

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



SURREY

DATE: 22 SEPTEMBER 2014

LEAD OFFICER: MARC WOODALL – SUSTAINABLE TRANSPORT MANAGER

SUBJECT: TRAVEL SMART – PROGRAMME UPDATE INCLUDING BUS CLEARWAY ORDERS AND CYCLE ROUTE IMPROVEMENTS

DIVISION: REDHILL WEST AND MEADVALE, REDHILL EAST, MERSTHAM AND BANSTEAD SOUTH, REIGATE, EARLSWOOD AND REIGATE SOUTH

SUMMARY OF ISSUE:

In June 2012, Surrey County Council was successful in securing an award of £14.3 million in grant funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). This is in addition to the award of £3.9 million LSTF Key Component secured in July 2011.

Both grants are for the period up to 31 March 2015 and jointly form the Surrey Travel SMART programme. As part of the Surrey Travel SMART programme, a total of £4.8million has been allocated for sustainable travel improvements in Redhill / Reigate.

This report provides an update to the committee on the progress of the Travel SMART programme in Redhill and Reigate and asks members to consider a number of bus clearway improvements, and cycle route improvements.

RECOMMENDATIONS:

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

- (i) Bus stop clearways are introduced at the existing bus stops along the improved quality bus corridors (Redhill-Merstham (bus routes 430/435), and Earlswood-Whitebushes (bus routes 420/460, 430/435, 424) as specified in Annexes A and B.
- (ii) The cycle route improvements to the National Cycle Route (NCR 21) be approved for construction.
- (iii) The cycle route improvements to St Annes Drive (Redhill) be approved for construction including the conversion of the western footway between Noke Drive and the traffic island near Warwick School to shared pedestrian and cycle use.
- (iv) The improvements submitted by the Reigate and Redhill Business Travel Forums outlined in Annexes H and I be approved to proceed to delivery.
- (v) Delegate authority for decision making on the final round of business travel

forum schemes to the Head of Travel and Transport in consultation with the Chair of the Reigate and Banstead Local Committee and the LSTF Task Group.

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

- i. The progress of the 2014/15 Travel SMART wayfinding programme for Redhill.

REASONS FOR RECOMMENDATIONS:

1. Buses require parallel alignment to the kerb to deploy ramping and kneeling equipment. This allows step-free access for wheelchair users, those with mobility problems and easier boarding/alighting for all passengers.
2. Parked vehicles within bus stops prevent this access.
3. Reliability of buses is improved if the vehicles are able to approach, stop and depart bus stops without hindrance, improving accuracy of scheduled bus stopping times and encouraging usage of sustainable transport
4. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
5. Walking and cycling improvements provide better accessibility and opportunity for people to travel sustainably, helping to reduce congestion.
6. All business travel forum submissions meet LSTF objectives and fall within agreed funding allocations for 2014/15.
7. Providing delegated approval on the final round of Business Travel Forum schemes will enable these to be delivered before the project deadline of March 2015.

1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council has been successful in securing £18.2 million from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver the Surrey Travel SMART programme. £3.9 million was awarded in July 2011 with a further £14.3 million awarded in June 2012 as part of the large bid of £16 million. The aim of the fund is to deliver sustainable travel measures that support economic growth and carbon reduction. A total of £4.8 million of the large bid funding is allocated for sustainable travel improvements in Redhill and Reigate.

1.2 The items in the report have been discussed and scrutinised at the Reigate and Banstead Local Committee LSTF task group. The task group has provided local

knowledge and detail on the cycle improvements and bus corridor improvements, allowing revisions to be made and some proposals substantially changed, removed from and added to the programme.

2. ANALYSIS:

2.1 Bus stop clearways

2.2 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2002 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the Borough Councils Civil Enforcement Officers as they would waiting restrictions. They are, however, more onerous than waiting restrictions because the clearway also prohibits stopping and loading/unloading over the length of the bus stop. Unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Consequently it is Surrey Highways policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

2.3 The bus operators have been consulted and agree with the proposals. If the restrictions are approved, the residents of affected frontages will be informed by letter.

2.4 In some cases there are already yellow bus cages marked on the road. However these are not approved clearways and therefore are not enforceable. Approving clearways will ensure that the existing bus cages are enforceable and other enforceable bus cages will be marked as appropriate to approval.

2.5 Bus stops on two quality bus corridors have been improved, or are shortly to be improved, by raising the kerbs adjacent to the bus stop flags. These corridors are:

- Redhill-Merstham (bus routes 430/435), and
- Earlswood-Whitebushes (bus routes 420/460, 430/435, 424)

2.6 The correct height kerb enables passengers to benefit from step free access to buses and for access ramps to be deployed for wheelchair access. Ease of boarding and alighting speeds bus operation and assists bus operators maintaining schedules and reliability. These improvements cannot be realised unless buses can access and stop parallel to the kerb at bus stops. Inconsiderate parking prevents ease of access for buses to stopping positions. Such parking can be discouraged through installing bus stop cages with stopping clearways. Where on-street parking is particularly acute, bus boarders have been constructed or are proposed to minimise space required for the bus stop and therefore minimise the reduction in parking.

2.7 Annexes A (Redhill-Merstham) and B (Earlswood - Whitebushes) contain tables listing the bus stops on each corridor, the street name, the length of bus cage recommended and the properties outside which the bus cage will be located. Associated with each table as annexes C and D are plans

identifying the location of each bus stop. As the bus services supporting both these quality bus corridors operate every day into the evening until nearly midnight, the correct clearway control is a 24hr continuous prohibition of stopping or parking, by all vehicles other than scheduled local bus services. Photos will be able available on demand at the Local Committee should members wish to consider any proposed clearways in greater detail.

2.8 Letters will be sent to residents and commercial premises in the immediate vicinity of proposed clearways informing residents that the local committee has approved a bus stop clearway and that it is now enforceable. If the bus cage and clearway marking is already in place the letter will state that the bus cage clearway will become immediately enforceable. If the bus cage is still to be marked out then the cage will become enforceable once implemented. If multiple negative comments are received about a particular clearway, and these can't be resolved to the satisfaction to the residents and officers, the site will be referred to the chair of the Local Committee and the SCC Travel and Transport Group Manager for final decision.

2.9 Cycle Route Improvements

2.10 National Cycle Route 21 (NCR21)

2.11 The National Cycle Route 21 (NCR21) is a long distance cycle route between Greenwich and Eastbourne. Around Redhill, the route provides an important off road link between Redhill Town Centre, Warwick and north towards the Water Colour Estate and Merstham. However, the route is of very poor quality in patches, and suffers from period flooding, making the route impassable. During 2013, the route was impassable for approximately 6 months of the year.

2.12 It is proposed to provide a suite of improvements along the NCR 21 between Cavendish Road and Coremongers Lane, to improve the surface for walking and cycling, and improvement drainage to reduce the likelihood of future flooding and damage. Annex E provides a table of proposed interventions and a map to provide the locations of the interventions.

2.13 The total costs of these interventions are £170,000 and to be funded from LSTF contributions.

2.14 St Annes Drive

2.15 Annex F provides the detailed designs for the proposed improvements along St Annes Drive, running from the junction with Noke Drive to Park 25. This route also links together with the National Cycle Route 21 as it progresses north towards Merstham.

2.16 The route will provide an important link between Redhill town centre and the station with Park 25, onwards towards Merstham, and also a safe route for children attending Warwick school. The improved route will link with the balanced network improvements to the south and the Wiggie Lane cycle route to the North providing a route into the Holmethorpe Industrial Estate.

- 2.17 The key elements of the improvement included widening the footway to between 2.8 and 3 metres from a current width of 2 metres, providing sufficient width for a shared use cycle lane, whilst still maintaining suitable road widths for vehicles. Local residents have in the past expressed concern about vehicle speeds going downhill. The narrower carriageway will still permit two-way traffic to operate safely, but the narrower width will require drivers to take more care and thus, are less likely to travel with excessive speed.
- 2.18 The design drawings at present do not show raised road tables or entry treatments on the two side roads which are crossed by the cycle route. It is proposed to add these to the scheme to keep it consistent with other LSTF cycling schemes that have been approved in Redhill.
- 2.19 The total cost for this improvement is £120,000 to be funded by section 106 monies earmarked as match funding for the LSTF programme.

2.20 Business Engagement

- 2.21 The first two Business Travel Forums of the 2014/15 financial year were held in Redhill on 3rd June and Reigate on 24th June. As a result of increased marketing activities, numbers of attendees improved at both meetings compared to last year and several new members were welcomed including representatives from Morgan Sindall, Kimberly Clark and WSP Architects.
- 2.22 Forum members were asked to vote on a set of ideas generated by their own employees, council officers and the forum business champion. The forums agreed a set of proposed projects for 2014/15 presented in **Annexes G and H** for approval by the Local Committee.
- 2.23 As a result of under spend in 2013, there are enough funds remaining for all proposed projects. Members are asked to note that this is the final year for the allocation of these funds and any remainder may be returned to the Department for Transport in April 2015.

	Redhill	Reigate
Capital	27,000	48,000
Revenue	50,000	61,500

Table 1: Business Travel Forum funding for 2014/15

2.24 Update on 2013/14 projects

- a. Further progress has been made on all 2013 projects since November 2013 although a number of issues have been encountered that have delayed some:
- b. The Brompton Dock was installed at Reigate station on 11th July and is expected to be live by mid-September following staff training.

- c. In Redhill, the pool bike grant offer has been taken up by East Surrey College and East Surrey Hospital.
- d. Attempts to install anti-idling signs at Reigate level crossing have run into objections from several parties including the police and Surrey Highways. A revised application is in preparation.
- e. The first public electric vehicle charge point for the area is to be installed at Donyngs Leisure Centre. The site survey proved to be more difficult than expected due to the distance from the electrical substation but it is now complete and a contract is being drawn up. Although no install date has been set, it is expected to be before the end of the calendar year.

2.25 Wayfinding programme

2.26 The wayfinding project has now moved into the early stages of its implementation phase. Sign foundations are currently being installed throughout the network. Foundations for the map-based signs will be covered with 'New Mapping - coming soon' cover plates which will show the Travel SMART website address (please see image 1 below). Foundations are expected to be in place by the beginning of October 2014 although we are still attempting to resolve one or two minor landownership issues. Art working files for each sign have been finalised and the manufacturing of the signs has begun. We expect the installation of the signs to begin in October and to be complete in early December 2014.



Image 1 – Wayfinding cover plate example

3. OPTIONS:

- 3.1 Greater scrutiny of the detail of this committee report has been discussed, refined and changed at the LSTF task group. The report refers to the LSTF programme funded via the DfT

4. CONSULTATIONS:

- 4.1 Greater scrutiny on the Travel SMART programme is provided by the Reigate and Banstead Local Committee LSTF task group. The overall LSTF programme was presented to the public during a series of public exhibitions

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in spring 2012, and specific measures, such as the Wayfinder mapping programme, have been subject to more detailed stakeholder engagement.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The business case for the Travel SMART bid included a financial section that does not form part of this report and was approved by the DfT.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The major elements of the LSTF programme have been subject to Equality Impact Assessments. These documents are published on the Surrey County Council website and can be found by clicking [here](#).

7. LOCALISM:

- 7.1 The Travel SMART programme was designed with Localism in mind. The Reigate and Banstead Local Committee have decision making powers relating to the programme. Furthermore, elements of the programme such as the Community funding and Business engagement use Localism tools to encourage localised decision making, and seek to increase local participation in the programme.

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 implications

The central aims of the Travel SMART Programme are to encourage the uptake of sustainable transport, enabling economic growth and reducing carbon emissions. The measures included in the Travel SMART programme therefore have positive sustainability outcomes.

8.2 Public Health implications

There are some direct positive implications to public health arising from this report, including the installation of signs encouraging people to switch of their engines at Reigate Station's level crossing, improving air quality and The Travel SMART programme is making significant investment in providing new infrastructure and promoting active travel such as walking and cycling. Evidence suggests that investment in these schemes have a proportionate benefit in overall public health. Walking promotions in particular are being linked with the Surrey CC Public Health team's 'Walk for Life' campaign.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This report provides an update to the Local Committee on the progress of the Travel SMART programme wayfinding programme and asks the committee to agree that :
- i. Bus stop clearways are introduced at the existing bus stops along the improved quality bus corridors (Redhill-Merstham (bus routes 430/435), and Earlswood-Whitebushes (bus routes 420/460, 430/435, 424) as specified in Annexes A and B.
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The Local Committee (Reigate & Banstead) is asked to note :

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10. WHAT HAPPENS NEXT:

- 10.1 If members of the committee approve the bus stop clearway works, letters will be written to resident and businesses listed in annexes C and D, and clearways will be instated
- 10.2 If members of the committee approve the cycle routes listed in this report, these move to implementation, and will be delivered before the end of the 2014/15 financial year.

10.3 Wayfinding signs will be installed between October and the first week in December 2014.

Contact Officer:

Marc Woodall – Sustainable Transport Manager

Tel : 01483 519556

Email : marc.woodall@surreycc.gov.uk

Consulted:

Reigate and Banstead LSTF task group

Surrey County Council and Reigate and Banstead Borough Council Officers

Local Bus Operators

Annexes:

A	Redhill & Reigate clearway proposal Redhill-Merstham
B	Redhill & Reigate clearway proposal Earlswood - Whitebushes
C	Redhill-Merstham stops and clearway maps
D	Bus stops Earlswood to Whitebushes
E	Cycle route improvements to NCR 21
F	Cycle route improvements to St Annes Drive
G	Reigate business travel forum proposals
H	Redhill business travel forum proposals

Sources/background papers:

- LSTF Large Bid Document
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