consultations, various consultations have taken place with Horley Town Council, Horley Chamber of Commerce, Horley Town Centre Management, Horley Access Group, as well as internal consultations with key officer from the police and emergency services.

2.4 Russells Crescent Residents Petition

In response to the consultation carried out, the Russells Crescent residents have presented a petition, which reads:

We, the undersigned, object to any increase in traffic volumes in Russells Crescent that are not commensurate with a residential road in a Conservation Area, that will result from the proposed Horley Town Centre Regeneration project.

The proposed plans for Russells Crescent as detailed in the Horley Town Centre Enhancements Concept Plan and the ensuing increase in traffic volumes would i) not be in keeping with the Russells Crescent street-scene ii) out of keeping with the surrounding area and iii) harmful to the Massetts Road Conservation Area.

The proposals for Russells Crescent are contrary to policies Pc12 (Retention of Character), Pc13 (Control of Development), Ho9 (Design &

Layout), Ho10 (Maintenance of Character & Amenity) of the Reigate and Banstead Borough Local plan 2005; policies SE4 (Design & Quality of Development), SE5 (Protecting the Heritage (including landscapes)) of the Surrey Structure Plan and guidance contained within the Reigate and Banstead Local Distinctiveness Guide SPG.

2.5 Officer Response to consultation comments

- Pedestrianisation schemes have been successful elsewhere in similar scale towns.
- Commercial agents are advising that to attract new retailers, and in particular to create a new primary retail frontage along Victoria Road giving critical mass for the town, comprehensive public realm improvements, including pedestrianisation are required. By attracting more well known major high street branded shops along Victoria Road, along with improved landscaping and seating areas etc it could make Horley a more attractive place to shop and visit.
- If we are committed to achieving modal shift targets and realising the value of the investment already made in public transport, creating a pedestrian friendly town centre environment is key.
- RBBC Executive has approved £1m of NGP2 funding to be spent over the 2008/09 – 2010/11 financial years. The Horley Infrastructure SPD now includes a per dwelling contribution towards town centre improvements and an LTP bid is being considered.
- SCC has a contractor in place to deliver works and there are opportunities to synchronise the first phase of work with planned resurfacing of Victoria Road.
- The consultation has been successful in creating increased local awareness and encouraging local opinion of proposed enhancements for the town centre.

3.0 RESPONSE TO THE PETITION

3.1 The petition presented by the Russells Crescent residents “objects to any increase in traffic volumes in Russells Crescent”.

3.2 The outcome of the consultation has meant that the Borough and County have reconsidered the implementation of the town centre improvements, and are now suggesting that the improvements for the town centre are implemented on a phased basis over the next 3 years, see below “Way Forward”.

3.3 The revised phasing of the town centre works shows the concept of ‘pedestrianisation’ replaced by “further investigations (to be) carried out to determine the most effective method for enhancing the public realm and accessibility of the town centre” in Phase 3 of the works.

3.4 As a result there is no need to address the issues raised in the petition at this time. It would be more appropriate to readdress this again at Phase 3 of the works. At this point the results of further investigations and research will be available and the Borough and County will be better placed to suggest further options for the Phase 3 elements of the enhancements to the town centre.

4.0 WAY FORWARD

4.1 Proceeding with implementation of improvements on a phased basis as set out below. This takes account both of schemes that were prioritised through the consultation process and deliverability. Further scheme-by-scheme consultations and approvals will be required.

4.2 Phase 1 (Short term – 2008/09)

- Gateway feature on Victoria Road between Elizabeth Court and Regents Mews
- Pedestrian refuge outside the library
- Junction table at junction of Consort Way with Victoria Road
- Zebra crossing on the Consort Way arm of the junction table (as shown in drawing attached as Annex 1). Possible additional zebra crossing on the western side of Victoria Road arm of the junction.
- Street furniture de-cluttering
- Adjustments to parking and kerbing in vicinity of no. 3 - 16 Massetts Road

4.3 Phase 2 (Medium term 2009/10)

- Footway widening on Victoria Road between Consort Way East and High Street and between Waitrose and the railway station entrance on Victoria Road
- Pedestrian crossing point improvements at junction of Consort Way East/Victoria Road junction
- Alterations to improve vehicle and pedestrian movements at the junction of Central Car Park/Consort Way East/Waitrose entrance to include revisions to one-way system at Central Car Park
- Landscaping at Jack Fairman pub (Wetherspoons)
- Peripheral town centre road improvements e.g. at Lumley Road, Albert Road, Ringley Avenue
- Additional cycle parking
- New street furniture, planters etc
- Altering taxi rank locations

4.4 Phase 3 (Longer term 2010/11 onwards)

- Junction improvements at Russells Crescent/Victoria Road including gateway feature
- Further investigations carried out to determine the most effective method for enhancing the public realm and accessibility of the town centre
- Subway improvements

5.0 FINANCIAL IMPLICATIONS

5.1 All costs relating to the proposals will be funded by NGP2, which need to be spent over the 2008/09 – 2010/2011 financial years. Any additional funding will come from S106 money, as the Horley Infrastructure SPD now includes a per dwelling contribution towards town centre improvements.

6.0 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 The purpose of the scheme is to assist the mobility impaired and make Horley accessible for All. The concept plans have been designed in close consultation with the Horley Access Group.

7.0 CRIME AND DISORDER IMPLICATIONS

7.1 The environmental enhancements seek to reduce crime, and the traffic calming reduce speeds and so improves safety within the town centre.

8.0 CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

8.1 The consultation process was successful in obtaining local views on the concepts suggested for the Horley town centre enhancements. As a result officers have been able to identify a phased approach to the works which will aim to achieve short term solutions within this financial year, with more medium to long term solutions open to further work and investigation. All phases of the work will be subject to further consultation and approvals.

8.2 The proposals meet the principles of the town centre enhancements scheme by improving accessibility and pedestrian safety by means of slowing traffic through the town centre, widening footways and improving pedestrian crossing facilities. The principle of achieving sustainable transport solutions is met by increasing cycle parking and improving passenger transport facilities. Regenerating the town centre by making all these improvements will support economic regeneration for Horley town centre.

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Annex 1

Draft plan showing Phase 1 of the proposed works for Horley Town Centre improvements
TO BE TABLED AT MEETING