

Agenda

Reigate & Banstead
Local Committee

**We welcome you to
Reigate and Banstead Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You



Discussion

Surrey Fire & Rescue Service –
Local Update & Performance Report

Highways Schemes Update

Greater Redhill Sustainable Transport
Package

Venue

Location: Reigate Town Hall,
Castlefield Road,
Reigate, Surrey RH2
0SH

Date: Monday, 14 September
2015

Time: 2.00 pm

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: susan.briant@surreycc.gov.uk

Tel: 01737 737695

Website: <http://www.surreycc.gov.uk/reigateandbanstead>



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SURREY



Surrey County Council Appointed Members

Mrs Dorothy Ross-Tomlin, Horley East (Chairman)
Ms Barbara Thomson, Earlswood and Reigate South (Vice-Chairman)
Mrs Natalie Bramhall, Redhill West and Meadvale
Mr Jonathan Essex, Redhill East
Mr Bob Gardner, Merstham and Banstead South
Mr Michael Gosling, Tadworth, Walton and Kingswood
Dr Zully Grant-Duff, Reigate
Mr Ken Gulati, Banstead, Woodmansterne and Chipstead
Mrs Kay Hammond, Horley West, Salfords and Sidlow
Mr Nick Harrison, Nork and Tattenhams

Borough Council Appointed Members

Cllr Michael Blacker, Reigate Central
Cllr Richard Coad, Redhill East
Cllr Dr Lynne Hack, Banstead Village
Cllr Norman Harris, Nork
Cllr David Jackson, Horley West
Cllr Roger Newstead, Reigate Hill
Cllr Jamie Paul, Preston
Cllr Tony Schofield, Horley East
Cllr Bryn Truscott, Redhill East
Cllr Mrs Rachel Turner, Tadworth and Walton












Chief Executive
David McNulty

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This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

			
Mrs Dorothy Ross-Tomlin (Chairman) Horley East	Ms Barbara Thomson (Vice-Chairman) Earlswood & Reigate South	Mrs Natalie Bramhall Redhill West & Meadvale	Mr Jonathan Essex Redhill East
			
Mrs Kay Hammond Horley West, Salfords & Sidlow	Mr Michael Gosling Tadworth, Walton & Kingswood	Dr Zully Grant-Duff Reigate	Mr Ken Gulati Banstead, Woodmansterne & Chipstead
		 SURREY COUNTY COUNCIL Local Committee (Reigate & Banstead) County Councillors 2013-17	
Mr Nick Harrison Nork & Tattenhams	Mr Bob Gardner Merstham and Banstead South		

For councillor contact details, please contact Sue Briant, Community Partnership and Committee Officer (susan.briant@surreycc.gov.uk / 01737 737695).

			
Cllr Michael Blacker Reigate Central	Cllr Richard Coad Redhill East	Cllr Dr Lynne Hack Banstead Village	Cllr Norman Harris Nork
			
Cllr David Jackson Horley West	Cllr Roger Newstead Reigate Hill	Cllr Jamie Paul Preston	Cllr Tony Schofield Horley East
		 <p>Local Committee (Reigate & Banstead)</p> <p>Borough Council Co-optees 2015-16</p>	
Cllr Bryn Truscott Redhill East	Cllr Mrs Rachel Turner Tadworth & Walton		

For councillor contact details, please contact Sue Briant, Community Partnership and Committee Officer (susan.briant@surreycc.gov.uk / 01737 737695).

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. **To support this, County Hall has wifi available for visitors – please ask at reception for details.**

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite **questions relating to items on the agenda from members of the public** attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

PART ONE - IN PUBLIC

1 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY)

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY)

(Pages 1 - 12)

To approve the minutes of the previous meeting as a correct record. The minutes will be available in the committee room half an hour before the start of the meeting, or online at www.surreycc.gov.uk/reigateandbanstead or by contacting the Community Partnership and Committee Officer.

3 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY)

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- Each Member must declare any interest that is disclosable under the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, unless it is already listed for that Member in the Council's Register of Disclosable Pecuniary Interests.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- If the interest has not yet been disclosed in that Register, the Member must, as well as disclosing it at the meeting, notify the Monitoring Officer of it within 28 days.
- If a Member has a disclosable interest, the Member must not vote or speak on the agenda item in which it arises, or do anything to influence other Members in regard to that item.

4 PETITIONS (AGENDA ITEM ONLY)

(Pages 13 - 14)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

The following petition has been received:

'To re-install the pedestrian guardrail on Princess Way, from the traffic lights to the train station'.

5 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY)

To answer any questions from residents or businesses within the Reigate and Banstead Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon 4 working days before the meeting.

6 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY)

To receive any questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer before 12 noon 4 working days before the meeting.

7 SURREY FIRE AND RESCUE SERVICE - LOCAL UPDATE AND PERFORMANCE REPORT (FOR INFORMATION) (Pages 15 - 26)

The report outlines the various activities undertaken within the borough by the Surrey Fire and Rescue Services (SFRS) teams based at Reigate, Horley and Banstead Fire Stations.

8 HIGHWAYS SCHEMES UPDATE (EXECUTIVE FUNCTION FOR INFORMATION) (Pages 27 - 42)

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

9 GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE (EXECUTIVE FUNCTION FOR DECISION) (Pages 43 - 84)

To brief members on the Greater Redhill Sustainable Transport Package project that was the subject of a consultation for six weeks between 19 June and 31 July 2015.

10 LOCAL COMMITTEE FORWARD PLAN 2015 - 16 (FOR INFORMATION) (Pages 85 - 86)

To note the forward programme of reports to the Local Committee (Reigate and Banstead).

11 DECISION TRACKER (FOR INFORMATION) (Pages 87 - 90)

To note progress on decisions made by the Local Committee.

DRAFT

Minutes of the meeting of the
Reigate AND BANSTEAD LOCAL COMMITTEE
 held at 2.00 pm on 8 June 2015
 at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

Surrey County Council Members:

- * Mrs Dorothy Ross-Tomlin (Chairman)
- * Ms Barbara Thomson (Vice-Chairman)
- * Mrs Natalie Bramhall
- * Mr Jonathan Essex
- * Mr Bob Gardner
- * Mr Michael Gosling
- * Dr Zully Grant-Duff
- * Mr Ken Gulati
- * Mrs Kay Hammond
- * Mr Nick Harrison

Borough / District Members:

- Cllr Michael Blacker
- * Cllr Richard Coad
- * Cllr Dr Lynne Hack
- * Cllr Norman Harris
- Cllr David Jackson
- * Cllr Roger Newstead
- * Cllr Jamie Paul
- * Cllr Tony Schofield
- Cllr Bryn Truscott
- * Cllr Mrs Rachel Turner

* In attendance

1/15 CHAIRMAN'S ANNOUNCEMENTS [Item]

The Chairman welcomed the new Vice- Chairman Councillor Barbara Thomson and the new borough members: Councillor Richard Coad, Councillor Dr Lynne Hack, Councillor David Jackson, Councillor Jamie Paul and Councillor Bryn Truscott.

The Chairman thanked Joanna Long for all her hard work and welcomed Sue Briant who is seconded to cover the position until Sarah Quinn returns from maternity leave in October 2015. Sue's substantive post is Community Partnership and Committee Officer (Spelthorne).

The Chairman informed the Committee that David Grantham from Reigate.UK would be doing a sound recording of meeting.

2/15 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY) [Item 1]

ITEM 2

The following Members of the Committee gave apologies for the meeting: Councillor Michael Blacker, Councillor David Jackson and Councillor Bryn Truscott.

3/15 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY) [Item 2]

The following corrections were made to the Minutes:

Minute - 18/14

2nd paragraph to be changed to:

Members also highlighted the '**low weight of children**' in Merstham and Redhill West, Dr Kerr informed Members that the commonest reason for this is smoking in pregnant women and that this is the issue to try and address.

Subject to the above amendment, the minutes were agreed as a true and accurate record of the meeting.

4/15 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY) [Item 3]

None received.

5/15 PETITIONS (AGENDA ITEM ONLY) [Item 4]

None received.

6/15 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY) [Item 5]

None received.

7/15 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY) [Item 6]

None received.

8/15 HIGHWAYS SCHEME UPDATE 2015 (EXECUTIVE FUNCTION FOR DECISION) [Item 7]

Declarations of Interest: None

Officers attending: Zena Curry, Anita Guy, John Lawlor Highways SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members commented that £4,000 for the crossing at A217 Brighton Road, Lower Kingswood seemed too much. It was clarified that although this sum

had been allocated it could cost less. Members were informed that more information was likely to come out of a further study.

Members asked for clarification on the insufficient developer funding available to meet the estimated cost of the localised road widening at Tadworth Street.

Highways officers were asked to find out if Woodmansterne Lane, Banstead was on the Horizon list and to inform Councillor Gulati.

The Committee:

Noted the report.

9/15 REVIEW OF COLD WEATHER PLAN AND WINTER SERVICE ARRANGEMENTS (EXECUTIVE FUNCTION FOR INFORMATION) [Item 8]

Declarations of Interest: None

Officers attending: Zena Curry, Highways SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members were informed that any issues would go back to the Winter Maintenance Task group.

Members commended the officers involved.

The Local Committee (Reigate and Banstead) agreed to:

Consider the current highways cold weather provision and operations in their area and provide feedback, via their Local Committee Chairman, on any change requests.

Reasons:

To give the (Reigate & Banstead) Local Committee the opportunity to provide feedback into the annual review of winter service operations.

10/15 SOUTH EAST PERMIT SCHEME (FOR INFORMATION) [Item 9]

Declarations of Interest: None

Officers attending: Kevin Orledge, Streetworks Team Manager
SCC, Michael Coombes and Liz Jones

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Kevin apologised to members and pointed out that there was a typing error on page 52. The table entitled 'Inspection Totals' should read Reigate and Banstead against both entries and not Epsom and Ewell.

Members commented that there are a vast number of fixed penalty notices and asked whether there is more work that needs to be done alongside the notices. Members were informed that a large number come from BT Open Reach and that the company had been served with a formal improvement notice. The team meet with BT monthly and will do so until they have achieved 90% compliance.

Members requested a list of notices that have been breached. Members also asked what happens when contractors have left debris on the street and there is no response from them to clear this up. Officers informed Members that an information board is displayed next to the debris that the contractor has left, with the company's details on it.

Members asked whether there was a case for undertaking more inspections. Officers explained that more breaches are picked up in the B phase of inspection between the date when work finishes to any time up to six months later.

Members queried why offences are continuing to happen, in particular by 'Kier'. It was noted that officers meet monthly with Kier to review their work and their payment is reduced if work isn't satisfactory.

Members asked officers about the future for the South East Permit Scheme. Guidance is awaited from the DfTE in November; some of the conditions particularly around re-surfacing that can be issued at the moment will be lost.

It was queried whether more could be done where a utility company digs up the road within 6-12 months of it being re-surfaced. Officers commented that utility companies can't be stopped from putting in new connections at any time but they are working at getting better at identifying new connections in advance.

Members discussed whether permit fees could be increased. The Streetworks Team Manager clarified that this wasn't currently possible but if there was a change in decision on this he would notify the Committee.

Members asked whether the Council knows what works utility companies have planned in the next 5 years. Officers are aware of utility companies' forward plans but these often change particularly around building developments and newly surfaced roads.

The Committee:

Noted the report.

11/15 GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE (EXECUTIVE FUNCTION FOR DECISION) [Item 10]

Declarations of Interest: None

Officers attending: Paul Fishwick LSTF Project Manager
SCC

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members were advised that funding had been awarded for the Greater Redhill Sustainable Transport Package, which was submitted to the C2C Local Enterprise Partnership on 15 December 2014. The proposals will require a public consultation, which has been arranged for a 6 week period commencing on 19 June and ending on 31 July 2015, to fit in with the tight timescale for delivery. A further report on Greater Redhill Sustainable Transport Package would be brought to the Local Committee in September.

Members were informed that as part of the consultation an exhibition would be held at East Surrey Hospital on 9 and 11 July 2015. Members welcomed the scheme and asked how the consultation would be promoted. The consultation would be 'on line', hard copies of the survey would be available and it would also be tweeted about. The consultation would be targeted at businesses, community groups and the hospital etc.

The Local Committee (Reigate & Banstead) agreed:

- (i) To note the project content.
- (ii) To approve the project to be the subject of consultation during June/July 2015.
- (iii) To delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman and Electoral Division Members covered by the project to agree the consultation material.

Reasons:

To ensure that the Local Committee is kept informed, the Local Committee is asked to note the progress made so far with the Greater Redhill Sustainable Transport Package.

Due to the tight timescales for delivery, a six week consultation period has been tentatively arranged to enable the results of the consultation to be presented to the Local Committee on 14 September to enable works to commence during the autumn of 2015 (on National Cycle Route 21).

The project will also require a number of approvals from this committee for example allowing cycling on widened footways and the advertisement of notices for the installation of toucan crossings and certain traffic orders.

ITEM 2

However, these are currently in development and form part of the design process and will be presented to a later meeting of this committee.

12/15 PARKING REVIEW (EXECUTIVE FUNCTION FOR DECISION) [Item 11]

Declarations of Interest: None

Officers attending: David Curl, Parking Strategy and Implementation Team Manager and Richard Peplow, Environment Projects Officer

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Councillor Grant-Duff wished to discuss some adjustments to schemes with officers.

A query was raised as to why the exit for Willmott Way was on the western side, the Parking Manager agreed to respond to Councillor Dr Hack on this.

Members raised the unfairness of the proposed restriction on the size of future parking reviews (50 sites) on larger boroughs such as Reigate and Banstead. Officers explained the reason for this was so as not to spread the review too thinly. Councillor Kay Hammond offered to bring this up at the forthcoming Cabinet meeting.

Members asked whether there would be any payment received from people using the Car Club Scheme; initially this wouldn't happen but as demand increased this could be looked at.

The Local Committee (Reigate and Banstead) agreed that:

- (i) The proposals in Annexes 1 and 2 are agreed **plus Wolverton Gardens subject to a meeting after the Committee and Location 26, London Road South, Merstham. Revise time of operation of parking restriction from 'Monday - Friday 2 - 3pm', to 'Monday - Friday 10am - 12noon', so as not to conflict with school 'pick up time'.**
- (ii) That if necessary, adjustments can be made to the proposals agreed at the meeting by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and local Member prior to statutory consultation.
- (iii) the intention of the County Council to make Traffic Regulation Orders under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Reigate and Banstead as shown in the Annexes (and as subsequently modified by ii) is advertised and that if no objections are maintained, the Order is made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation

with the chairman/vice chairman of this committee and the appropriate county councillor.

- (v) the Parking Strategy and Implementation Team Manager is authorised to progress and implement any further car club bays in consultation with the Chairman and the local county councillor.
- (vi) if necessary the Parking Team Manager will report the objections back to the local committee for resolution.
- (vii) To allocate funding of £15,000 in 2014/15 to implement the parking amendments.
- (viii) To establish a borough wide parking task group (to replace the Redhill Task Group) with the terms of reference set out in Annex 4.

Reasons:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- Help residents park nearer their homes
- Improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Ease traffic congestion
- Better regulate parking

Delegating the authority to install car club bays will allow further expansion of the car club scheme, subject to community interest, sustainable growth and in locations agreed with local councillors.

A borough wide parking task group will help give direction to and prioritisation for on street parking initiatives in the Borough such as residents parking.

**13/15 CENTRAL CAR PARK HORLEY (EXECUTIVE FUNCTION FOR DECISION)
[Item 12]**

Declarations of Interest: None

ITEM 2

Officers attending: Dave Taylor, Transport Development Planning Senior Projects Manager

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members were supportive of making the Traffic Regulation Order permanent.

Members commented that people were held up at the nearby junction due to the phasing of the traffic lights and requested that this was monitored at busy times. The Transport Development Planning Senior Projects Manager agreed to arrange a meeting to consider this and involve the Chairman of the Committee.

The Local Committee (Reigate & Banstead) agreed:

- (iii) The Experimental Traffic Regulation Order, which has reversed the one way working of the Central Car Park Service Road, is made permanent.

REASONS FOR RECOMMENDATIONS:

- (i) The Experimental Traffic Regulation Order has been successfully operating for the last 15 months.
- (ii) There have been no formal objections to the Experimental Traffic Regulation Order and there is a general consensus that it has worked well.
- (iii) The revised working avoids conflict between vehicles exiting the Central Car Park and Waitrose Car Park, within close proximity to the signalised junction of Consort Way East and Victoria Road.

14/15 LIBRARY SERVICE REVIEW 2015 (EXECUTIVE FUNCTION FOR DECISION) [Item 13]

Declarations of Interest: None

Officers attending: Kelly Saini-Badwal, Library Sectors Manager

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members commented that with the changes resulting from Universal Credit in January 2016 the libraries would be a front line service for the community.

The Local Committee (Reigate & Banstead) agreed that:

1. Reigate library increase its hours from 35.5 hours per week to 42 hours per week

to bring it into line with the Group B libraries. This means that Reigate library offers a wider service to local users. The library will close on Mondays in line with other Group B libraries but the number of hours open will increase overall, including opening on Wednesdays (when the library is currently closed). Please see Annex 2 of the report for opening hours.

2. The number of hours Merstham library opens does not change but the opening times will be altered. Please see Annex 2 of the report for opening hours.
3. The overall change in hours in Reigate and Banstead is an increase of 6.5 hours per week.

Reasons:

- Customer feedback, including from “lapsed user” surveys, shows that it is easier for residents to remember standardised hours across libraries. There was positive feedback after introducing standardisation at Group A and B libraries in 2008. (Please see Annex 1 of the report for further details about Group A, B and C libraries).
- The majority of Group C community libraries’ opening hours have not altered for many years, and historically were originally based on local circumstances that no longer exist. Across the community libraries there is a huge disparity of hours so the approach has had to be to standardise within three levels of opening hours according to size and use.
- Standardisation allows the library service to implement new standardised staffing structures and staffing allocations across the County. This will ensure the library service has sufficient, cost effective, frontline cover across libraries, with relevant staff in the right place at the right time.
- The library service review identified changes in the patterns of use in Group C community libraries. The recommended changes to opening hours reflect how local residents are now using these libraries. The Library review identified patterns of use in the group C community libraries and have retained the most well used opening periods as a core of the new proposed opening hours.

15/15 LOCAL COMMITTEE TASK GROUPS 2015/16 AND COMMUNITY SAFETY FUNDING (FOR DECISION) [Item 14]

Declarations of Interest: None

Officers attending: Joanna Long, Community Partnership Team

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members commented that the allocation of the community safety funding should be reviewed annually.

ITEM 2

It was stated that the Chairman and Vice-Chairman of the Local Committee are ex-officio members of all the Local Committee Task Groups

The Local Committee (Reigate & Banstead) agreed:

- (i) the terms of reference of the Youth Task Group, the Greater Redhill Sustainable Transport Package Task Group and the Parking Task Group, (included in the Parking Review report) as set out in Annex 1 of the report.
- (ii) to appoint the below representatives to the Youth Task Group, the Greater Redhill Sustainable Transport Package Task Group and the Parking Task Group for 2015-16.

Youth Task group

Cllr Natalie Bramhall
Cllr Ken Gulati
Cllr Jonathan Essex

Cllr Jamie Paul
Cllr Rachel Turner
Cllr Richard Coad

Greater Redhill Sustainable Transport Package

Cllr Natalie Bramhall
Cllr Jonathan Essex
Cllr Barbara Thomson
Cllr Kay Hammond

Cllr Richard Coad
Cllr David Jackson
Cllr Tony Schofield

Parking Task Group – an additional County Councillor was added to the Parking Task Group.

Cllr Natalie Bramhall
Cllr Jonathan Essex
Cllr Dr Zully Grant-Duff
Cllr Nick Harrison

Cllr Lynne Hack
Cllr Roger Newstead
Cllr Tony Schofield

- (iii) that the community safety budget of £3,337 that has been delegated to the Local Committee be transferred to the East

Surrey Community Safety Partnership for the purpose of addressing the criteria and monitoring requirements detailed in [paragraphs 1.5 and 10.2] of the report; and that the Community Partnership Manager authorises its expenditure in accordance with the Local Committee's decision.

Reasons:

- (i) The Local Committee's task groups enable the Local Committee to carry out its work in an efficient and expedient manner.
- (ii) Surrey County Council is a Responsible Authority on Community Safety Partnership and has a responsibility to be represented at their meetings. Contributing delegated funding will help to ensure that there is a sufficient budget to fund projects aimed at reducing crime and anti-social behaviour within the borough.
- (iii) The Local Committee has delegated authority over a small budget of £3,337 of Surrey County Council funding. The purpose of this funding is to address local areas of concern in relation to community safety.

16/15 MEMBERS ALLOCATIONS (FOR DECISION) [Item 15]

Declarations of Interest: None

Officers attending: Rowena Zelle, Community Partnership Team

Petitions, Public Questions, Statements: None

Member Discussion – key points:

The Chairman encouraged Members to support the Magna Carta Needle Fund and the Surrey Looked After Fund. The Local Support Assistant to contact the Cabinet Member to offer support to the Surrey Looked After Fund.

The Local Committee (Reigate & Banstead) agreed to note:

- (iv) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of the report.

Reasons:

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

17/15 CABINET FORWARD PLAN (FOR INFORMATION) [Item 16]

ITEM 2

Members requested their comments raised under the Parking Review report about the unfairness of the proposed restriction on the size of future parking reviews (50 sites) on larger boroughs such as Reigate and Banstead be put in writing to the Cabinet.

The Committee **NOTED** the report.

18/15 LOCAL COMMITTEE FORWARD PLAN (FOR INFORMATION) [Item 17]

The Committee **NOTED** the report.

Meeting ended at: 3.25 pm

Chairman

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 14 SEPTEMBER 2015



LEAD OFFICER: PAUL FISHWICK, PROGRAMME MANAGER (LTS AND MAJOR SCHEMES)

SUBJECT: PETITION – STATION ROAD ROUNDABOUT REDHILL

DIVISION: REDHILL EAST

Summary of issue

A petition containing 81 signatures has been submitted for consideration at the meeting. Residents are asking for the re-instatement of the pedestrian guard railing in the Station Road Roundabout area.

Wording of the petition:

'Today I decided to meet my girl in town after they finished school; I waited at the bus station. What I saw over the span of 10 minutes made my stomach do flips and I began to get very nervous watching the children. I have to state now, I love the renovated town centre, however I am failing to see why the pedestrian guardrail from the traffic lights in Princess Way to the train station was removed. Also the pedestrian guardrail around the bus stop. The children are dangerously jaywalking and I truly feared for their lives watching them cross the road today and I'm sure many of you have witnessed it yourself. I am hoping this petition will help get the pedestrian guardrail re-installed before it's too late'.

Officer comment:

The Redhill Balanced Network project has recently been completed and part of the process after a short initial 'settling down' period is to carry out an independent Road Safety Audit at stage 3 (post construction).

The points raised within this petition will be taken into account during the Road Safety Audit which is expected in September 2015, and a full report will be presented to the December meeting of this committee.

Contact Officer:

Paul Fishwick Programme Manager (LTS and Major Schemes), Transport Policy
03456 009009.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 14 SEPTEMBER 2015



LEAD OFFICER: GC PAUL OTWAY

SUBJECT: SURREY FIRE AND RESCUE ANNUAL REPORT 2014/15

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

SUMMARY OF ISSUE:

The report contains information on the various activities undertaken by the borough team to reduce the risk from fire, water and road traffic incidents to the residents of the borough of Reigate & Banstead, including direct contact, public education programmes and campaigns.

This item is for information

RECOMMENDATIONS:

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

- (i) Recognise the achievements of the Surrey Fire and Rescue (SFRS) teams within the borough of Reigate & Banstead.
- (ii) Support the borough team's commitment to deliver initiatives to reduce risk and make the Reigate & Banstead borough safer through the delivery of the Borough/Station Plan.
- (iii) Note the targets and initiatives set within the Reigate & Banstead Borough Plan for 2014/5 and support the Fire and Rescue Service in the delivery of this plan.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee (Reigate & Banstead) on the work carried out by Surrey Fire and Rescue Service teams within the borough.

1. INTRODUCTION AND BACKGROUND:

- 1.1 All fire stations within Surrey produce a Station/Borough plan which sets out its targets for the forthcoming year. This is known as the Station Plan. The service is committed to reducing community risk in order to save lives, relieve suffering, and protect property and the environment. It is through the Station Plan that they achieve that aim. The borough teams have borough and service targets to meet and these are identified in this report.

www.surreycc.gov.uk/reigateandbanstead

ITEM 7

2. ANALYSIS:

2.1 See Annex 1.

3. OPTIONS:

3.1 This report is for information.

4. CONSULTATIONS:

4.1 N/A

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 As set out in the current Public Safety Plan for Reigate & Banstead, the service is currently changing fire service locations. The fire appliance at Horley will move to Salfords during the financial year 2015/16 and one fire engine has moved to Banstead into its temporary base. The new location at Salfords will also host the mobilising and control centre.

5.2 The service has sought to support the council and deliver a more efficient range of services, achieving improvements and reducing operating costs to contribute toward achieving the MTFP savings for the period from 2014/15 to 2018/19. This will include supporting the annual savings required for each of the next 5 years.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 SFRS supports the Equalities Act 2010.

7. LOCALISM:

7.1 No items for inclusion

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	See report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report/ Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report/ Set out below.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

Deliberate Fire below or met targets for this year.

8.2 Sustainability implications

N/A

8.3 Corporate Parenting/Looked After Children implications

N/A

8.4 Safeguarding responsibilities for vulnerable children and adults implications

SFRS will undertake intelligence led Home Fire Safety Visits (HFSV), targeting areas most in need of this service, using historical data, information received from partners and local knowledge to target this work. 60% of all HFSVs are aimed at vulnerable people and those most at risk from fire in our communities. SFRS has implemented its “Keeping You Safe from Fire” scheme to better support more vulnerable members of society to live in the community safer and for longer. SFRS continues to work closely with Adult and Social Care teams to ensure the following are targeted;

- Adults over the age of 65 (worse at 75)
- Individuals who live alone
- Individuals with mental health illnesses, including dementia & memory loss
- Individuals with disability and mobility difficulties
- Individuals who are either alcohol or drug dependant
- Individuals who smoke (the above will be compounded if coupled with smoking)

8.5 Public Health implications

No items for inclusions

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Committee is asked to:

- Recognise the achievements of the SFRS within the Reigate & Banstead borough.
- Support the Station Plan for 2015/16 and the borough team’s commitment to improve initiatives to reduce risk and make the Reigate & Banstead borough safer through the delivery of the Borough/Station Plan.

10. WHAT HAPPENS NEXT:

10.1 Surrey Fire and Rescue Service will update Members on an annual basis.

ITEM 7

Contact Officer:

Eddie Roberts, Area Commander- 01737 242444

Consulted:

S.F.R.S. Officers

Annexes:

See additional report.

Sources/background papers:

- Service Delivery Report- March 2014- Surrey Fire & Rescue
 - East Command Team Plan.
 - Reigate Station Plan
 - Horley Station Plan.
-



Annex 1

MISSION

To provide a professional and well supported Fire and Rescue Service which reduces community risk in order to save lives, relieve suffering, protect property and the environment

*Surrey Fire and Rescue
Local Committee Report
April 2014 – March 2015*

*Completed by
Assistant Group Commander Goodsell
Borough Commander
Reigate and Banstead Borough*

KEY ISSUE

- 1.1 This report outlines the major strands of activity being undertaken within Reigate and Banstead borough by the Surrey Fire and Rescue Service (SFRS) teams based at Reigate, Horley and Banstead Fire Stations

SUMMARY

- 1.2 The report contains information on the various activities undertaken by the borough team to reduce the risk from fire, water and road traffic incidents to the residents of Reigate and Banstead Borough, including direct contact, public education programmes and campaigns.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- 1.3 Recognise the achievements of the borough teams within Reigate and Banstead borough and support their commitment to improve initiatives to reduce risk and make Reigate and Banstead borough safer through the delivery of the Borough/Station Plan.
- 1.4 Note the targets and initiatives set within the Reigate and Banstead Borough Plan for 2014/15 and support the Fire and Rescue Service in the delivery of this plan.
- 1.5 Support the achievements of all personnel at Surrey Fire and Rescue Service.

STATISTICS

Within Service/Borough Target		
Close to Service/Borough Target		
Above Service/Borough Target - Action Required		
Key Performance Indicators for 2014/15	2014/2015	2013/2014
Percentage of Fires attended in dwellings with no smoke detection fitted	Service Target: < 24%	Service Target: < 38%
	19%	14%
No of fatalities due to primary fires	Service Target: 7	Service Target: 7
	0	0
No of injuries arising from accidental dwelling fires	Borough Target: 6	Service Target: 44
	6	9
No of false alarms caused by AFA's (automatic fire alarms)	Borough Target: 220	Borough Target: 225
	298	230
No of calls to malicious false alarms attended	Borough Target: 21	Borough Target: 19
	21	17
No of deliberate Primary Fires (excluding vehicles)	Borough Target: 86	Borough Target: 115
	61	86
No of deliberate primary vehicle fires	Borough Target: 8	Borough Target: 24
	8	12
No of calls to fires attended - primary	Borough Target: 188	Borough Target: 195
	110	183
No of calls to fires attended - Accidental fires in dwellings	Borough Target: 77	Borough Target: 77
	65	65
Percentage of accidental dwelling fires confined to room of origin	Borough Target: >91%	Borough Target: >91%
	93%	91%
No of fires in non domestic premises	Borough Target: 40	Borough Target: 35
	45	34
No of HFSVs (Home Fire Safety Visits)	Service Target % at Risk >60%	Service Target % at Risk >60%
Visits to Risk Households	50 (%)	79 (%)
Total Visits	268	265

REPORTING AGAINST TARGETS NOT ACHIEVED

1.6 Automatic Fire Alarms (AFAs)

2014/2015	2013/2014
Borough Target 220	Borough Target 225
Actual 295	Actual 230

- 1.7 Disappointingly this year has seen an increase in AFA's calls and attendances within the borough. This is due to a number of factors. One premises still accounts for around 30% of these calls, 90 out of 295. Our Fire Safety team and operational crews maintain regular contact with those responsible for fire safety at East Surrey Hospital (ESH), working to bring this number down. However ESH is still going through a major refurbishment and despite best efforts and planning this may have contributed to this high number. Another factor is the rise in care packages within the home to allow elderly and vulnerable persons to remain in the community. These are commonly known as Telecare, and provide immediate response for a variety of emergencies. As a result, the Fire Service's attendance at domestic or sheltered accommodation properties has increased. Whilst this has increased the overall figure, it provides assurance to these vulnerable people, with crews often staying in attendance and providing advice.

1.8 Fires in Non Domestic Properties

2014/2015	2013/2014
Borough Target 40	Borough Target 35
Actual 45	Actual 34

- 1.9 There has been a slight increase in fire in non domestic properties. This is attributed to a greater understanding of fire safety awareness in a number of larger non domestic premises within the borough. The staff within these premises therefore call the fire service. These fires were in fact very small, but still met the reporting criteria. The fire safety team within the borough continues to work with these premises.

COMMUNITY FIRE PROTECTION

1.10

	2014/15	2013/14
Prosecutions	1	0
Prohibition Notice – Formal	0	0
Enforcement Notice – Formal	0	0
Deficiencies Notice - Informal	40	59
Licensing Consultations	26	28
Building Regulation Consultations	189	119

COMMUNITY FIRE PREVENTION

1.11 We will undertake intelligence-based Home Fire Safety Visits (HFSV), in the areas most in need of this service, using the provided data and local knowledge to target this work. Currently a target of 60% is expected for our crews to reach vulnerable people and the most at risk from fire in our communities. SFRS will work closely with Adult and Social Care teams to ensure the following are targeted.

- Adults over the age of 65 (worse at 75)
- Individuals who live alone
- Individuals with Mental Health illnesses, including Dementia & Memory Loss
- Individuals with disability and mobility difficulties
- Individuals who are either Alcohol or Drug dependant
- Individuals who smoke (the above will be compounded if coupled with smoking)

1.12

2014/2015	2013/2014
Service Target % at Risk >60%	Service Target % at Risk >60%
Actual 50 (%)	Actual 79 (%)

Whilst in this reporting year the number of HFSV's has remained the same, our target of visiting Risk Households (see above guidance) has dropped. Reigate and Banstead crews will look to identify and visit households most at risk, to reduce the number and severity of fires that may occur. Each station in the borough will be running a local targeted campaign during the last two quarters of this current year, working with our partner agencies and our own volunteers.

SAFEGUARDING REFERRALS

1.13 The Service works in collaboration with Social Services to ensure vulnerable adults/children are identified and a care action plan is formulated.

2014/2015	2013/2014
Totals	Totals
35	48

VOLUNTEERS SERVICE

1.14 If you know of anyone who would be interested in becoming a volunteer for the service please can you provide this link to them which gives you all the information you need to know about being a Surrey Fire Volunteer : (www.surreyfirevolunteer.org).

SFVS assisted with the following in Reigate and Banstead:

- Letter drop to 400 homes on the Court Lodge Estate Horley, to advise Home Fire Safety.
- Carried out 40 HFSV's on Reigate Fire Station ground and 32 on Horley Fire Station ground.

COMMUNITY ENGAGEMENT

1.15 Education

The Service's education team currently attends Special Educational Needs schools to deliver fire safety advice.

Number of Schools	Number of Pupils
3	98

1.16 Junior Citizens

Number of Days	Number of Pupils
0	0

Currently not resourced in Reigate and Banstead.

1.17 Firewise Scheme

The Service has a successful referral scheme aimed at young people, who have shown an interest in fire setting.

Reigate and Banstead Borough	
Number of Referrals	10

1.18 Youth Engagement Scheme

Reigate and Banstead Borough	
Total Number of Referrals	9
Total Number Offered Taster Session	9
Total Number Started	4
Total Number Graduated	3

1.19 Safe Drive Stay Alive

The main aim of the Service has always been to reduce the injuries and deaths of young people aged 16-25. This is achieved through various activities, mainly Safe Drive Stay Alive.

Reigate and Banstead Borough	
Number of Pupils	585

WHAT HAPPENS NEXT

1.20 Members asked to:

- support the Borough Plan for 2015/6
- recognise good performance by Service personnel in 2014/2015

LEAD OFFICER: Paul Otway, Group Commander

TELEPHONE NUMBER: 01737 242444

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CONTACT OFFICER: AGC Steve Goodsell

TELEPHONE NUMBER: 01737 242444

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BACKGROUND PAPERS: Reigate and Banstead Plan 2014/2015
SFRS Public Safety Plan.
Web: www.surrey-fire.gov.uk

File Ref: Borough Report April 2014/15	Owner: AGC Steve Goodsell
Date of Issue: 08/08/2015	Version Number: 1
Consulted: Yes	

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

DATE: 14 SEPTEMBER 2015
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER
SUBJECT: HIGHWAY SCHEMES UPDATE
DIVISION: ALL REIGATE AND BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

At the 1 December 2014 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. An amended programme of works was agreed on 2 March 2015 to take account of the reduced revenue budget. Delegated authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress. The report also updates Members on the number of enquiries received from customers.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note the contents of the report.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

1. INTRODUCTION AND BACKGROUND:

1.1 In December 2014, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and ITS Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works. A revised works programme was agreed in March 2015 to take account of the reduced revenue budget devolved to the Local Committee.

1.2 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that works could be progressed without the need to bring further reports to the Local Committee for decision.

1.3 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement

schemes to mitigate the impact of developments on the highway network. The Road Safety Team also has a small countywide budget which is used, on a priority basis, to address sites with an identified collision problem.

2. ANALYSIS:

- 2.1 Capital Highway Schemes:** Progress on the approved programme of highway works in Reigate and Banstead is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions and the Road Safety Team's schemes for Reigate and Banstead.
- 2.2 Winter Service:** The Winter Service Report will be presented to the Economic Prosperity, Environment and Highways Board and to Cabinet on 9 September and 22 September 2015 respectively. The report will include an update on the funding and management costs for grit bins. Currently, the rate for the supply and servicing of a new grit bin for a 4 year period is £1,009. Subject to Cabinet approval, the cost will be reduced to £947 for this winter, with an extension charge of £639 to cover the next 4 year period where a grit bin has not been transferred to the core winter service. These costs reflect the current actual costs to the County. In October, Members will receive an information pack on the winter service which will include any agreed changes to the salting network, as discussed in the spring round of local committees, and costs relating to grit bin funding.
- 2.3 Customer Enquiries:** The number of enquiries received in the second quarter of the year is consistent with the number received during the first quarter, but lower than the corresponding period in 2014 when flooding generated a high level of correspondence.
- 2.4** All enquiries are categorised at the point of logging, either automatically through the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2014 the average split was 44% SCC and 56 % Kier; for the year to date this split has shifted to 35% and 65% respectively. Improvements to the online reporting, and general information available to the public through the website and through the SCC Contact Centre have contributed to this change.
- 2.5 Table 1** shows the number of enquiries received during the first six months of 2015.

Period (2015)	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-March	35,467	4,943	1,672
April - June	30,254	4,062	1,387
Total	65,721	9,005	3,059

Table 1: Customer Enquiries

Of the enquiries received by the local area office, 97% have been resolved, a rate above the countywide average of 95%. The County continues to work with its contractors to improve this response rate.

2.6 The number of complaints received is shown in **Table 2**.

Period (2015)	Surrey Highways: Complaints (no.)	South East Area: Stage 1 Complaints (no.)
Jan-March	110	28
April – June	178	24
Total	288	52

Table 2: Complaints

The two main reasons for complaints were lack of contact and issues regarding resurfacing works. Officers continue to work closely with the corporate customer relations team to improve performance. In addition, new systems have been introduced to track agreed actions arising from complaints to ensure these actions are delivered, so reducing the likelihood of further escalation

2.7 A new Works Communication Team is being put in place, the purpose of which is to improve the availability of work programmes, increase information available to the public to allow them to self-serve and deliver significant improvements to the advance notification of planned works.

2.8 Members should be aware that a dedicated online National Highways & Transport survey for Members is being carried out during September. This survey has not been carried out for several years and the Service is keen to receive as much feedback as possible to help influence future business planning. The Service is reviewing its customer service Key Performance Indicators, with particular focus on advance notification of works on the highway through our Customer Stakeholder Engagement Plan.

3. OPTIONS:

3.1 Not applicable.

4. CONSULTATIONS:

4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Budgets are closely monitored throughout the financial year and monthly updates are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have put in place arrangements whereby monies can be vired between different schemes and budget headings.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

7.1 Local issues can be addressed through the Member's Community Enhancement Budget.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
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 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of capital highway works in Reigate and Banstead is set out in Annex 1. Local Committee is asked to note the contents of this report.

10. WHAT HAPPENS NEXT:

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the Local Committee at its December meeting.

Contact Officer:

Anita Guy, Principal Engineer, South East Area Team, 03456 009 009

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

- Report to Reigate and Banstead Local Committee, 1 December 2014, Highways Forward Programme 2015/16 – 2016/17
- Report to Reigate and Banstead Local Committee, 2 March 2015, Revised Highways Forward Programme 2015/16 – 2016/17

CAPITAL ITS IMPROVEMENT SCHEMES			
Project: Outwood Lane, Chipstead			
Detail:	Footway improvements	Division: Banstead, Woodmansterne and Chipstead	Allocation: £45,000
Progress: Funding was allocated in 2014/15 to implement a scheme to improve the existing footway between Hazlewood Lane and the Ramblers Rest. The scheme involves widening of the existing footway and improving access to it. However, land adjoining the highway was identified as SSSI and the works will require consent from Natural England. A request was approved to re-profile the 2014/15 allocation of £45,000 to 2015/16, giving a total scheme budget of £90,000 to implement the scheme. Officers are working with the contractor to agree a method statement setting out how the works will be constructed prior to an application being made to Natural England.			
Project: A242 Gatton Park Road, Reigate			
Detail:	Removal of existing traffic islands and provision of pedestrian refuge in Carlton Road	Division: Reigate; Redhill West and Meadvale	Allocation: £20,000
Progress: Provision of pedestrian refuge island in the bellmouth of Carton Road. Completed. A feasibility study into the safety implications of removing the existing traffic islands in Gatton Park Road has been completed. One option has been identified for which a Stage 1 (feasibility design) Road Safety Audit is being carried out. The proposals may be amended following the safety audit and then will be shared with the Chairman, Vice-Chairman and divisional Member.			
Project: Merland Rise, Epsom Downs			
Detail:	Pedestrian crossing	Division: Nork and Tattenhams	Allocation: £70,000
Progress: Removal of existing kerb build-out/priority give-way and introduction of a zebra crossing south of Headley Drive. Construction commenced on site August 2015.			

CAPITAL ITS IMPROVEMENT SCHEMES			
Project: Lee Street, Horley			
Detail: Pedestrian crossing facility	Division: Horley West, Salfords and Sidlow	Allocation: £20,000	
Progress: Provision of a pedestrian refuge with localised carriageway widening in Lee Street west of Mill Close. Stage 1/2 (Feasibility/ Detailed Design) Road Safety Audit carried out. Improvements to nearby uncontrolled pedestrian crossing facilities across junctions leading to the new facility incorporated into the scheme as recommended by the safety audit. Scheme being priced by the contractor.			
Project: Pendleton Road, Redhill			
Detail: Zebra crossing	Division: Redhill West and Meadvale	Allocation: £18,000	
Progress: Match funding for a scheme to introduce a zebra crossing north-east of Abinger Drive. Detailed design has been completed and a Stage 2 (Detailed Design) Road Safety Audit carried out. Notice of the intention to introduce a zebra crossing and speed cushions will be advertised end August/early September, and local residents directly affected will be informed.			
Project: A217 Brighton Road, Lower Kingswood			
Detail: Uncontrolled pedestrian crossing facility	Division: Merstham and Banstead South	Allocation: £4,000	
Progress: Feasibility design for an informal crossing point near Holly Lodge. Facility likely to be similar to the crossing point implemented on the A217 near Mill Road/The Warren, Kingswood. Work on design only schemes to commence towards the end of 2015/16.			
Project: Victoria Road, Horley			
Detail: Pedestrian crossing	Division: Horley East	Allocation: £4,000	
Progress: Feasibility design of signal controlled crossing near Consort Way. Work on design only schemes to commence towards the end of 2015/16.			

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Tattenham Crescent, Epsom Downs

Detail: Upgrade of existing pedestrian refuge

Division: Nork and Tattenhams

Allocation: £4,000

Progress:

Width of existing pedestrian refuge too narrow to provide adequate protection to pedestrians and mobility scooter users. Work on design only schemes to commence towards the end of 2015/16.

Project: Slipshatch Road, Reigate

Detail: Speed reducing feature

Division: Earlswood and Reigate South

Allocation: £4,000

Progress:

Measures to reduce eastbound vehicle speeds at the change in speed limit from derestricted to 30mph. Work on design only schemes to commence towards the end of 2015/16.

Project: Small Safety Schemes

Detail: As set out below

Division: See below

Allocation: £20,050

Woodmansterne Primary School – Merrymeet, Woodmansterne

Banstead, Woodmansterne and Chipstead

Following a petition to Local Committee, a Road Safety Outside Schools assessment was carried out at Woodmansterne Primary School. It was suggested that the existing highway infrastructure outside the school frontage in Merrymeet be improved, to include the provision of a kerb build-out to assist pedestrian crossing movements. The land required to progress this scheme is in the ownership of Surrey County Council and is being acquired through appropriation. A Stage 1/2 Road Safety Audit has been carried out. The proposals are being priced by the contractor.

Bletchingley Road, Merstham – Zebra Crossing Remedial Works

Improvements to the zebra crossing in Bletchingley Road, Merstham, were completed in 2014/15. The Stage 3 Road Safety Audit has identified remedial works that need to be carried out. The cost of the works is currently being agreed with the contractor.

CAPITAL ITS IMPROVEMENT SCHEMES

Small Safety Schemes (cont.)

Sandcross School – Sandcross Lane, Reigate

Earlswood and Reigate South

A petition was presented to the December Local Committee and it was agreed to improve the crossing point where the school crossing patrol operates by providing dropped kerbs, resolve drainage issues and install some additional pedestrian guard railing. These works were completed in May/June 2015.

A Road Safety Outside Schools assessment is scheduled for early September 2015 and traffic speeds will be measured as part of this process.

St John's School - Pendleton Road, Redhill

Redhill West and Meadvale

A variable speed limit was introduced outside St John's School in 1995. A 20mph speed limit operates at the start and end of the school day, the speed limit being indicated by Variable Message Signs (VMS). The rest of the day the speed limit is 30mph. One of the VMS is currently missing. A quote is being obtained to replace the missing sign.

Project:	Signs and Road Markings		
Detail:	To be identified	Division:	All
Progress:			
Project:	Stage 3 Road Safety Audits		
Detail:	To be carried out as required	Division:	All
Progress:			

CAPITAL ITS MAINTENANCE SCHEMES (LSR/FOOTWAYS)		
Project	Division	Update
Harewood Close, Reigate - carriageway (whole length)	Reigate	Work ordered. Waiting to be programmed (subject to completion of utility works).
Woodmansterne Lane, Banstead - footway	Banstead, Woodmansterne and Chipstead	Completed
Prince Albert Square, Redhill - carriageway (between nos. 65 to 87)	Earlswood and Reigate South	Completed
Blundell Avenue, Horley - carriageway (whole length)	Horley West, Salfords and Sidlow	Completed
Palmer Close, Redhill - carriageway (patches)	Redhill East	Completed
Fairlawn Drive, Redhill - carriageway (patches)	Redhill West and Meadvale	Completed
Harps Oak Lane, Merstham - carriageway (patches)	Merstham and Banstead South	Completed
Canons Lane, Burgh Heath - carriageway (patches)	Tadworth, Walton and Kingswood	Completed
Blue Cedars, Banstead - carriageway (whole length)	Nork and Tattenhams	Completed
The Avenue, Horley - carriageway (whole length)	Horley East	Completed

CAPITAL ITS MAINTENANCE SCHEMES (DRAINAGE)		
Project	Division	Update
Maple Road, Earlswood - new kerbs and drainage system	Earlswood and Reigate South	To be carried out as part of Operation Horizon works
Canons Lane, Burgh Heath - carriageway patching to remove flooding	Walton and Kingswood	Work ordered. Waiting to be programmed
Church Lane, Hooley - soakaway linkage scheme	Merstham and Banstead South	Work ordered. Waiting to be programmed
Rocky Lane, Merstham - new gully	Merstham and Banstead South	Work ordered. Waiting to be programmed
Radstock Way, Merstham - enlarge pipe near school entrance	Merstham and Banstead South	Investigation on-going
Yew Tree Close - new gullies and localised resurfacing	Horley West, Salfords and Sidlow	Work ordered. Waiting to be programmed

POTENTIAL DEVELOPER FUNDED SCHEMES

Project: A23 High Street, Merstham

Detail: Convert existing zebra to signal control

Division: Merstham and Banstead South

Progress:

Design completed, safety audit carried out. There is currently insufficient developer funding available to implement conversion of the zebra to signal control so proposal deferred until additional funding source has been identified.

Project: Tadworth Street, Tadworth

Detail: Localised road widening

Division: Tadworth, Walton and Kingswood

Progress:

Localised road widening to provide additional traffic lane on approach to A217 Brighton Road roundabout. Utilities equipment identified as requiring diversion. There is currently insufficient developer funding available to meet the budget estimated scheme cost. Scheme on hold.

Officers to meet with The Children's Trust to discuss reinstatement of fence along new boundary. 2015/16 revenue budget to be used for removal/replacement of trees, in consultation with The Children's Trust and the Reigate and Banstead Tree Officer, to improve the local environment.

Project: A23 Brighton Road/Salbrook Road/ Lodge Lane, Salbrook

Detail: Junction Improvement

Division: Horley West, Salfords and Sidlow

Progress:

Expansion of activities on the Salbrook industrial site (Police Holding Centre, new Fire Station, waste recycling centre) will increase traffic movements at the existing priority junction, which already has a poor safety record. Consideration also to be given to providing facilities to assist pedestrians and cyclists crossing the A23 at this location. This proposal has been added to the A23 Corridor Economic Support Scheme in the Reigate and Banstead Strategic Economic Plan. The Design Team has produced a first draft report. The report will be issued to the Chairman, Vice-Chairman and divisional Member once the report is finalised.

POTENTIAL DEVELOPER FUNDED SCHEMES		
Project: A240 Reigate Road		
Detail: Pedestrian Improvements	Division: Nork and Tattenhams	
Progress: Improvements to footway (localised widening, provision of tactile paving as set out in s106 agreement) associated with new care home being constructed south of Yew Tree Bottom Road. Work on-going.		
Project: A217 Brighton Road/A2022 Fir Tree Road/Bolters Lane, Banstead (Banstead Crossroads)		
Detail: Junction Improvement	Division: Banstead, Woodmansterne and Chipstead/Nork and Tattenhams	
Progress: Investigation into provision of pedestrian crossing facilities on A217 at signalised junction. Design brief issued.		
Project: A240 Reigate Road/A2022 Fir Tree Road (Drift Bridge junction), Epsom Downs		
Detail: Junction Improvement	Division: Nork and Tattenhams	
Progress: Review of existing traffic signal operation. Possible upgrading of signal equipment. Investigation being carried out by signals team.		
Project: A217 Brighton Road, (north of The Drive), Nork		
Detail: Vehicle restraint system	Division: Nork and Tattenhams	
Progress: Increased development along the service road of the A217 Brighton Road north of The Drive has raised concerns about the potential for vehicles to leave the service road and enter the main northbound carriageway. A design brief has been issued to investigate the feasibility of providing either a restraint system or kerbing.		

POTENTIAL DEVELOPER FUNDED SCHEMES

Project: Preston Regeneration

Detail: Various measures

Division: Nork and Tattenhams/Tadworth, Walton and Kingswood

Progress:

Regeneration of the Preston area being managed by the Borough Council. Works to include infrastructure and open space improvements addressing parking and traffic flow problems, supporting sustainable transport, and improving the quality of open spaces.

One-way working in Ferriers Way and part of Coxdean is to be the subject of public consultation with residents directly affected. The consultation has been delayed until after the summer.

Extension of shared pedestrian/cycle path north of the traffic signal junction with Asda.

Project: Epsom Road North, Epsom Downs

Detail: Accident Remedial Scheme

Division: Nork and Tattenhams

Progress:

Scope of scheme to be agreed and design brief issued. Divisional Member to be consulted on requirements for this location.

Project: Chequers Lane, Walton on the Hill

Detail: Priority give-way

Division: Tadworth, Walton and Kingswood

Progress:

Investigation of previous proposal to install measures to slow traffic entering the village from the west. Divisional Member to be consulted on requirements for this location.

ROAD SAFETY TEAM SCHEMES		
Project: A217 Brighton Road/Bonsor Drive, Tadworth		
Detail: Anti-skid surfacing	Division: Tadworth, Walton and Kingswood	
Progress: Provide high friction surfacing on both lanes on the approach to the traffic signals on the circulatory carriageway of the roundabout approaching Bonsor Drive.		
Project: A217 Brighton Road/Babylon Lane, Lower Kingswood		
Detail: Verge marker posts and road markings	Division: Merstham and Banstead South	
Progress: Provide verge marker posts in the central reservation on the northbound approach to the Babylon Lane roundabout and provide white centre lane markings on the part of the circulatory carriageway of the roundabout. Work to be carried out in conjunction with the Babylon Lane roundabout resurfacing scheme.		
Project: Headley Common Road, Headley		
Detail: Speed limit reduction and signing	Division: Tadworth, Walton and Kingswood	
Progress: Work started to reduce the speed limit to 40mph to remove short sections of derestricted speed limits in Headley Common Road and Boxhill Road, funded by Local Committee. This scheme is now being funded by the Road Safety Team, together with improvements to signing. A short section of Headley Common Road in Mole Valley would be affected by this proposal. Speed Limit Order to be advertised in the Autumn.		

PARKING

Progress:

The outcome of the site visits and assessments for the 2015 Reigate and Banstead parking review were reported to Local Committee in June 2015. The advert is being prepared and is due to be published in September 2015.

Consultation was carried out regarding possible permit parking in the Redstone Hill area of Redhill in September/October 2014, most of which will be progressed and will be included alongside the 2015 review proposals.

Note: Information correct at time of writing (26/08/15)

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 14 SEPTEMBER 2015

LEAD OFFICER: NEIL MCCLURE, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE

DIVISIONS: HORLEY EAST, HORLEY WEST, SALFORDS & SIDLOW,
EARLSWOOD & REIGATE SOUTH, REDHILL WEST &
MEADVALE, REDHILL EAST, REIGATE**SUMMARY OF ISSUES:**

This paper is to brief members on the Greater Redhill Sustainable Transport Package project that was the subject of a consultation for six weeks between 19 June and 31 July 2015.

RECOMMENDATIONS:

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

- (i) To note the results of the high level analysis of the public engagement on the proposed schemes (Annex 1).
- (ii) To approve the scheme delivery programme for 2015/16 including improvements to National Cycle Route 21 (NCR21, see Annex 2a, consultation map 'off-road' cycle routes), and widening the existing shared-use, unsegregated cycle and pedestrian route along the A2044 Woodhatch Road between Maple Road and Pendleton Road (see Annex 2a, consultation map cycle route section 4).
- (iii) That feasibility and design work continues on the walking, cycling and bus improvement schemes as set out in the exhibition panels (Annex 2a & 2b) for delivery during 2016/17 and 2017/18. A detailed programme for delivery of these schemes will be developed and brought to a later committee for approval.
- (iv) To note that the Local Committee will be updated on a regular basis during the life of the project.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is kept fully informed of the scheme development, the Local Committee is asked to note the results of the analysis of the public engagement event on the Greater Redhill Sustainable Transport Package proposals, included in Annex 1, together with supporting information of Annex 2a & 2b the exhibition panels, Annex 3 the consultation leaflet, and Annex 4 the questionnaire.

Public engagement feedback gained from this scheme along with other consultation feedback concerning related scheme and project proposals in the local area has been taken into consideration by the Project Board for the prioritisation of schemes programmed for detailed design and delivery during the current financial year, with further work required to develop the delivery programme beyond this. Other consultation sources include the Surrey cycle monitoring survey for Reigate & Banstead (draft extract, Annex 6), the Local Transport Review consultation on proposed changes to local bus services, and consultation undertaken for development in the North East sector of the Horley Master Plan which identifies cycle route improvements to the NCR21.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Greater Redhill Sustainable Transport Package was included within the Local Transport Strategy and Forward Programme for Reigate & Banstead that was approved by the Local Committee on 1 December 2014 (minute 59/14 refers).
- 1.2 The scheme is a package of walking, cycling and bus improvements focused on C2C strategic growth areas along the A23/A2044/A217 routes between the Redhill/Reigate and Horley/Gatwick areas.
- 1.3 A Business Case submission was made to the C2C LEP on 15 December 2014 in partnership with Reigate & Banstead Borough Council.
- 1.4 The project has been awarded £3,675,000 of Grant Funding (subject to a consultation) from the C2C LEP (75%) with £1,225,000 (25%) match funding coming from local contributions.
- 1.5 The Local Committee agreed on 8 June 2015 that officers undertake a public engagement event for this project.

2. ANALYSIS:

Public engagement summary:

- 2.1 The Greater Redhill Sustainable Transport Package was the subject of a 6-week public engagement between 19 June and 31 July 2015.
- 2.2 A public exhibition was held at the East Surrey Hospital on Thursday 9 July and Saturday 11 July 2015 (see panel content in Annex 2a & 2b). The public exhibition was staffed by 2-3 officers on the Thursday and Saturday and was left unstaffed from Wednesday 8 – Monday 13 July.
- 2.3 The event was advertised repeatedly via social media channels, including Facebook and Twitter using the county council's Surrey Matters platforms. Advertising banners on the Surrey homepage were posted at regular intervals that directed users to the consultation web pages, and the project was also advertised on the Borough Council web site.

- 2.4 Approximately 900 leaflets (Annex 3) were distributed to businesses in and around the scheme area, as well as distributed at nearby railway stations. Posters were also displayed along the project routes. Leaflets were handed out within the East Surrey Hospital throughout the exhibition days, with an advert appearing on the internal hospital TV/media content screens.
- 2.5 Notification of the public engagement was sent to local interest groups including business forums, resident association groups, cycle groups and environmental groups.
- 2.6 The scheme proposals have been presented to a number of specific groups including the East Surrey Disability Alliance Network and the Horley Regeneration Forum (which includes Parish, Town, borough and County members as well as the Horley Chamber of Commerce, Horley Town Management Group, local schools and developers). Feedback from these meetings was very positive with general support for what the project is aiming to achieve.
- 2.7 The consultation sought all public views, however directly focused on those people working or living in the area due to their close proximity to the scheme.
- 2.8 The responses to the consultation questionnaire have been compared with recent similar Major schemes and STP public engagement events and these are indicated in Annex 5.
- 2.9 It is accepted that the proposed sustainable transport improvements included within this package of schemes are relatively uncontroversial. The public engagement exercise has provided an excellent opportunity to inform the public of the wider scheme detail and objectives. From comments received during the exhibition itself it is felt that people have not necessarily felt the need to provide additional comment through the consultation where they are broadly happy with the project proposals.
- 2.10 The report in Annex 1 describes the public engagement process in more detail and provides a summary analysis from the consultation responses received on the scheme proposals. Email comments were also received from various parties and have been included in the report. The headline results and findings are set out below.
- 2.11 The dedicated county council webpage for this project received **1,228** views during the 6 week consultation period.
- 2.12 The exhibition at the East Surrey Hospital attracted approximately **350** visitors during the two staffed days with many people taking flyers and questionnaires to complete at a later time. In total **59** questionnaire responses were received, 88% online and 12% handwritten.
- 2.13 Key objectives of the scheme are to encourage modal shift, reduce congestion and improve journey time reliability. Two priority issues identified as having the greatest affect on the way people travel in the area are **too much traffic and journey time reliability** with **71% and 70%** of respondents respectively agreeing/strongly agreeing with this as a problem to address.

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- 2.14 Over half of all respondents strongly felt that **improvements should be made for walking, cycling and travelling by bus**. With **over 70%** either agreeing or strongly agreeing to improvements for all three of the sustainable modes identified.
- 2.15 **More reliable bus journey times** and **access to more information on bus travel** and **Real Time Passenger Information (RTPI)** were identified as key areas for improvement to encourage increased bus usage. This is in line with other consultation feedback provided through the recent Local Transport Review and similar Passenger Focus group surveys. Bus patronage growth is an agreed outcome of this scheme.
- 2.16 All respondents agreed that **extending and improving the cycle/walking network would encourage usage**. This was valid for each of the individually numbered sectors of the cycle/walking network (see consultation map in Annex 2a) proposed for improvements through this project.
- 2.17 The County Council recently carried out a cycle monitoring survey and attached as Annex 6 are the draft results for the county and Reigate & Banstead Borough. Please note that these are draft figures from a forthcoming report that will be published at a later date. This feedback indicates that **having cycle paths separated from traffic is the primary factor in getting people to start cycling again**. This forms part of the proposals here.
- 2.18 Overall there were no elements of the bus, cycle, walking scheme proposals where respondents provided any significant disagreement to the measures we are expecting to deliver.

Project delivery programme and scheme development:

- 2.19 The Project Board have used the responses received during the scheme consultation process together with feedback provided from other related scheme and project engagement in the local area to inform the prioritisation of schemes for detailed design and delivery.
- 2.20 The Local Committee is asked to approve the scheme delivery programme for 2015/16 including improvements to National Cycle Route 21 (NCR21, see Annex 2a, consultation map 'off-road' cycle routes), and widening the existing shared-use, unsegregated cycle and pedestrian route along the A2044 Woodhatch Road between Maple Road and Pendleton Road (see Annex 2a, consultation map cycle route section 4). These schemes are currently at an advanced stage of feasibility and can be progressed for detailed design and delivery during the current financial year with allocated LEP funding.
- 2.21 The Local Committee is asked to approve that further feasibility and design work continues on the walking, cycling and bus improvement schemes as set out in the exhibition panels (Annex 2a & 2b) for delivery during 2016/17 and 2017/18. A detailed programme for delivery of these schemes will be developed and brought to a later committee for approval.

3. OPTIONS:

- 3.1 Options for all bus, cycle, walking schemes proposed in this project are set out in the consultation exhibition panels (Annex 2a & 2b).
- 3.2 Feasibility work on the bus corridor scheme options to take forward is being undertaken using supplementary information from the Local Transport Review. Localised data is available from this report that will inform the type and scale of bus stop improvements to be undertaken along the corridors. Delivery of these schemes is expected to be possible from 2016/17.
- 3.3 As noted above in paragraph 2.16 there is no obvious evidence from the consultation responses that provides direction to assist the prioritisation of any individual numbered sectors of the cycle/walking network (see consultation map in Annex 2a) for improvement. All schemes have been considered worthy of inclusion. Options are being worked through by the Project Board and will be considered during the design process.
- 3.4 The NCR21 schemes and Woodhatch cycle route section 4 are currently at an advanced stage of feasibility and have been prioritised for detailed design and early delivery during 2015/16. Options on footway width and surfacing are being considered by the Project Board as part of the design process.
- 3.5 Options for the proposed sections of the NCR21 route for improvement have been considered during feasibility site visits. Colleagues in SCC and Sustrans have walked the route together to identify the priority areas for improvement including options for alignment and other design considerations. The key objective of the NCR21 improvement scheme is to provide a commuter standard off road cycle route to connect the major employment centres in the area.
- 3.6 A prioritised programme for delivery of schemes during 2016/17 and 2017/18 will be developed by the Project Board and brought to a later committee for approval.

4. CONSULTATIONS:

- 4.1 Although the C2C LEP has carried out a consultation earlier this year, it was always the intention of the County Council to carry out a public engagement event during the summer over a 6-week period.
- 4.2 The public exhibition at East Surrey Hospital was in place from Wednesday 8 until Monday 13 July 2015. The exhibition was staffed by 2-3 officers on the Thursday 11am to 7pm, and Saturday from 11am to 4pm, with the panels on public display at all other times.
- 4.3 Officers from the County Council and Borough Council were available to answer questions regarding the proposals.
- 4.4 A specific public web page was created for this project that gave details of the exhibition and the questionnaire. It should be noted that what was on display at the exhibition was also available on the web site.

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4.5 Notification of the public engagement event was also sent to various interested groups through the Local Transport Plan stakeholder engagement consultee schedule.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The detailed business case for the scheme has been submitted which included a value for money section.
- 5.2 The estimated cost for this project is £4.9 million with the Horley Master Plan providing the local contribution of £1.225 million.
- 5.3 The local contribution funding is now in place for these projects and the county council and borough council are working in partnership to deliver these improvement schemes.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is the objective of Surrey County Council to treat all residents and users of the public highway equally and with understanding. An Equalities Impact Assessment (EqIA) will be carried out for each Major / Sustainable Transport scheme.

7. LOCALISM:

7.1 The headline benefits for the Greater Redhill Sustainable Transport Package are to deliver sustainable transport measures to improve accessibility, encourage its use and improve safety with goals to;

- encourage modal shift (to walking, cycling, bus and rail)
- reduce congestion
- improve journey time reliability
- reduced journey times
- reduced vehicle operating costs
- increase accessibility to economic centres and railway stations
- reduce road casualties
- deliver increased bus reliability and patronage to major employment sites, town centres, hospitals and Gatwick Airport.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Improve access to Salfords station and reduce the fear of crime and disorder.
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 and Public Health implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking, cycling and passenger transport facilities will be marketed together with bus service marketing in partnership with commercial bus operators to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

It could be that increased levels of walking cycling and bus usage to and around the area will have a positive effect on the local retail economy as some recent studies suggesting that these groups actually spend more on a trip into a town than a motorist.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The business case for this project has been approved by the C2C LEP and the bid has been the subject of independent scrutiny by the LEP's consultants.
- 9.2 The County Council in partnership with Reigate & Banstead Borough Council have carried out a public engagement for 6-weeks between the 19 June and 31 July, with a generally positive outcome from the responses received, together with feedback provided from other related scheme and project engagement in the local area. The Local Committee are asked to note the consultation report (Annex 1) and approve the schemes programmed for detailed design and delivery in 2015/16.
- 9.3 The Local Committee is asked to note the progress made so far with the full programme of schemes proposed for this project, and approve further work by the Project Board to continue to develop the schemes for delivery in 2016/17 and 2017/18. These schemes will be developed through the design process and will be presented to a future meeting of this committee for

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approval, along with seeking permissions for the advertisement of legal notices and traffic orders as required.

10. WHAT HAPPENS NEXT:

- 10.1 The Project Board will develop the NCR21 routes and Woodhatch cycle/walk route section 4 schemes through the design process for delivery during 2015/16.
- 10.2 The Project Board will continue to develop a prioritised programme of schemes for delivery during 2016/17 and 2017/18 taking into account feedback from the consultation event and other related scheme engagement. The programme for scheme delivery during 2016/17 and 2017/18 will be presented to a future meeting of this committee for approval.
- 10.3 The county council will enter into a legal agreement with the C2C LEP over this project.

Contact Officer: Neil McClure

Job title: Transport Strategy Project Manager, Transport Policy, Surrey County Council

Contact number 03456 009 009

Consulted

Greater Redhill STP Project Board members: Neil McClure (SCC), Paul Fishwick (SCC), Alison Houghton (SCC), Anita Guy (SCC), Anne Woods (SCC), Becky Neves (SCC), Becky Willson (SCC), David Sharpington (SCC), Peter Boarder (RBBC), Susanna Davies (SCC), Tim Brown (SCC), Claire Saunders (SCC)

Other Surrey County Council officers: Lyndon Mendes, David Stempfer, David Ligertwood, Marc Woodall, Keith Scott, Zena Curry

Sustrans: Richard Foster, Anita Powell, Nick Farthing, Gayle Amorowson

Annexes:

Annex 1 – Public engagement analysis report

Annex 2a – Consultation exhibition panels

Annex 2b – Quality bus corridors map exhibition panel

Annex 3 – Consultation leaflet

Annex 4 – Consultation questionnaire

Annex 5 – Public engagement comparison

Annex 6 – Cycle monitoring survey (DRAFT extract)

Sources/background papers:

Business case submission to C2C LEP 15 December 2014

C2C LEP Independent scrutiny Feb/March 2015

C2C LEP Meeting 25 March 2015

R&B Local Committee 8 June 2015

Greater Redhill Sustainable Transport Package

Public Engagement Analysis Report

1 Executive Summary

1.1 This report describes the engagement process and high level analysis for the Greater Redhill Sustainable Transport Package scheme undertaken in June/July 2015.

1.2 The responses received during the engagement period will help inform the detailed design stage of the scheme's development.

2 Approach to engagement

2.1 Public engagement was carried out for a **six week period** between the 19 June and 31 July 2015. A public exhibition was held at the East Surrey Hospital on Thursday 9 July and Saturday 11 July 2015. The public exhibition was manned by 2-3 staff on the Thursday and Saturday and was left unstaffed from Wednesday 8 – Monday 13 July.

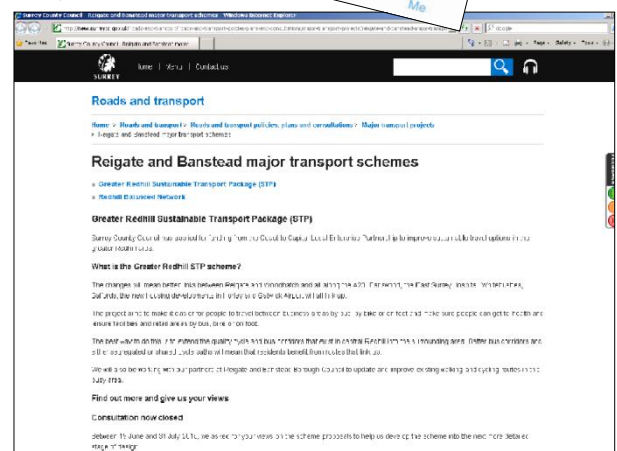
2.2 A public webpage was created as a centralised source of information for the scheme. PDF versions of the exhibition panels were linked to inform viewers of the scheme details, and a link to the questionnaire (Survey Monkey) was included to obtain viewers feedback on the scheme. The webpage also promoted the exhibition date and time and provided a directional map.

2.3 Notification of the public engagement was sent to various interest groups including business forums,

resident association groups, cycle groups and environmental groups based on the SCC's Local Transport Plan consultee list. Reigate and Banstead Borough Council was also asked to send out a notification to their respective consultee lists.

2.4 The event was advertised via social media channels, including advertising on Reigate and Banstead Borough Council and Surrey County Council's websites, Twitter and Facebook.

2.5 900 flyers were distributed to the businesses around the scheme area, as well as distributed at nearby railway stations (Salfords and Earlswood). Posters were displayed along the route.



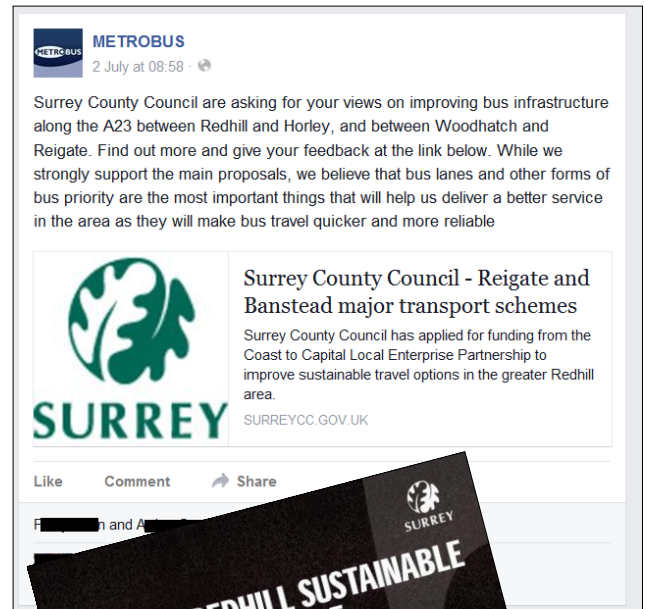
- 2.6 The dedicated county council webpage received **1,228 views** during the 6 week consultation period.
- 2.7 A reminder email for the public consultation was sent out on the 21st July
- 2.8 Responses to the questionnaire will be considered further under detailed design.

3 Wider engagement activities

- 3.1 The consultation was presented to the East Surrey Disability Alliance Network on Mon 20 July 2015. The consultation sought all public views, however directly focused on those people working or living in the area due to their close proximity to the scheme.

4 Consultation response analysis

- 4.1 Much of the feedback we received was provided online, with respondents directed to a Survey Monkey webpage to complete the questionnaire (88%). Any handwritten questionnaires received have been inputted into Survey Monkey so that they could be included in the final analysis (12%).
- 4.2 We also received email comments from Sidlow Parish Council, East Surrey Transport Committee and the Horley Town Council. These are included in Section 6.
- 4.3 The public exhibition was well attended with many people taking flyers and questionnaires to complete later. The paper questionnaires submitted were added to the Survey Monkey questionnaire for analysis.
- 4.4 There were a **total of 59 respondents via the questionnaire** (online and during the public exhibition). Respondents did not answer every question.



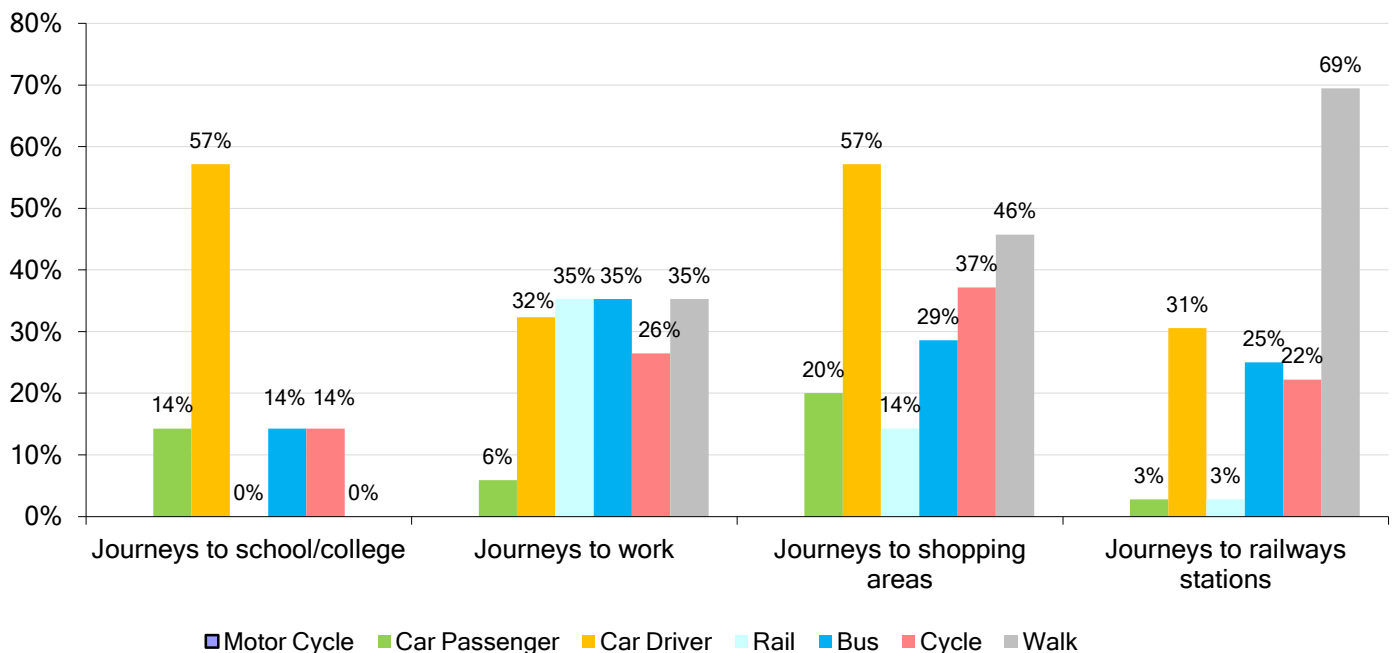
Question 1: Do you use any of the routes indicated in the map on panel 3 or on the bus route annex?

4.5 85% of the survey respondents answered this question. Of these 92% said they did currently use some or all of the routes identified whilst 8% said they did not.

Question 2: If yes, what is your reason for using the routes, and how do you travel?

4.6 85% of the survey respondents answered this question.

4.7 The modal choice used by respondents can be seen in the accompanying graph.



4.8 It is assumed that those whom did not provide a response do not use any of the routes highlighted.

4.9 Respondents were able to select more than one transport mode, should they wish to.

4.10 The majority of respondents said they used the routes for railway stations, followed closely by journeys to work and shopping areas. Not many respondents used the routes for journeys to school or college, see table below.

Journey Purpose	Total Respondents (all modes)
Journeys to school or college	7
Journeys to work	34
Journeys to shopping areas	35
Journeys to railway stations	36

Question 3: If no, why don't you use any of the routes indicated in the map on panel 3 or on the bus route annex?

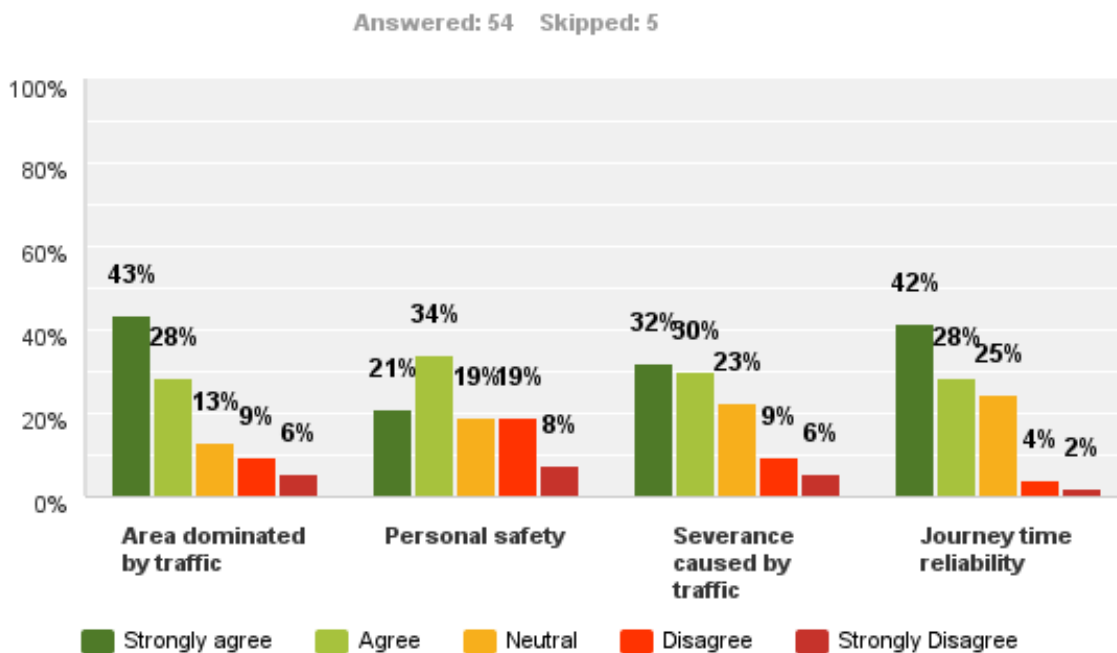
4.11 7 of the survey respondents answered this question.

4.12 Analysis of this question shows that 3 responses received can be categorised as referring to the cost of public transport, in particular buses, being too high and 2 responses referred to a lack of buses and bus services in the area. Other responses stated they simply preferred to travel by car or do not travel through the area.

Question 4: Do you agree that the issues stated below are affecting the way you travel around the greater Redhill area?

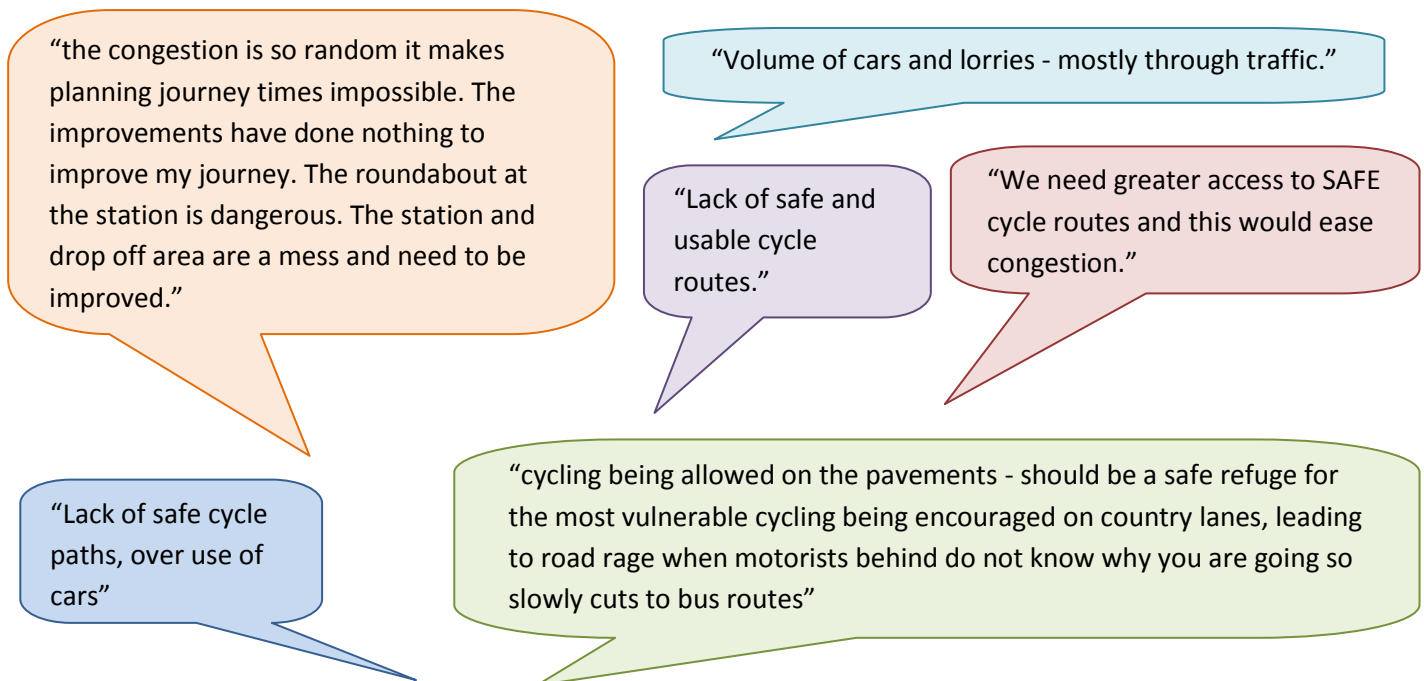
4.13 92% of respondents answered this question.

4.14 The graph below shows that the two issues identified as having the greatest affect on the way people travel in the area were that the area is dominated by traffic and journey time reliability with 71% and 70% of respondents respectively either agreeing or strongly agreeing.

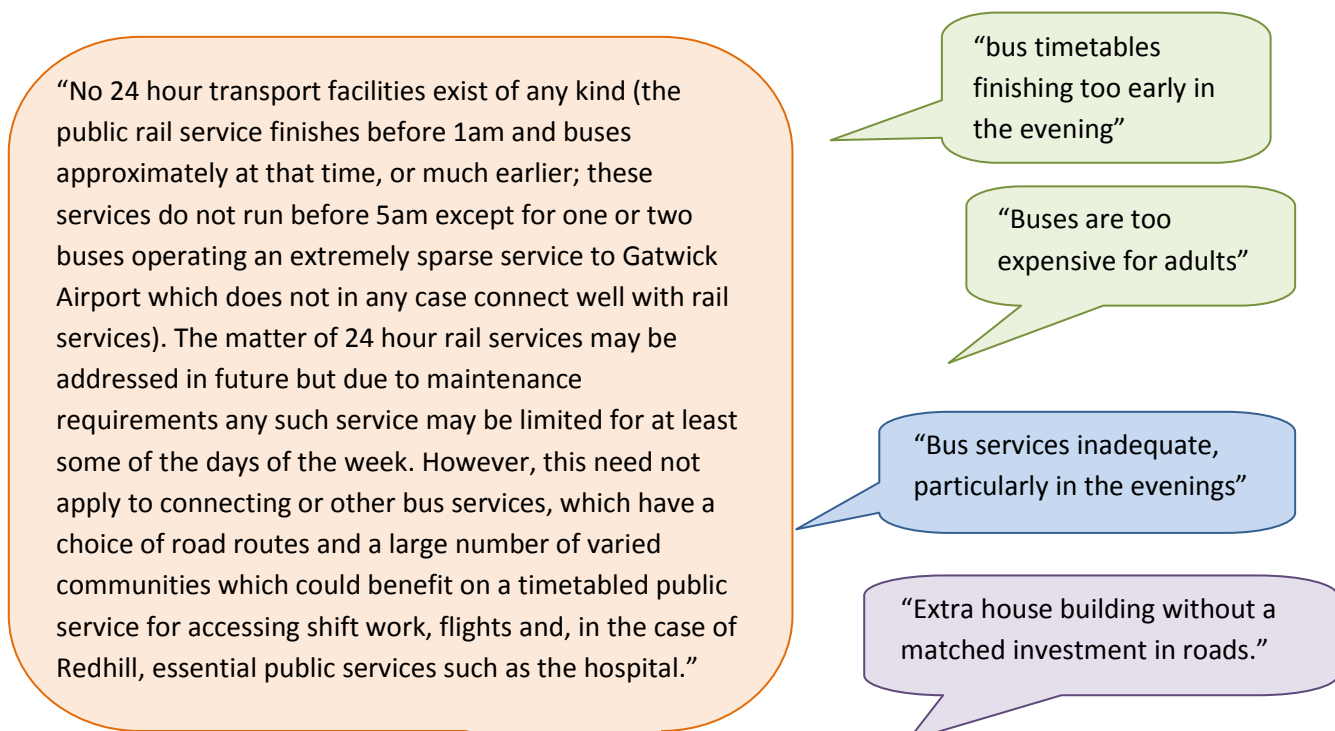


Question 5: What do you think is the biggest transport issue in the area?

4.15 53 comments were submitted during the completion of this question. Comments made by respondents demonstrate that the identified issues are correct:



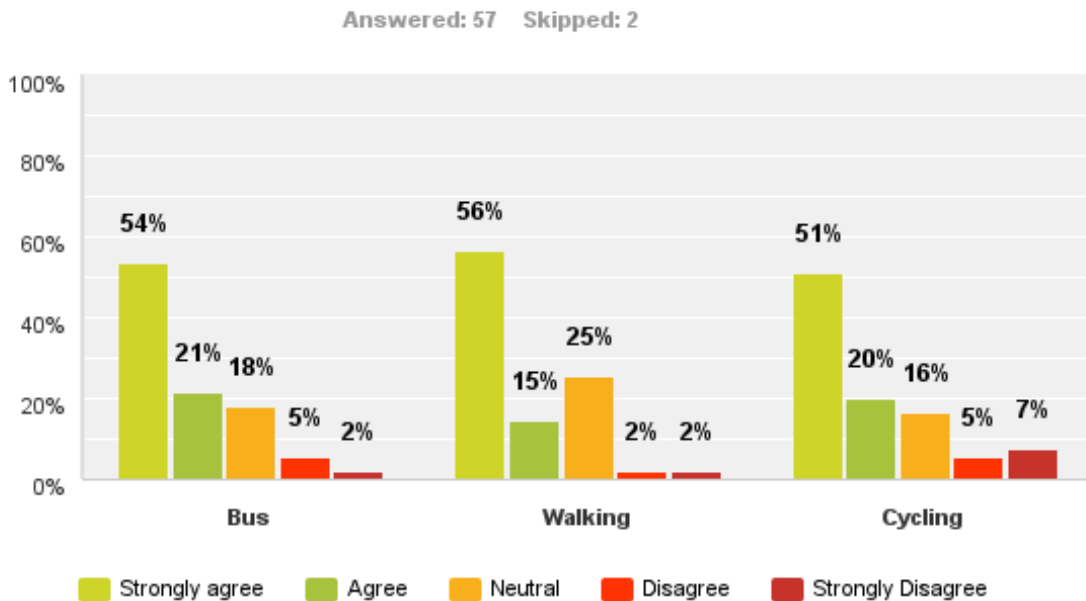
4.16 Other comments shared identified different transport issues. Below are some of the comments received:



Question 6: Do you agree that bus, cycling and walking facilities should be upgraded in the wider Redhill area?

4.17 97% of survey respondents answered this question.

4.18 The responses and graph below show that over half of all respondents strongly felt that **improvements should be made for walking bus and cycling**. With **over 70%** either agreeing or strongly agreeing to improvements for all three of the sustainable modes identified.



4.19 45 comments were submitted during the completion of this question. Comments made by respondents demonstrate why they felt an improved infrastructure would be of benefit.

"I would walk to work more often if the pavements along the A23 from Earlswood to Redhill were wider, better surfaced and further away from the road."

"Would seriously consider cycling to work (Horley to Reigate) if the route is segregated from cars and is safer."

"A sustainable and healthy way of getting around."

"Bus and walking routes all OK. Cycling still has a lot to be done. Redhill- dangerous junctions on Brighton Road (A23) where cycle lane crosses A23. Solution - Paint green markings across junction."

"I am keen to cycle or walk to local destinations as much as possible but many of the local roads make this unsafe. I also want to get my daughter to school by bike but again the roads are way too dangerous and a 6 mile journey by car is 10 miles by bike using safer roads. Even then there are dangerous sections that I don't feel comfortable taking her on."

"Cycling routes are poor and offer a way of shifting a lot of people out of cars."

"This would reduce traffic and improve health"

4.20 Other comments shared took a more negative view on the proposal. Below are some of the comments received:

“there are plenty of footpaths for walking”

“I currently cross at the meadows roundabout which is fine”

“Buses are too expensive and the routes confusing and therefore they are underused - this should be addressed before special lanes are put in. Cyclists are already well catered for, although I am in support of dedicated cycle lanes. Pedestrians have to endure broken/uneven pavements and high kerbs.”

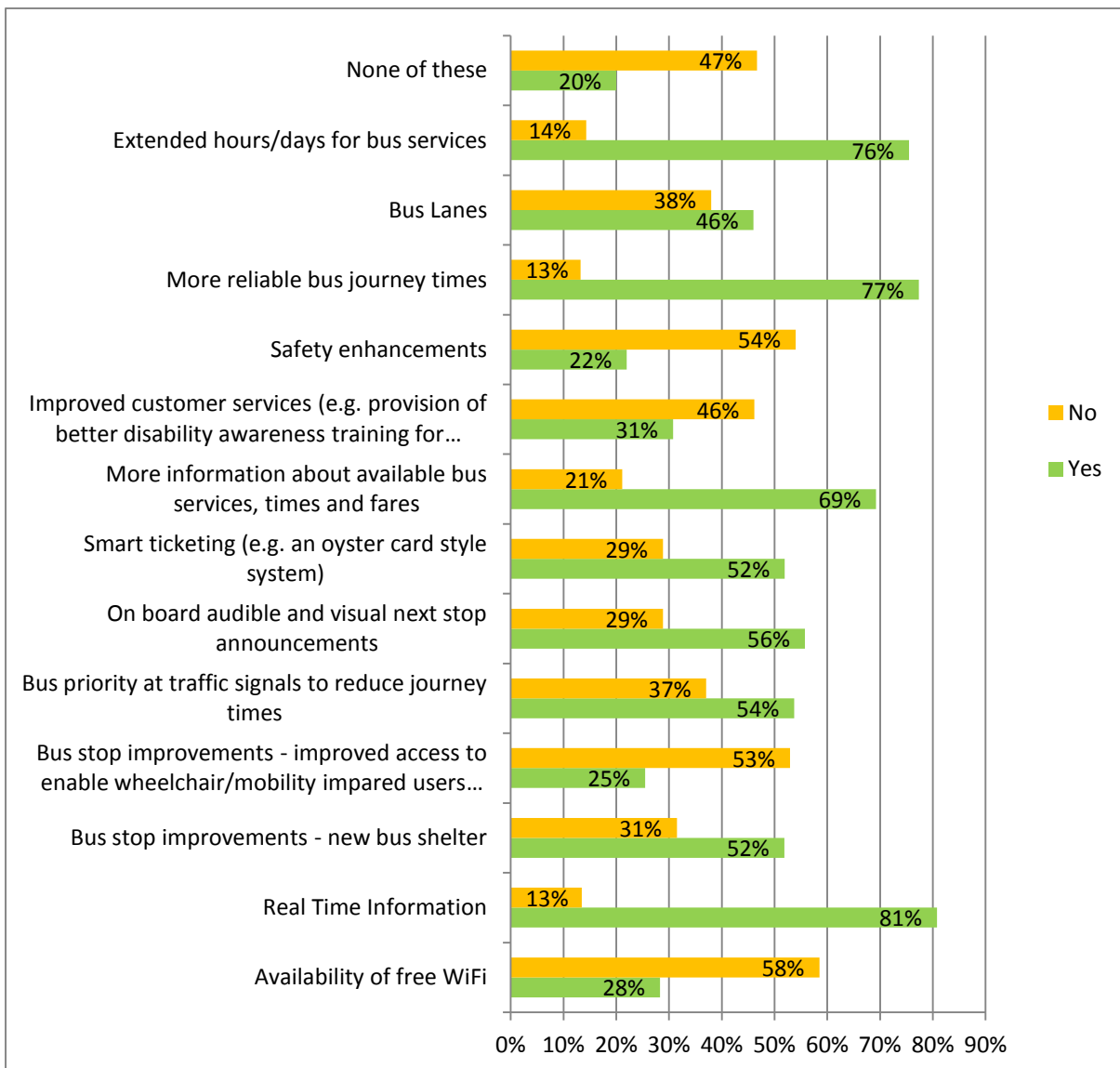
“Given the limited room for conventional traffic (and vehicles are noticeably larger these days), maximising permeability by foot and cycle is the only way to keep Redhill Town Centre as a desirable destination rather than declining into a superstore car park with maybe some local shops attached. Currently, despite the pedestrianised centre, the car still dominates access and not even to the benefit of drivers.”

“Shared use is horrible you just create conflict, pedestrians get in the way of cyclists, cyclists don't want to go at walking speed and in turn use the road where motorists endanger them and say they should use the cycle lane. St Anne's Road shows how poorly this is understood. A 20 mph limit, enforced would achieve more for safety than all the work done. Give ways at points where you can't see... The cycleway should have priority over junctions with the road rising to cycleway level. There are numerous pavements in the area that are impossible to use - poor lighting, cars abandoned on them, trees and hedges obstructing them. All needs fixing. Buses should be given a good run and enforce restrictions on parking to give buses the space they need.”

Question 7: If the bus facilities along this corridor were improved to provide a more improved experience in the following ways, would this encourage you to use the bus service for certain journeys? Please tick all that apply

4.21 95% of all survey respondents answered this question.

4.22 The potential incentives for respondents to travel by bus can be analysed in the accompanying graph.



4.23 Extended hours/days for services, more reliable journey times and real time information all had an over 70% rate of encouraging bus use, closely followed by increased information about available buses, times and fares (69%).

4.24 Relevant comments and survey responses will be shared with the SCC passenger transport team.

4.25 30 comments were submitted during the completion of this question. Comments made by respondents demonstrate what respondents thought would be an improvement to bus services:

"Buses are frequent but can fluctuate in terms of reliability. It's not the bus companies that are the issue, it's the traffic jams that can vary wildly from day to day. You need to charge more for parking and using cars and then use that money to enhance bus services. It will make journeys quicker, help with the environment and help those without cars travel around easier."

"Improved service would be better used as more useful."

"No buses for staff or visitors to hospital after 7pm or on Sundays. Lower paid staff use bus however poor services and lack of buses after long shifts. NO 400 AFTER 7PM"

"I would use the bus into Redhill if it was cheaper and more frequent"

"Increased frequency and reliability increase usage (+ improves customer experience) look at what has happened in London."

"Many of these suggestions are already in place on many MB services"

"I use the 405 regularly but don't know much on the other bus routes, fares etc. It's not as easy to find information or plan a bus journey here as I can a train journey or any journey in London."

"I don't see buses as a worthwhile mode of transport for the journeys I make in the local area."

"Some routes require a much longer journey than is necessary. I would like to see young people encouraged to travel via bus - free bus travel for under 16's??"

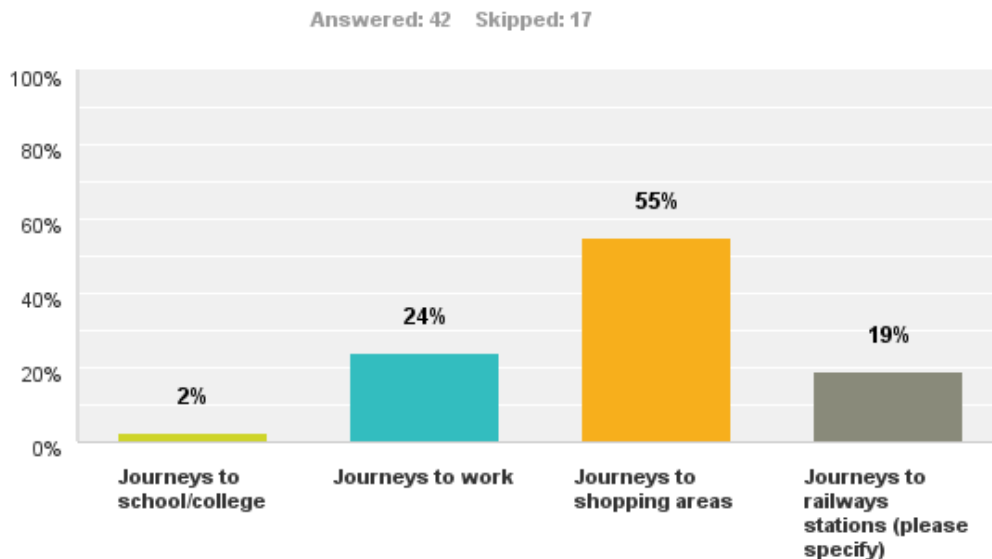
"With heavy bags of shopping a car is always better unless one lives and shops where buses stop"

"need good information and shelter from wind and rain"

Question 8: If you answered yes to any of the options in question 7, what type of journeys would you change?

4.26 71% of respondents answered this question.

4.27 The potential encouraged modal shift for journeys to shopping areas, work and railway stations by respondents can be seen in the accompanying graph.



4.28 55% of respondents would be encouraged to change their mode of transport to shopping areas if the routes were improved for them

4.29 8 comments were submitted during the completion of this question. Comments made by respondents demonstrate why the additional infrastructure would encourage the use of the identified routes:

“Horley and Redhill Stations as trains do not always stop at Salfords”

“more bus reliability, especially in the mornings to East Surrey Hospital”

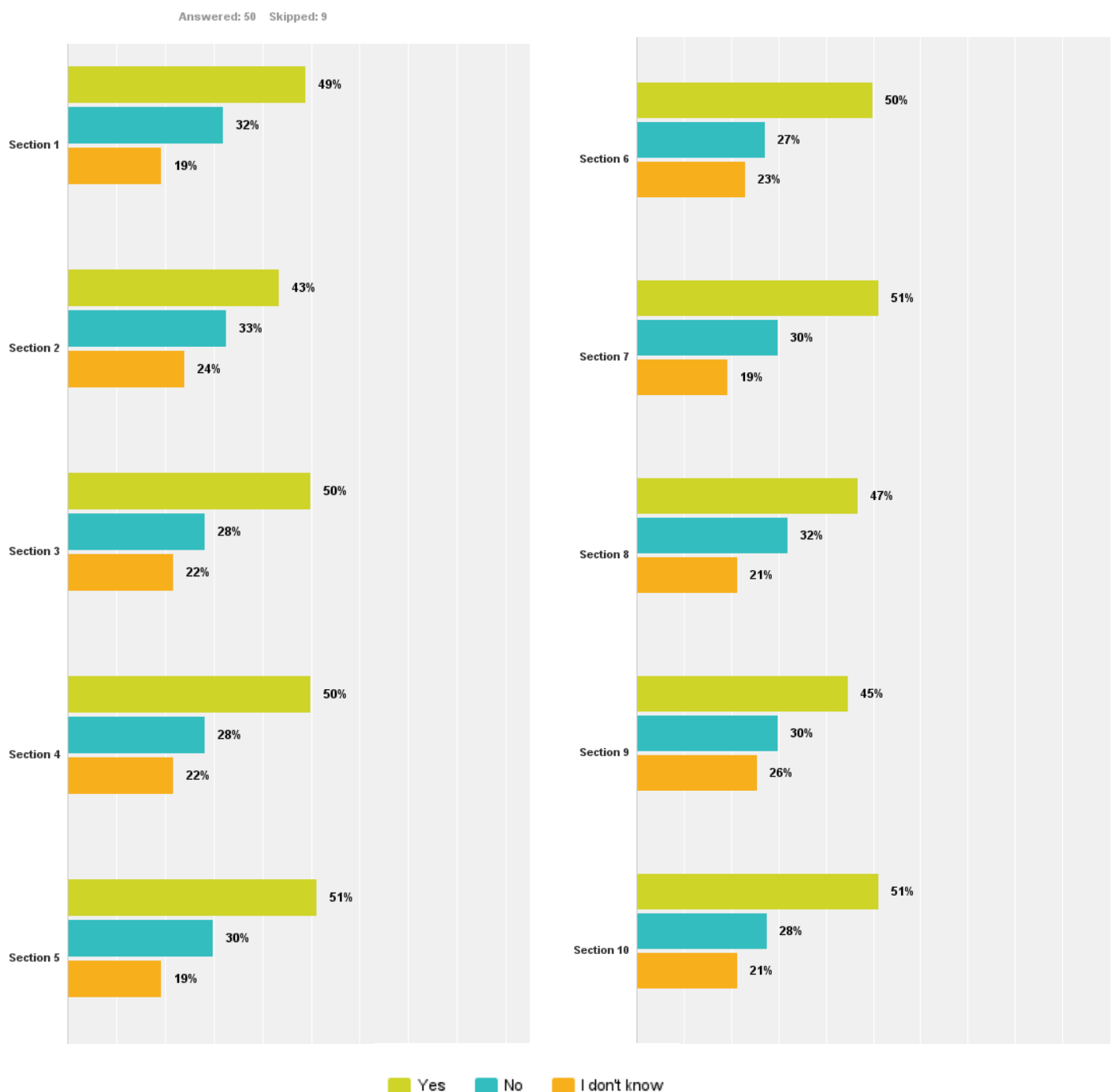
“Ridiculous that Redhill - Gatwick takes c 35/40 mins by bus!”

“reliability is needed if catching trains.”

Question 9: If the cycle/walking network was improved and extended to cover each separate area numbered on the map on panel 3, using off road and quiet streets, would this encourage you to use it for short journeys? (walking up to 2km and cycling up to 5km)

4.30 85% of survey respondents answered this question.

4.31 The potential encouraged uptake of walking and cycling is shown in the graph below.



4.32 42 comments were submitted during the completion of this question. Comments made by respondents demonstrate why the additional infrastructure would encourage the use of the identified route:

“Please ensure all traffic lighted crossings change quickly when the button is pressed, waiting for a gap in the traffic defies the point of a crossing - if I could cross why would I press the button. Priority at junctions should be with the cycleway - when you have to give way to locked gates as we already have on your "network" trips get slower. Junctions should also ensure motor vehicles have to slow down. If increasing cycling is an aim then making it as simple and quick as possible by bicycle will get people out of their cars.”

“For sections 5-10 I would cycle NCR21”

“I walk up the eastern side of the A23 to Redhill. The cycle route from the hospital takes me too far out of my way for this journey”

“Where new bus shelters go in on shared use areas you need to plan sensibly - you wouldn't stick a bus shelter in the middle of Reigate High Street so don't stick them in the middle of the cycleway “

“I would feel safer away from the busy road - especially as I have a young son. The A 23 has poor air quality”

“I would prefer separate cycle routes, but we would cycle everywhere if it was safe. I would like my children to cycle to school, but it is not safe.”

“There is no point investing in cycling facilities along the A23 south of Redhill, when there is an NCN running parallel - just invest all the funds into one or the other.”

“the easier it is to connect with the A23 - we're a mile away - the more likely we are to use that corridor to Horley and Crawley”

“Cycle routes come into conflict with pedestrians. There is no such thing as a quiet street within the areas identifies on panel 3 - to be honest there are no quiet streets in the entire borough”

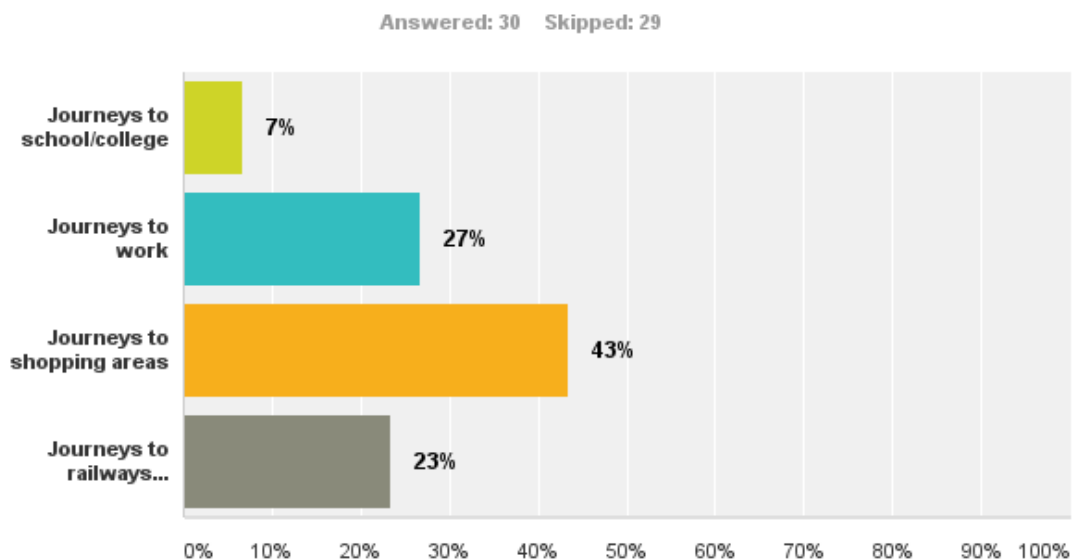
“I currently avoid cycling on busy roads due to safety”

“Walking or cycling with shopping is never going to be effective. Mixing cycling and pedestrians is very dangerous as I see cyclist in towns completely disregarding pedestrians”

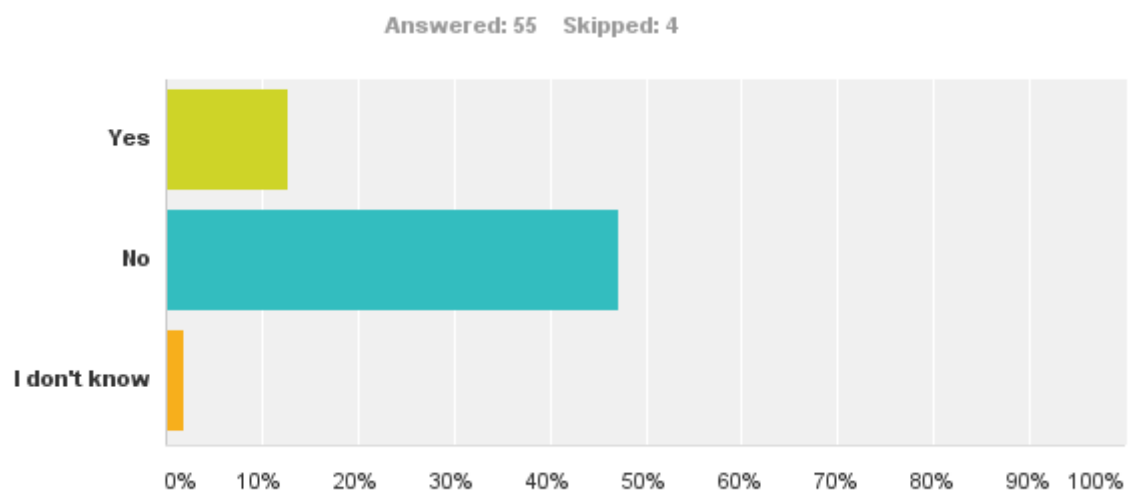
“A thorough and consistent network, with provision for separating pedestrians, and controlled junctions would mean that I would rely on timely arrival at a destination and be encouraged to use the option more as a safe mode of transport. This is obviously where the local hilly terrain permits (look for flatter routes to enhance first, and see if shortcut footpaths could be used to avoid hills!).”

“I answered yes for every area I could possibly imagine cycling to as the current provision has considerable room for improvement. Please strongly consider the opportunity to properly separate the cycling paths from other traffic. “

Question 10: If you answered yes to any of the options in question 9, what type of journeys would you change?



**Question 11: Do you require changes to your employment base to encourage you to take the bus or cycle to work?
E.g. cycle parking, showers**



Question 12: Further Comments

4.33 38 respondents wished to make further comments about the proposals.

"I would like to see improvements to surfaces of all pavements outside Redhill town centre, many of which are uneven having been dug up by utility companies and then repatched. It would be useful if such companies resurfaced the whole area dug up rather than just the strip above their pipework. Overhanging vegetation is a problem in some areas alongside public areas and private gardens"

"I hope that the rural feel of the NCN 21 between Cross Oak Lane and the hospital can be retained, as it is already enjoyed by numerous cyclists, joggers and walkers. Its used so much as it is a nice place to be, and over development may spoil that."

"Bus is a good way to travel but limited services. Buses crowded. double deckers buses not used during peak periods ie 7am"

"More roads should have parking prohibited at all times on one side to keep one side clear. A warden enforcing this and existing rules such as parking on the pavement would help. Perhaps I should take our councillors for a walk. Once they've nearly lost an eye a few times and tried to squeeze between an abandoned car and overgrown hedge they might understand the problem."

"I would prefer to use public transport for Horley to Hospital - reduce traffic and limited staff car parking- always difficult to find a space 9am-5pm"

"I am very happy to see progress but please make sure your engineers are also cyclists with children so that they understand the requirements from all angles."

"I would request bus shelters for the West Avenue stops on the A23, consideration of bus lanes for better time keeping in rush hours etc panel 3 - to be honest there are no quiet streets in the entire borough"

"Section 4 of the cycle path network (the mixed cycle and pedestrian path past Earlswood Lakes) is currently very unsafe after dark as one section of it has no lighting (there is no lighting for the path, and in this section the road has no street lighting). I hope all cycle paths will be adequately lit."

"For years we have cycled and walked from Salfords along the A23 between Redhill and Horley and used the pavements to cycle as we see virtually no other people en route. It is much safer than the road, and if we see any other cyclists or pedestrians we make sure they are not inconvenienced by our presence. The paths could easily be converted to dual use, and we are pleased to see that this is the proposal."

"I think that when the works are finished that the cycle route maps should be easy to follow. It would be great if maps could be posted to households in the relevant areas: i.e. a simple guide to increase use of the routes."

"Lighted bus stops for winter journeys along A23 corridor would be beneficial"

"Please look at improving the roads as well, or remove the school run from the traffic"

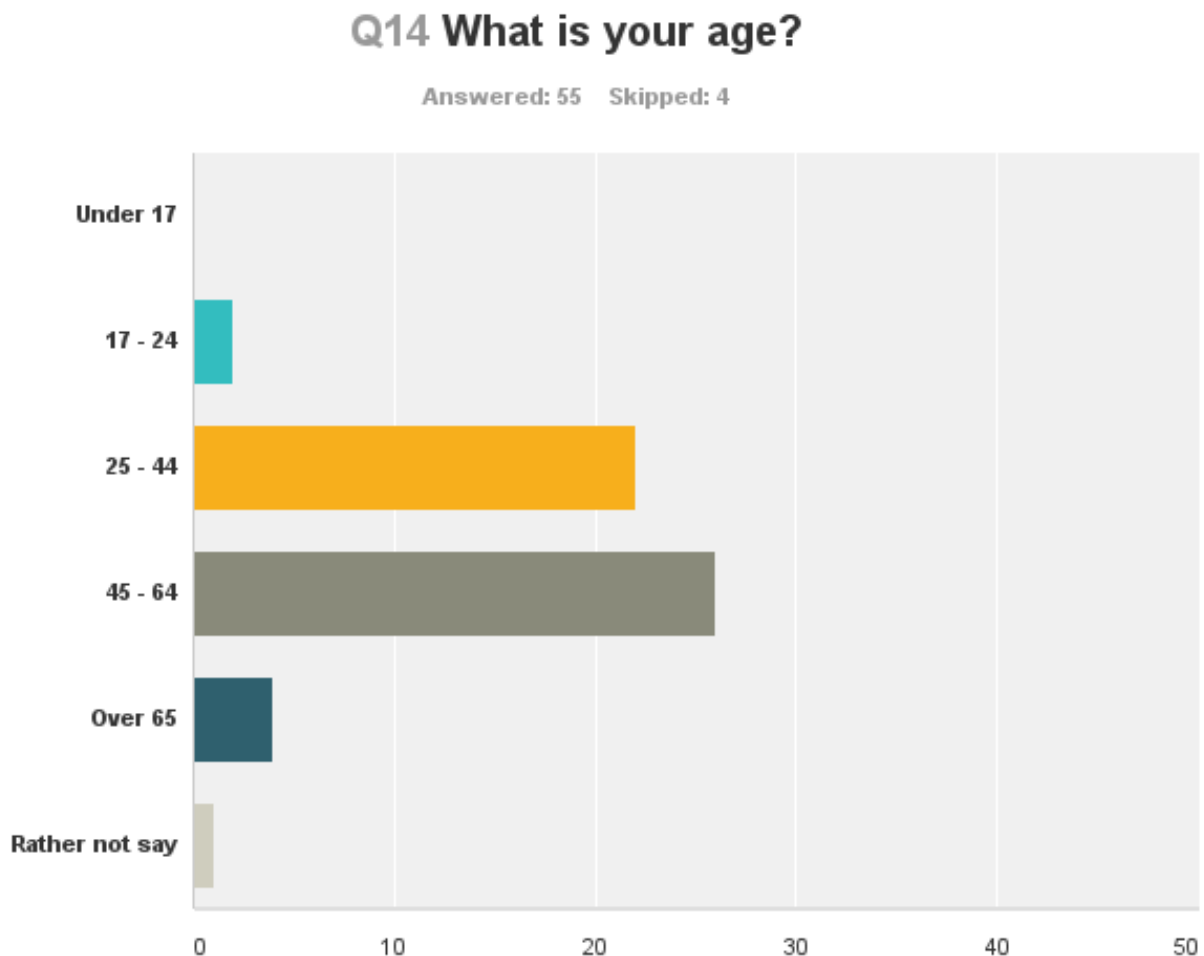
5 Demographic Questions

Question 13: Gender

5.1 **100%** of respondents gave their gender. Of these 60% stated male and 40% stated female.

Question 14: What is your age group?

5.2 The graph below illustrates the age of respondents.



Question 15: Please provide your postcode?

5.3 **53 respondents** provided their postcode.

Question 16: Do you consider yourself to have a disability?

5.4 Of those respondents who answered this question, **(5.45%)** considered themselves to have a disability, **(89%)** did not consider themselves to have a disability.

Question 17: How did you view the exhibition panels?

5.5 **85%** of respondents to this question said they viewed the exhibition panels online, while 15% visited the exhibition.

6 Email and postal responses

- 6.1 During the consultation period some responses were sent to the County Council via email or post, which were not in the questionnaire format. This makes these responses difficult to analyse with the other responses as they do not focus on the same questions which were posed to consultees in the questionnaire/survey.
- 6.2 These responses were received from **The Reigate Society, Salfords and Sidlow Parish Council, Horley Town Council, The East Surrey Transport Committee** and two private residents.
- 6.3 **East Surrey Transport Committee expressed support of the Redhill scheme** to improve bus priority, bus use and bus journeys to and from and across Redhill and improve facilities at Redhill bus station, the provision of buses into new housing areas which should include areas such as Netherne Village, real time bus information at bus stops, bus stations and railway stations and improved and safer bus shelter and waiting areas including improved lighting and information.
- 6.4 However they expressed **concern about current bus services** noting that the evening service between Redhill and East Surrey Hospital should be improved as there is currently an hour gap between 20.07 and 21.03 in the service to Redhill just as evening visiting times finish at 8.00pm.
- 6.5 They also pointed out that there is only a peak hour community bus, but still no scheduled bus to service the Netherne Village linking it with Redhill or Coulsdon across the county boundary and the nearest station. This should be included in new areas to be served by bus.
- 6.6 They also wished to express some points about Redhill bus station that the electronic information board at Redhill should have provision for first bus to East Surrey Hospital and also first bus to Reigate.
- 6.7 **Horley Town Council welcomed the aims and objectives** of the package but did reserve some comment until the detailed design is finalised.
- 6.8 They felt that the **needs of car users must be taken into consideration** as part of the sustainable transport package but **supported the provision of shelters and real time information at all bus stops**. They expressed that they felt wherever possible, bus stops should be set back from the road, as many currently are, as this avoids impeding traffic flows.
- 6.9 **Horley Town Council supports the proposals** to improve and extend the network of cycle paths including the moving of the current cycle paths from the road to run alongside the pedestrian footpath, though they expressed concerns on the potential for doing this on the A23 in Horley where, currently, no cycle paths exist such as that part of the A23 on the southern side of the Chequers roundabout.
- 6.10 **Salfords and Sidlow Parish** expressed particular **concern about the neglected state of the footpath** which lies between Perrywood/Monotype Business Park and between the A23 and Salfords train station, but did **support the proposal** of converting these paths into combined footway cycleways.
- 6.11 One of the Salfords and Sidlow parishioners has previously requested a continuation of the cycle path from Maple Road along the Woodhatch Road to the junction with A23. The Parish Council would like to see this included in the sustainable transport package.

- 6.12 The **Parish Council strongly supports plans for frequently used stops to have shelters**. They expressed the need for shelters with Real Time Information displays (if finances permit) at the stops either side of the A23 Brighton Road at Petridge Common, which is the nearest alighting point for Salfords Primary School. The Council would also like to know how SCC proposes to prioritise its selection of bus stops for the provision of shelters as all the bus stops (with and without shelters) in the parish are used at different parts of the day by commuters and residents.
- 6.13 A more general point was made that they feel that the **speed of traffic** in and around our lanes inhibits travel by non-vehicular means and improved signage could alleviate this.
- 6.14 The Reigate Society submitted a paper with some proposed cycle routes for the wider area, these were at the west side of the A217 Cockshot Hill (on service roads), Park Lane West to the High Street, the west side of London Road, Lonesome Lane from Horley development through Woodhatch development to Park Lane West and routes from Woodhatch to the Hospital and Frenches Road.
- 6.15 They also expressed concern about the existing noise and air pollution and current safety problems in the area.
- 6.16 Only two email responses were received from private residents, the first expressed that the traffic lights outside Redhill Station need to be altered as they regularly only stay on green for five seconds and the same for the lights under the railway bridge. This is not within the STP scope but has been passed on to the area highway team.
- 6.17 The second response made a number of points about the proposals including:-
- **Bus shelters** should have decent **lighting** to enhance personal safety. (The shelter opposite Horley Library is a dark and gloomy).
 - West Avenue Salfords bus stop on the A23 does not have shelters or RTPI signage and in the wet and windy winter months neither is an attractive prospect with the prevailing wind and rain coming across the open common land from the west. Shelters at these stops could be of assistance to Salfords Primary School.
 - A hard surfaced footpath through the Reigate BC managed common land might encourage more parents to use bus and walking for the school run.
 - **Bus lanes would permit better service reliability** in rush hour times.
 - **Accurate RTPI** is essential and there are many examples of this not working correctly.
 - 'Helping Hand' cards and full audio and visual stops information on all services and operators should be immediately encouraged regardless of the legislation time scale.
 - Bus operators should be encouraged to provide better vehicles.
 - Many **road surfaces are dangerously poor for cyclists**, especially along the kerb line with dropped gullies and surface deformation near bus stops.
 - **Dedicated cycle tracks should be encouraged** as long as they are of decent proportions, fully signed and regulated.
 - Walking on many Surrey maintained pavements is a challenge due to poor surfaces, over hanging vegetation, over hanging tree growth often masking street lights, badly drained surfaces and lack of street cleaning.
 - **Footpaths need to be improved and decently lit** to encourage all year use.
 - Questions were raised concerning whether in the event, a two way cycle route is implemented on the east side of the A23, how cycling could be stopped on the pavements on the west side. They also asked if maintenance monies will be increased to keep the cycle tracks maintained.

7 Conclusions

- 7.1 This report describes the engagement process for Greater Redhill Sustainable Transport Package, which was undertaken in June/July 2015. All responses received during the engagement period will be considered and will help inform the detailed design stage of the scheme's development.

GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE

CONNECTING PLACES

WE NEED YOUR VIEWS ON OUR PLANS TO IMPROVE CONNECTIVITY BETWEEN REDHILL, REIGATE AND HORLEY

What is the greater Redhill Sustainable Transport Package

It's a series of improvements along the A23, the A2044 and the A217 in and around Redhill, Reigate and Horley and along National Cycle Route 21. They will make travelling by bike, bus or on foot safer, easier and faster.

The improvements will:

- Encourage more walking, cycling, bus and rail travel.
- Reduce congestion and its cost to local businesses.
- Help make the buses more reliable and reduce journey times so more people will use them.
- Help people get to work and to railway stations.
- Reduce accidents.

The current road network

At the moment this area has very few cycle paths or lanes. Those that exist are poor quality and cyclists have to negotiate busy, fast roads. This means that few people can cycle to work.

Although bus services are frequent along the A23, the A2044 and the A217, many bus stops are poor quality and hard to get to and do not offer an attractive waiting environment. Due to congestion bus journey times can be unreliable. Many people are still therefore using their cars.

The net effect is that traffic and congestion are restricting the area's potential for growth. Things will only improve if people use their cars less.



This is what currently exists for cyclists and pedestrians.



www.surreycc.gov.uk/redhillstp

Proposals

The main aim of the Greater Redhill STP project is to make it easier for people to travel between business areas by bus, by bike or on foot and also improve connectivity to health facilities, retail areas and leisure by sustainable transport means.

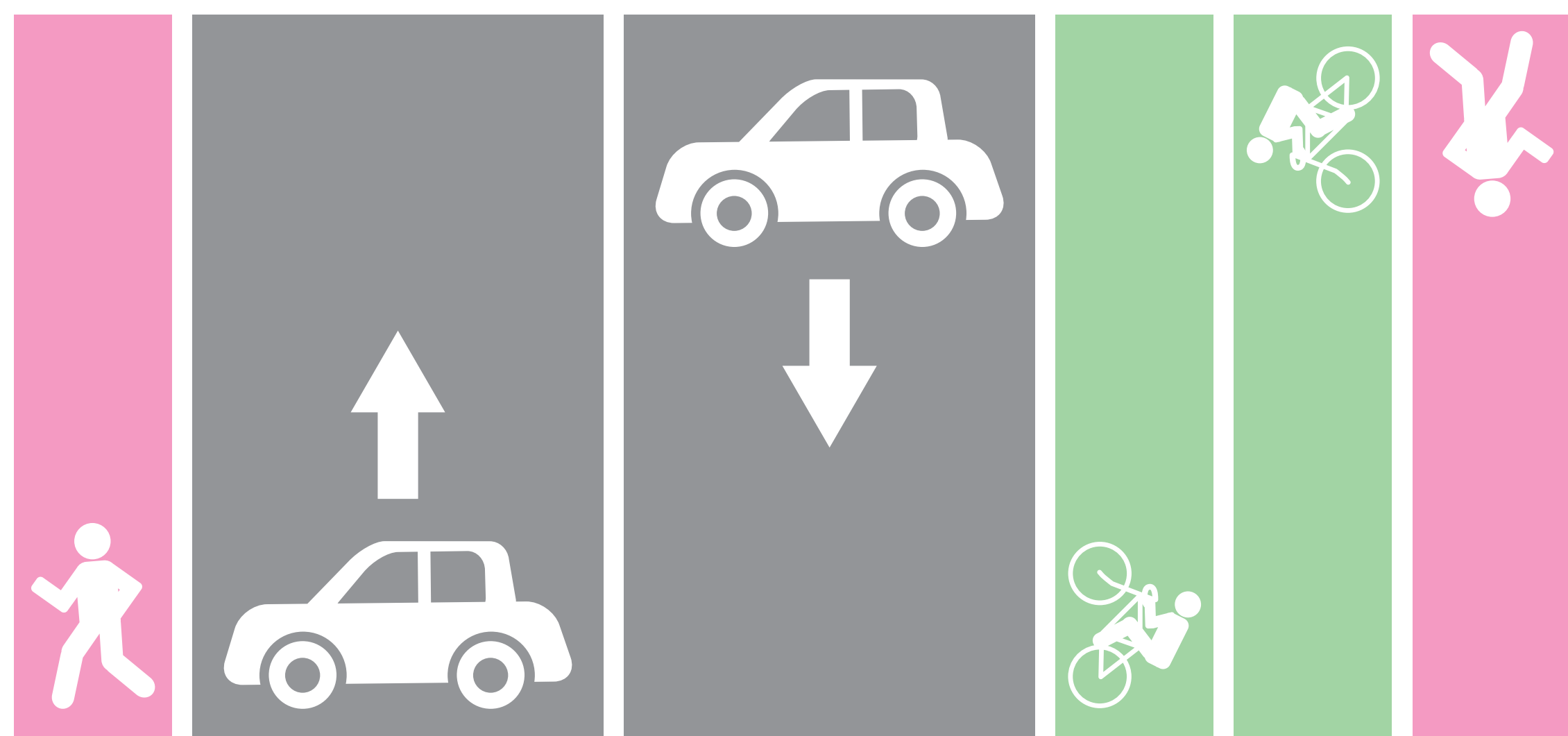
The best way to do this is to extend the quality cycle and bus corridors that exist in central Redhill into this area. Better bus corridors and either segregated or shared cycle paths will mean that the wider Redhill area benefits from routes that link up.

There will be better links between Reigate and Woodhatch and along the A23. Earlswood, the East Surrey Hospital, Whitebushes, Salfords, the new housing developments in Horley and Gatwick Airport will all link up.

To do this we're proposing to make a combination of cycle and bus improvements.

Cycle Improvements

- We'll be making existing off road cycle paths better and building some new ones. All these will be 2-3 metres wide and the aim is to encourage less confident cyclists.
- On the east side of the A23 and in some places between Reigate and Horley there will be a shared foot and cycle path.



The A23 will have cycle lanes in each direction on one side and better footpaths on either sides.

Bus Improvements

- We'll be improving existing bus corridors using information from our recent Local Transport Review to make the bus improvements that people want the most.
- We'll be providing better facilities and better information so catching the bus is more appealing. These improvements will mean more accessible bus stops and better waiting environments. They will include new high quality bus shelters and reliable live bus service information with electronic displays at some bus stops. The same information will also be available through mobile phones and the internet.



New bus shelters will be built where needed.



What else will improve?

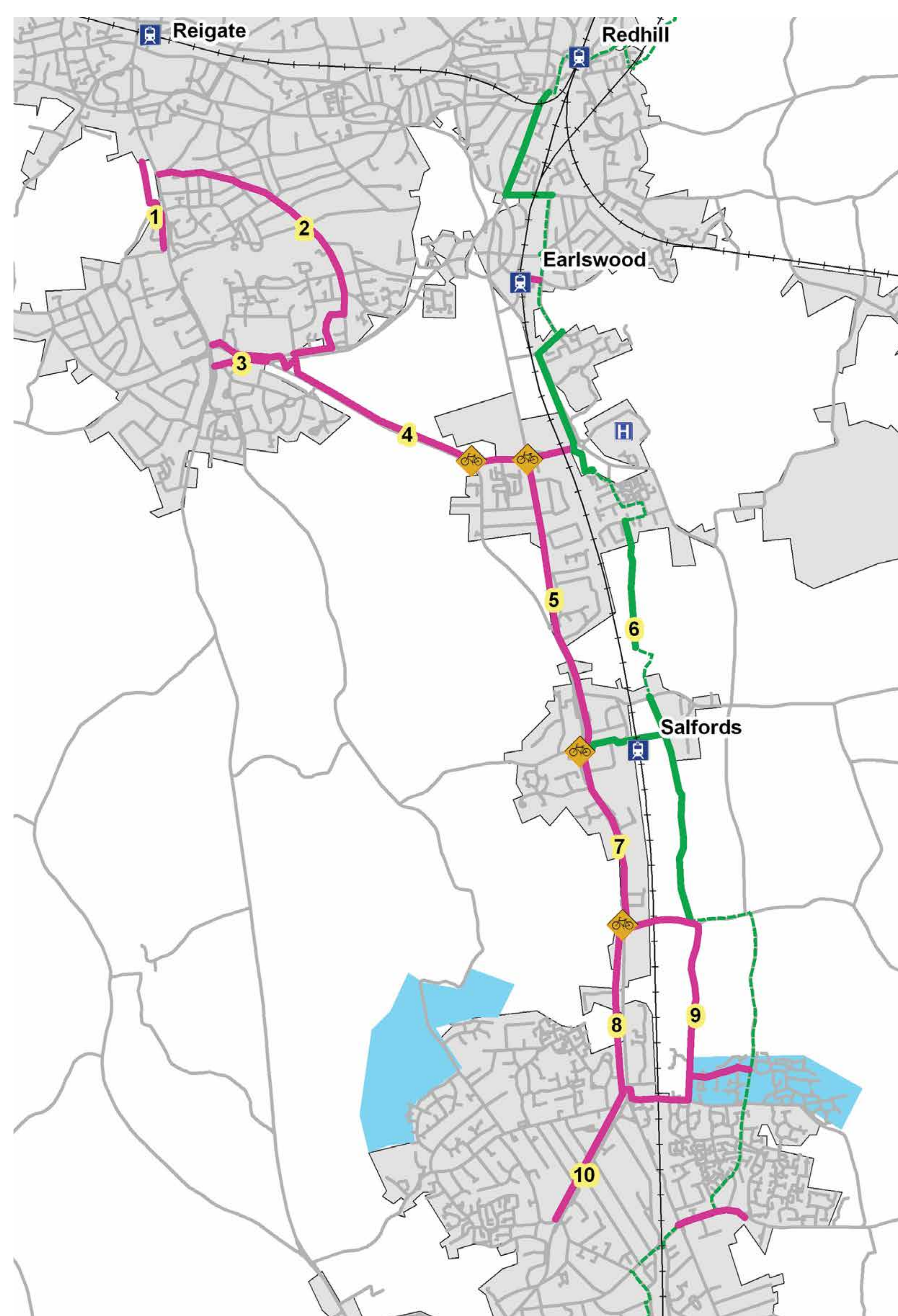
- We'll be making improvements to sections of the National Cycle Route 21 between Cross Oak Lane and Earlswood station.
- Some smaller and older bus shelters will be improved and fitted with information screens.
- Raised kerbs at targeted bus stops will make it easier to get on and off the bus.
- Buses will be given priority at some junctions to make journeys by bus quicker and more reliable.
- We'll make bus stops modern and more accessible with more visible waiting areas and better shelters. People will be able to get on and off the bus 'step free' and there'll be better information available on bus times and arrivals through Real Time Passenger Information displays. All this will get more people using the bus.
- We'll be working with Southern Railway and other stakeholders at train stations in the greater Redhill area to put together and implement Station Travel Plans which will seek to improve access to and from the stations, and enhance the station area.
- We'll also be helping to market and promote bus travel in the area in association with bus operators.
- We'll be making it easier for pedestrians and cyclists to get to Salfords station, and generally improving pedestrian crossings and pavements.



Real time passenger info will be available at bigger bus stops along routes



Some of the existing bus stops on the route are unappealing and poor quality.



Key



Hospital



Toucan crossing



Railway station



Section numbers

On highway cycle route

Off-road cycle route



www.surreycc.gov.uk/redhillstp

Who is paying for all this?

The majority of the £4.9 million scheme cost will come from the Local Enterprise Partnership's Local Growth Fund.

When is work planned?

The works could start in the autumn of 2015 and will be completed in stages over a three year period. A Construction Management Plan will be in place to minimise any disruption to travel. Access to the hospital will not be affected.

Tell us what you think?

We need your views to help us to develop the detailed aspects of the scheme. Please complete the questionnaire by 31st July 2015 to let us know your views, either at the exhibition or online:

www.surreycc.gov.uk/redhillstp

You can also post your completed questionnaire to us at:

Transport Policy
Surrey County Council
Room 420 County Hall
Penrhyn Road
Kingston-upon-Thames
KT1 2DN

Staff are on hand at the exhibition on Thursday 9 July and Saturday 11 July to answer any questions to help you complete the questionnaire.

The exhibition will be held at:
Three Arches Restaurant
East Surrey Hospital
Redhill
RH1 5RH

The exhibition will be open between 11am and 7pm on Thursday and between 11am and 4pm on Saturday.

All information presented on the panels can be found on our website, which also has a link to the questionnaire should you wish to complete it online.

Thank you for viewing the exhibition.



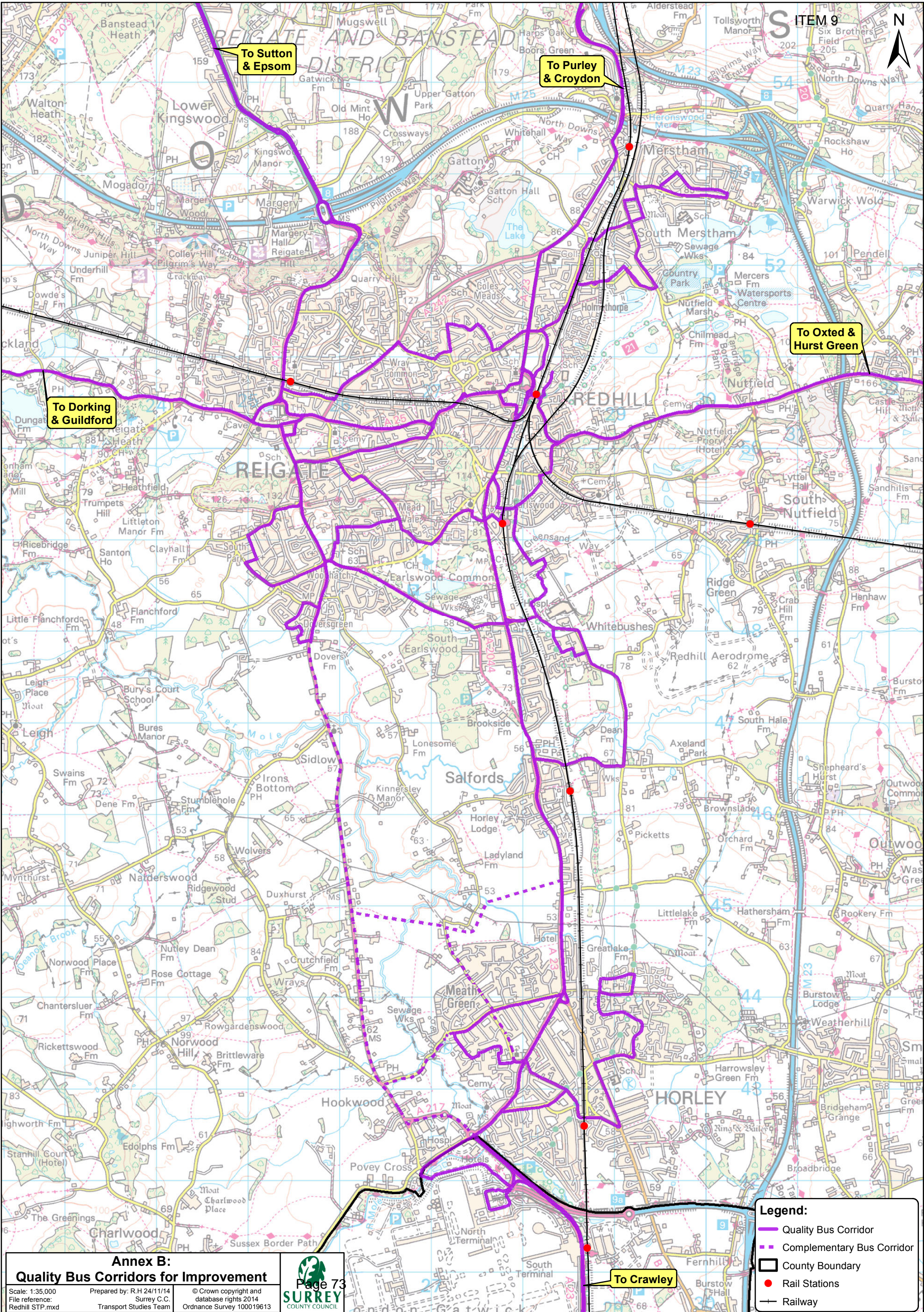
Toucan crossings will be installed to make crossing the road easier for pedestrians and cyclists



Some cycle paths will be segregated or shared.



www.surreycc.gov.uk/redhillstp



To Sutton & Epsom

To Purley & Croydon

To Oxted & Hurst Green

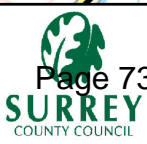
To Dorking & Guildford

To Crawley

- Legend:**
- Quality Bus Corridor
 - - - Complementary Bus Corridor
 - County Boundary
 - Rail Stations
 - Railway

**Annex B:
Quality Bus Corridors for Improvement**

Scale: 1:35,000
 Prepared by: R.H 24/11/14
 File reference: Surrey C.C. Transport Studies Team
 © Crown copyright and database rights 2014
 Ordnance Survey 100019613



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GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE CONNECTING PLACES

Find out about forthcoming changes and improvements that will make it easier to travel around Redhill on foot, by bike or by bus.

Find out more and share your views online at:
www.surreycc.gov.uk/redhillstp

Details will also be on display at:
Three Arches Restaurant, East Surrey Hospital
on
Thursday 9 July 11:00am – 7:00pm
and
Saturday 11 July 11:00am – 4:00pm.

Consultation closes Friday 31 July 2015



Reigate & Banstead
BOROUGH COUNCIL
Banstead | Horley | Redhill | Reigate

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Greater Redhill Sustainable Transport Package

Surrey County Council and Reigate and Banstead Borough Council are seeking your views on the proposed sustainable travel improvements along the Redhill to Horley Corridor. The public engagement period starts on Friday 19 June 2015. Please respond by **31st July 2015**.

Please complete this questionnaire once you have looked at the accompanying display boards available by following this link: www.surreycc.gov.uk/redhillstp.

Staff are on hand at the exhibition to answer any questions that you may have.

Your views

(1) Do you use any of the routes indicated in the map on panel 3 or on the bus route annex?

(2) If yes, what is your reason for using the routes, and how do you travel?

	Walk	Cycle	Bus	Rail	Car driver	Car passenger	Motor cycle
Journeys to school/college	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to shopping areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journeys to railways stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(3) If no, why don't you use any of the routes indicated in the map on panel 3 or on the bus route annex?

(4) Do you agree that the issues stated below are affecting the way you travel around the greater Redhill area?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Area dominated by traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Severance caused by traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time reliability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(5) What do you think is the biggest transport issue in the area?



ITEM 9
(6) Do you agree that bus, cycling and walking facilities should be upgraded in the wider Redhill area?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your answer to this question

(7) If the bus facilities along this corridor were improved to provide a more improved experience in the following ways, would this encourage you to use the bus service for certain journeys? Please tick all that apply

	Yes	No	I don't know
Availability of free WiFi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Real Time Information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stop improvements - new bus shelter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stop improvements - improved access to enable wheelchair/mobility impaired users to get on/off the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus priority at traffic signals to reduce journey times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On board audible and visual next stop announcements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smart ticketing (e.g. an oyster card style system)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More information about available bus services, times and fares	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved customer services (e.g. provision of better disability awareness training for drivers on the needs of disabled and frail older people)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety enhancements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More reliable bus journey times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extended hours/days for bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None of these	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain your reasons for your response to this question

(8) If you answered yes to any of the options in question 7, what type of journeys would you change?

- Journeys to school/college
- Journeys to work
- Journeys to shopping areas
- Journeys to railways stations (please specify) _____



Please explain your reasons for your response to this question

(9) If the cycle/walking network was improved and extended to cover each separate area numbered on the map on panel 3, using off road and quiet streets, would this encourage you to use it for short journeys? (walking up to 2km and cycling up to 5km)

Section 1	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 2	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 3	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 4	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 5	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 6	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 7	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 8	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 9	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>
Section 10	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	I don't know	<input type="checkbox"/>

Please explain your answer to this question

(10) If you answered yes to any of the options in question 9, what type of journeys would you change?

Journeys to school/college	<input type="checkbox"/>	
Journeys to work	<input type="checkbox"/>	
Journeys to shopping areas	<input type="checkbox"/>	
Journeys to railways stations (please specify)	<input type="checkbox"/>	_____

Please explain your reasons for your response to this question

(11) Do you require changes to your employment base to encourage you to take the bus or cycle to work? E.g. cycle parking, showers

Yes No I don't know

Please explain your reasons for your response to this question



About you

It would help us analyse this questionnaire if you could let us know about you. Any information you provide will be treated in strictest confidence in accordance with the Data Protection Act (1998) and the Market Research Code of Conduct. It will not be passed to third parties or used for other purposes. Individual respondents will not be identifiable.

(13) Gender:

Male Female Rather not say

(14) What is your age group?

Under 17 17–24 25–44 45–64 Over 64 Rather not say

(15) Please provide your postcode: Postcode: _____

(16) Do you consider yourself to have a disability

No Rather not say Yes If yes, please provide details

(17) How did you view the exhibition panels?

I visited East Surrey Hospital I viewed online

(18) To help us improve our service to you, please rate the exhibition in terms of...

	<i>very good</i>	<i>good</i>	<i>adequate</i>	<i>poor</i>	<i>very poor</i>
Providing the information you needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helpfulness of staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(19) Do you have any other comments about the public exhibition? For example, at future public exhibitions, what could be improved?

Thank you for completing this questionnaire.

All information presented at the exhibition can be found on our website:

www.surreycc.gov.uk/redhillstp

Or alternatively return to Surrey County Council Transport Policy Team, Room 420 County Hall, Penrhyn Road, Kingston, KT1 2DY **by Friday 31st July 2015**

Email us: majorschemes@surreycc.gov.uk



Annex 5

Public Engagement Comparison

Project	Location	Date	Web page 'hits'	Exhibition visitors	Questionnaire responses
Redhill Balanced Network	Redhill, Reigate & Banstead	Nov/Dec 2012	N/A	500	127
Runnymede Roundabout	Egham, Runnymede	Oct/Nov 2013	N/A	80	332
Egham Sustainable Transport Package	Egham, Runnymede	Oct/Nov 2013			
Epsom Plan E	Epsom, Epsom & Ewell	March/April 2015	1047	500	245
Dorking Transport Package (Phase 1)	Dorking, Mole Valley	June/July 2015	908	65	130
Greater Redhill Sustainable Transport Package	Reigate/Redhill/Horley Reigate & Banstead	June/July 2015	1228	350*	59
Blackwater Valley Sustainable Transport Package (Phase 1)	Cross border Surrey Heath and Rushmore	June/July 2015	1252	29	102

Runnymede Roundabout and Egham Sustainable Transport Package, joint project exhibition and questionnaire.

*Estimated figure as difficult to be accurate due to large numbers of people passing exhibition in corridor at East Surrey Hospital

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Annex 6
Surrey Cycling Monitor
Results for Reigate & Banstead (DRAFT)

Cycled in the last 12 months	Surrey overall (1671)	Reigate & Banstead (148)
Yes	46%	36%
No	54%	64%

Cycling frequency*	Surrey overall (765)	Reigate & Banstead (51)
I cycle daily / 2-3 times each week	36%	41%
I cycle once a week	14%	4%
I cycle 2 – 3 times a month	12%	10%
I cycle once a month	13%	12%
I cycle occasionally probably 4-6 times a year	14%	17%
I cycle infrequently probably between 1 and 3 times a year	11%	16%

** Base: All who have cycled in the last 12 months (excluding no answers)*

Ever considered taking up cycling again*	Surrey overall (896)	Reigate & Banstead (94)
Yes, on several occasions	24%	31%
Yes, just once	7%	2%
No	68%	65%
No answer	1%	2%

** Base: All who have NOT cycled in the last 12 months*

ITEM 9

Likelihood of taking up cycling*	Surrey overall (892)	Reigate & Banstead (91)
Very likely	9%	6%
Quite likely	20%	26%
Quite unlikely	18%	23%
Very unlikely	53%	45%

* Base: All who have NOT cycled in the last 12 months (excluding no answers)

Factors influential in decision to start cycling (Reigate & Banstead only – 29*)	Very/highly influential	Quite influential	Not influential
Discount bike purchase schemes	7 (24%)	8 (28%)	14 (48%)
More leaflets/ info on different cycle routes	7 (24%)	13 (45%)	9 (31%)
Having someone to cycle with	9 (31%)	14 (48%)	6 (21%)
More time available to cycle	9 (31%)	14 (48%)	6 (21%)
Cycle paths separated from traffic**	14 (48%)	14 (48%)	1 (3%)
More space on the roads	10 (34%)	11 (38%)	8 (28%)
Cycle hire schemes easily available & affordable**	1 (3%)	7 (24%)	21 (72%)
Cycle training schemes easily available & affordable	-	10 (34%)	19 (66%)
Cycle locks/security storage in Surrey town centres	3 (10%)	11 (38%)	15 (52%)

* Base: All who are very or quite likely to take up cycling again

** Due to rounding, percentages may not add to 100

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



SURREY

DATE: 14 SEPTEMBER 2015

LEAD OFFICER: SUSAN BRIANT, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE FORWARD PLAN 2015-16

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

SUMMARY OF ISSUE:

To note the forward programme of reports to the Local Committee (Reigate & Banstead) in 2015-16 as set out below.

This is an indicative forward programme. Further items are likely to be added and the list is subject to amendment.

RECOMMENDATIONS:

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

- (i) Note the report for information.
- (ii) Make suggestions for future agenda items.

REASONS FOR RECOMMENDATIONS:

In order to keep the Local Committee informed of upcoming items on its forward programme and provide an opportunity for local Members to suggest future agenda items.

LOCAL COMMITTEE FORWARD PLAN 2015-16:

Monday 19 October 2015 1.00pm, Reigate Town Hall

Changes to Community Youth Work in Reigate and Banstead
Services for Young People in Reigate and Banstead :
Performance Summary 2014/15

Monday 14 December 2015, 2.00pm, Reigate Town Hall

Highways Schemes Update
Highways Integrated Transport Schemes Forward Programme
Average Speed Cameras (LEP bid)
Annual Parking Review
Community Safety Annual report
Trading Standards Annual Update
Early Years and Children's Centres Update

MEETING DATES 2015-16:

Formal Meetings (all at Reigate Town Hall) – All Members

Monday 19 October 2015 (Special Local Committee) at 1pm
Monday 14 December 2015 at 2pm
Monday 7 March 2016 at 2pm

Informal Meetings (all 10am at Reigate Town Hall) – County Members only unless marked *

Monday 19 October 2015
Monday 18 January 2016

Contact Officer:

Susan Briant, Community Partnership and Committee Officer, 01737 737695

Consulted:

Local Committee (Reigate & Banstead) Members

Annexes:

None

Sources/background papers:

None

Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

Green: Actions are on track and progressing as expected towards the agreed deadline.

Amber: Action is off track but corrective measures are in place to meet the original or updated deadline.

Red: Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

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Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
8 June 2015	10	(i) To note the project content.	N/A	Green	N/A	Complete
		(ii) To approve the project to be the subject of consultation during June/July 2015.	July 2015		Paul Fishwick	Complete
		(iii) To delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman and Electoral Division Members covered by the project to agree the consultation material.				Complete
8 June 2015	11	(i) The proposals in Annexes 1 and 2 to the	N/A	Green	David Curl	Complete

		<p>report were agreed plus Wolverton Gardens subject to a meeting after the Committee and Location 26, London Road South, Merstham. Revise time of operation of parking restriction from 'Monday - Friday 2 - 3pm', to 'Monday - Friday 10am - 12noon', so as not to conflict with school 'pick up time'.</p> <p>(ii) That if necessary, adjustments can be made to the proposals agreed at the meeting by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and local Member prior to statutory consultation.</p> <p>(iii) the intention of the County Council to make Traffic Regulation Orders under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Reigate and Banstead as shown in the Annexes (and as subsequently modified by ii) is advertised and that if no</p>	<p>N/A</p> <p>N/A</p>	<p>Green</p> <p>Green</p>		
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		objections are maintained, the Order is made.	N/A	Green		
		(iv) any unresolved objections, will be dealt with in accordance with the County Council's scheme of delegation by the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice-Chairman of this committee and the appropriate County Councillor.	N/A	Green		
		(v) the Parking Strategy and Implementation Team Manager is authorised to progress and implement any further car club bays in consultation with the Chairman and the local County Councillor.	N/A	Green		
		(vi) if necessary the Parking Team Manager will report the objections back to the Local Committee for resolution.	N/A	Green		
		(vii) To allocate funding of £15,000 in 2014/15 to implement the parking amendments. To establish a borough wide parking task group (to replace the Redhill Task Group) with	N/A	Green		

		the terms of reference set out in Annex 4.				
8 June 2015	12	(i) The experimental TRO which has reversed the one way working of the Central Car Park service road, Horley is made permanent.	N/A	Green	Dave Taylor	Complete
8 June 2015	13	(i) The opening hours at Reigate Library increase from 35.5 hours to 42 hours per week. The library close on Mondays and open on Wednesdays. (ii) The number of hours Merstham Library opens will remain the same but the opening times will be altered. (iii) An increase in 6.5 hours overall in Reigate & Banstead libraries.	N/A	Green	Kelly Saini Badwal	Complete Complete Complete