

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 22 September 2014

LEAD OFFICER: Paul Fishwick, Project Manager, Transport Policy

SUBJECT: REDHILL BALANCED NETWORK

DIVISION: REDHILL EAST and REDHILL WEST



<b>SUMMARY OF ISSUES:</b>
This paper is to update members on the Redhill Balanced Network and an additional legal order is required.
<b>RECOMMENDATIONS:</b>
<p><b>The Local Committee (Reigate &amp; Banstead) is asked to agree :</b></p> <ul style="list-style-type: none"> <li>(i) To NOTE the update provided and the latest programme of works (Annex A)</li> <li>(ii) To the creation of a bus only right turn into Ladbroke Road once the new junction is constructed (Annex B).</li> <li>(iii) 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.</li> </ul>
<b>REASONS FOR RECOMMENDATIONS:</b>
The Local Committee are asked to approve the proposals for the introduction of a bus only right turn into Ladbroke Road once the new junction is constructed.

## **1. INTRODUCTION AND BACKGROUND:**

### **Progress to date**

- 1.1 The highways works commenced on 23<sup>rd</sup> September 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 deployed up to four 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 continuing to work 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**

- 2.1 The Local Committee were presented with a series of legal orders and notices at their meeting on 9 June 2014 (minute xx/14 refers), which were of a high priority to process due to the revised construction programme.
- 2.2 However, there is one additional traffic order that requires processing, that will allow buses only to turn right from the A23 Princess Way into Ladbrooke Road, once the new junction has been constructed during 2015 as part of a section 278 agreement with Sainsbury's (Annex B).
- 2.3 The Member Task Group was advised of this legal order at their meeting on 23 July 2014.

**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 project was £4.102 million, and this was the subject of a 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 None arising from this report.

**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:
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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, 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 update.
- 9.2 Following consultation with key stakeholders including bus operators, the creation of a bus only right turn from the A23 Princess Way into Ladbrooke Road will remove the need for buses to do 'u-turns' around the Lombard

Road roundabout. The Task Group were presented with this proposal on 23 July and raised no objection.

#### **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the approval of this Local Committee, the proposed bus only right turn on A23 Princess Way at its junction with Ladbrooke Road will be advertised.

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**Consulted:**

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**Annexes:**

Annex A Contractor programme  
Annex B A23 Princess Way junction with Ladbrooke Road, bus only right turn

**Sources/background papers:**

Local Pinch Point Fund bid – 20 February 2013 and award 31 May 2013  
Member Task Group meeting 23<sup>rd</sup> July 2014.

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