

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 9 JUNE 2014

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: REDHILL BALANCED NETWORK

DIVISION: REDHILL EAST; REDHILL WEST AND MEADVALE

**SUMMARY OF ISSUES:**

The purpose of this report is to update the Local Committee on the Redhill Balanced Network and to gain approval for the legal orders and notices required.

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

- (i) Note the update provided and the latest programme of works.
- (ii) Agree the removal of clause 4(f) from the current 1991 referred to in Annex B and to authorise the advertisement of an appropriate Notice.
- (iii) Agree to revoke the existing disabled bays located in Station Road, adjacent to the Harlequin building, and the creation of new bays in the High Street as indicated in Annex C, and to authorise the advertisement of an appropriate Notice.
- (iv) Agree the closure of Marketfield Road at its junction with High Street and Cromwell Road (Annex C) and to authorise the advertisement of an appropriate Notice.
- (v) Agree the proposed bus stop clearways as indicated in Annexes C and F.
- (vi) Note the bus stop clearway locations on the Balanced Networks (Annex G)
- (vii) Agree the shared footway/cycleway around Noke Drive Drive/Redstone Hill, that will join up with the proposed off road cycle facility being introduced by the Station development.
- (viii) Note the proposed layout of the Station Road Gateway (Annex H) and the continued dialogue with Surrey Police regarding the CCTV camera's
- (ix) Agree that if objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager is authorised to try and resolve them in consultation with the Chairman, Vice Chairman, Divisional Members and Project Manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification.

REASONS FOR RECOMMENDATIONS:

The Local Committee is asked to approve the proposals for the improved control of motorised vehicles from accessing Station Road by amending the existing '1991' traffic order and the removal of the disabled bays located within Station Road.

To compensate for the loss of the bays in Station Road new disabled bays can be created in the High Street (Annex C).

In order to create a public realm area at the junction of High Street and Cromwell Road it is recommended that the Marketfield Road junction be closed (Annex C). A new access will be created off Marketfield Way (Annex D) to allow traffic to gain access to Marketfield Road and the current surface car park.

To introduce bus stop clearways as indicated on Annexes C and F to facilitate busses stopping at the improved bus stops and note other bus stop clearways located around the Balanced Network.

To create a continuous off road cycle facility between the planned new railway station and Noke Drive two additional areas of footway require the Local Committee's approval.

1. INTRODUCTION AND BACKGROUND:**Progress to date**

- 1.1 The highways works commenced on 23 September 2013 with utility diversions and plant protection measures. Kier starting civils works on 30 September at the A23 Lombard Roundabout.
- 1.2 Progress during the 'winter' period was affected by the severe weather, the wettest on record, with the contractor being deployed to emergency works. However, the full grant funding of £1.019 million was spent and this has been reported to the Department for Transport, with the local contribution funding being transferred into the 2014/15 financial year.
- 1.3 Following the severe weather, the county council and the contractor have reviewed the original programme, submitted as part of the bid, and the contractor will be deploying up to three gangs to work on the Redhill Balanced Network during the June to November 2014 period (**Annex A**). This will enable the works to be substantially completed as set out in the original programme.
- 1.4 Officers from the county council and borough council are working closely with developers who have sites adjacent to the Balanced Network, to try and 'dovetail' these various projects with the Balanced Network. These developers include Solum (Redhill Railway Station), Co-Plan (Marketfield Way) and Sainsbury's.
- 1.5 These developments are on a later time line than the Balanced Network (substantially completed November 2014), but affect the highway, with developments planned over the next three years or so.

- 1.6 The difference in timescales will mean that some works to the segregated footway/cycleway adjacent to developments will not be completed until after March 2015, when the Balanced Network grant funding expires. Therefore, all the grant funding must be spent before the March 2015 deadline with works adjacent to developments reliant on the local contribution funding.

2. ANALYSIS:

Legal orders and notices

- 2.1 Officers from the county council and borough council have completed the final design layouts in consultation with key stakeholders and the Member Task Group.
- 2.2 The final design layouts will require approvals from the Local Committee as indicated below.
- 2.3 Station Road Gateway; This area is proposed to become a pedestrian area with limited access for cyclists. On the 13 October 1991, The Borough of Reigate & Banstead (Redhill Pedestrianisation) Order 1991 was introduced. This basically limited motorised vehicles from entering Station Road from the Station Road roundabout, with only specific vehicles such as market traders, security vehicles for loading and unloading monies and utility companies (Annex B).
- 2.4 However, in 2004 the Surrey County Council (Various Roads in Reigate and Banstead) (Free Street Parking Places) (Disabled Persons) (No1) Order 2004 was introduced and this included disabled bays in Station Road Redhill on the north side adjacent to the Harlequin building.
- 2.5 For many years the Station Road traffic order described in 2.3 above has not been enforced, partly due to the conflicting order allowing disabled vehicles into the area as indicated in 2.4 above. Therefore, the Station Road area has become a 'glorified car park' and a safety issue for pedestrians with where in a 65 month period up to 31 May 2012, there were four collisions of varying severity, three of which involved pedestrians.
- 2.6 The proposals are to revise **Annex B** with the removal of clause 4 (f). This will enable the planned rise and fall bollards to be operated by legitimate people using a coded system to operate the bollards.
- 2.7 The results of a consultation on the removal of the disabled bays was reported to this committee on 2 December 2013 (minute 73/13 refers), in which just over 80% of respondents agreed with the suggested new location in Marketfield Road. However, due to the re-development of Marketfield Road, this location is no longer suitable and a revised location in the High Street adjacent to Frankie and Benny's where three bays can be located (one existing and two new) (**Annex C**). This location is considered as a suitable alternative to Marketfield Road and similar distance to the Belfry shopping centre, and close to The Hub Redhill.
- 2.8 In order to create a pleasant public realm environment around the Cromwell Road/High Street/Marketfield Road area it is proposed to close Marketfield Road at the High Street end and turn the road space into a pedestrian and cycle environment (Annex C). The closure of this road will mean that a new

ITEM 12

access is created off Marketfield Way (**Annex D**) at the same point where the Co-Plan development proposals require a new access. This will allow access to the business premises off Marketfield Road who have been consulted and did not raise any objections to these proposals. In addition to this access will be made available to the Marketfield Way surface car park until this site is developed.

- 2.9 The High Street just to the south of Cromwell Road junction (**Annex C**) also indicates a revised bus stop location that will require a bus stop clearway. It should also be noted that buses have provision for a wheelchair.
- 2.10 To the south of the bus stop, the existing two taxi bays are retained, and at the southern end there is a limited waiting area for three vehicles.
- 2.11 Noke Drive junction with Redstone Hill has been slightly reconfigured due to the proposed redevelopment of the railway station (site B) off Redstone Hill (**Annex E**). The sections of footway shaded in yellow require this committee to designate as shared or segregated footway/cycleway. This will enable cyclists to remain off road and access the new railway station cycle parking areas. The section of footway being constructed by the developer Solum for the station has been designated as shared cycle/footway through the planning process.
- 2.12 In consultation with bus operators, the bus stop that was located on A25 St Matthews Road has been relocated to a point just to the west of St Matthews Road on the A25 Station Road (**Annex F**), where a bus stop clearway will be required.
- 2.13 The Local Committee is asked to Note all other bus stop clearway located around the Redhill Balanced Network that are indicated in **Annex G**.

Station Road 'gateway' update

- 2.14 The Member Task Group was updated on the latest plans for the Station Road Gateway (**Annex H**) on 15 May 2014.
- 2.15 One issue that has been raised by Surrey Police is the proposal for trees in Station Road. These trees could affect the sight lines from the police CCTV cameras. Officers will continue to work with Surrey Police on this topic and consult with the Member Task Group.
- 2.16 The county council has programmed with its contractor to commence works within Station Road Gateway from mid June to December. During this period, only designated traffic will be allowed into the area, such as market traders. All unauthorised traffic will not be allowed.

3. OPTIONS:

- 3.1 During the detailed design process, there has been continued consultation with key stakeholders, including Reigate & Banstead Borough Council, bus operators, statutory undertakers, Belfry shopping centre etc to attempt to include as many of their requirements as possible within the project. This process will continue during the development and construction processes.

4. CONSULTATIONS:

- 4.1 Any traffic orders and notices needed for the wider balanced network scheme, as described above will be advertised and any objections will need to be dealt with by the Area Team Manager, in consultation with the Chairman, vice chairman, Divisional Members and Project Manager, under delegated authority from this Local Committee (subject to approval).

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost of the Redhill Balanced Network, £4.102 million, was included in the bid to the Department for Transport in February 2013. The current estimated cost to complete this project remains unchanged.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 In developing the county council's LSTF, cycling programmes and initial Station Road layouts the following impacts and actions have been identified:

Key Impacts	Actions
Positive Impact - all	Removal of unnecessary vehicles from Station Road (eastern end) should reduce personal injury accidents.
Positive Impact - all	Removal of disabled bays from Station Road (eastern end) will reduce the potential vehicle / pedestrian conflict. High Street planned location for disabled bays will provide a shorter distance to the Belfry shopping centre and be closer to the planned Market Field Road development.
Limitation of information provision at bus stops Negative impact – age, disability, race	Provision of audio information on bus & at stop, where possible Provision of information in other languages where demographics show relevance Provision of printed information to visual standards, where possible, and where physical limitations allow. (In addition, availability of information in large font on request). Ongoing monitoring & evaluation.
Improved accessibility (bus) Positive impact – age, disability,	Greater understanding of bus users' needs. Understanding the needs of all passengers including those with

<p>pregnancy & maternity.</p>	<p>mobility issues. "Consumer testing". Engagement with local community. Improving infrastructure at bus stops & accessibility to bus stops. Working with bus operators to ensure ongoing accessibility improvements. Wheelchair availability on buses. Improving accessibility from pavement to bus. Ongoing monitoring & evaluation</p>
<p>Improved information provision (bus)</p> <p>Positive impact – age, disability, race.</p>	<p>Improved bus service information to be provided, as appropriate, in line with Surrey County Council's bus stop standards, including ticket costs & ticketing structures, timetable information, real-time passenger information (RTPI) via at-stop displays & other means and onward journey information (wayfinder) at stops. Assessing census & other evaluation data, targeting improvements appropriately & proportionately. Up skilling & training staff as to best practice with regard to Surrey County Council's bus stop standards. Ongoing monitoring & evaluation</p>
<p>Improved reliability and safety & security (bus)</p> <p>Positive impact – age, disability, pregnancy & maternity, race.</p>	<p>Realistic journey timetable scheduling (aided by upgraded RTPI system). Working with bus operators where possible to reschedule bus running times to ensure appropriate punctuality. Monitoring of reliability. Promote efficient boarding & alighting by various mechanisms including cashless ticketing system (smartcards). Improved traffic management (including priority for late running buses). Ongoing monitoring & evaluation.</p>
<p>Improved end-to-end bus journey experience</p> <p>Positive impact – age, disability, pregnancy & maternity, race, sex, sexual orientation.</p>	<p>Ensure all new stops installed meet Surrey County Council's bus stop standards best practice, and then revisit current bus stops to improve/upgrade where achievable. Implementation of bus stop design guidance best practice. Identifying suitable facilities needed at each stop by assessing current usage & forecasting future needs. Maintaining the standard of facilities provided. Implementation of new technology &</p>

	initiatives to enhance bus journey experience. Ongoing monitoring & evaluation
Reduced casualties, particularly among young people (cycle)	<p>Prioritise schemes that address casualties, particularly around schools and destinations that attract young people - include in scheme prioritisation criteria</p> <p>Ensure that subsidised cycle training is made widely available, effectively promoted and tailored to different needs, including family training to support parents in teaching children to cycle safely (through LSTF)</p>
Increased independence for young, older and disabled people	<p>Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation.</p> <p>Consult on issues for disabled people with the Surrey Access Forum</p> <p>Work with Wheels for All to support provision for disabled people (through LSTF)</p>
Improved (actual or perceived) safety for older people, women, pregnant women and parents of young children	<p>Ensure standards for new cycling infrastructure are of sufficient quality that they will feel safe for use by all, including young children.</p> <p>Provision of subsidised family cycle training to equip parents with skills to cycle safely with their children.</p>
Increased opportunity for physical activity	Community funding focused on areas of deprivation, and with an increased emphasis in 13/14 on sustainable travel measures inc cycling.
Potential loss of pavement space or conflict between cyclists and pedestrians	Consider as part of scheme design - consider referencing within cycling infrastructure standards
Younger people-more reliant on walking and cycling as a mode of transport	Identify key routes that link school, retail leisure and business destinations. (the puffin and toucan crossings, shared footways (pedestrian /cycle) provides improved connectivity between

	residential and retail/business areas and the railway station)
Older people – less likely to cycle due to mobility and other concerns;	Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station)
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of off road cycle routes designed with least confident cyclists in mind.
Disability – people with mobility problems and visual impairment adversely affected by busy roads.	Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station.

7. LOCALISM:

7.1 The headline benefits for the Redhill Balanced Network project are as follows:

- Tackling congestion
- Improved journey time reliability
- Reduced journey times
- Reduced vehicle operating costs
- Increased walking and cycling
- Reduced severance, such as between the railway station and the town centre and under Station Road railway bridge.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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 LSTF. Passenger transport and modal shift from the car to buses are a further key objective of the LSTF project currently in progress.

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 and cycling facilities will be marketed 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 is also expected that increased levels of walking and cycling to and around the town centre will have a positive effect on Redhill's economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than motorist.

The relocation of disabled bays to High Street and physical closure to all unnecessary vehicles within Station road (eastern end) should provide for a significant reduction in personal injury accidents between vehicles and pedestrians.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The highways works are now under construction, and the next phases will follow during June 2014 as per the programme (Annex A). With additional gangs committed by the contractor, the project should be substantially completed by end of November 2014, in-line with the original bid, and the Local Committee is asked to note the revised programme.
- 9.2 Amendments to the existing 1991 pedestrianisation traffic order will require amending to allow the county council / borough council to control who can gain access to Station Road using the rise and fall bollard system. The Local Committee is asked to approve the advertisement of this amendment (Annex B).
- 9.3 In consultation with the Marketfield Way developer, the original location for the disabled bays in Marketfield Road has been amended due to the requirement of turning movements, and a suitable alternative has been located in High Street (Annex C), which is similar distance from the Belfry shopping centre. The Local Committee are asked to agree to the advertisement of the revoking of the current bays in Station Road and the new bays in the High Street.

ITEM 12

- 9.4 The closure of the Marketfield Road access at the High Street will allow for a more pleasant public realm area. Access to Marketfield Road will be obtained via a new access off Marketfield Way on the same line as the proposed development at Marketfield Way. The Local Committee is asked to agree to the advertisement of the closure of Marketfield Road access at its junction with the High street. (Annex C).
- 9.5 The creation of the disabled bays, bus stop and retaining the two taxi bays in the High Street (Annex C), has meant that the limited waiting area has been reduced to three spaces. The Local Committee are asked to agree to the advertisement to the change in the limited waiting area.
- 9.6 Following consultation with key stakeholders, including bus operators, there have been amendments to existing or planned bus stops and these new locations require the Local Committee to agree to the revised locations as indicated in Annex C and Annex F. The rest of the bus stop clearways are indicated in Annex G.
- 9.7 In consultation with the developer of the railway station at Redhill, has highlighted a slight amendment at the junction of Noke Drive and Redstone Hill, to enable a continuous cycle facility to be installed to dovetail with the railway station proposals that recently obtained planning permission. The Local Committee are asked to agree to this additional shared use.
- 9.8 The Local Committee are to NOTE the Station Road Gateway plans (Annex H), that are due to commence construction mid June for a period of approximately six months. It should be noted that officers will continue to work with Surrey Police on resolving the CCTV issue and reporting options to the Member Task Group and this Local Committee.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of this Local Committee, advertisements of Notices will be made for the Station Road pedestrianisation and the revoking of the disabled bays, together with proposed disabled bays in High Street.
- 10.2 Subject to the approval of this Local Committee, the proposed closure of Marketfield Road at its junction with High Street will be advertised.
- 10.3 Subject to approval by this Local Committee, the proposed shared cycle route around Noke Drive/Redstone Hill will be implemented as part of the Redhill Balanced Network, and join with the proposed off road cycle facility being implemented by the Station development.
- 10.4 Subject to approval by this Local Committee, the proposed Bus Stop Clearways will be implemented as part of the Redhill Balanced Network.

Contact Officers:

Paul Fishwick, Project Manager, Transport Policy
Narendra Mistry, Principal Design Engineer, Strategic Project Team
Contact number 03456 009 009

Consulted:

Surrey County Council officers - Marc Woodall, James Price, John Lawlor, Anita Guy
Neil McClure, Alison Houghton, Martin Gilmour
Reigate & Banstead Officer - Yvonne Shaw

Annexes:

Annex A Contractor programme
Annex B The Borough of Reigate and Banstead (Redhill Pedestrianisation) Order 1991.
Annex C General arrangement plan High Street/Cromwell Road/Marketfield Road
Annex D General arrangement plan Marketfield Way / Marketfield Road access
Annex E General arrangement plan Noke Drive / Redstone Hill
Annex F General arrangement plan St Matthews Road/Station Road
Annex G General arrangement plans for Lombard roundabout, Princess Way, Queensway and Marketfield Way
Annex H General arrangement plan Station Road Gateway

Sources/background papers:

Local Pinch Point Fund bid – 20 February 2013 and award 31 May 2013
Member Task Group meeting 15 May 2014.

This page is intentionally left blank