

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



SURREY

DATE: 1 DECEMBER 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 REGIATE 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-Reigate (bus routes 420, 424, 430/435, 460), affecting Reigate Road, Blackborough Road, Lesbourne Road, Hatchlands Road, Timperley Gardens, and Park Road; and
 - South Park (bus routes 430/435) affecting Eastnor Road and Sandcross Road.
- (ii) The design detailing the walking and cycling improvements proposed along Nutfield Road identified in Annex C be approved
- (iii) The use of the eastern footway of Nutfield Rd for shared use (pedestrians

and cyclists) between Chilburton Drive and 25 metres south of Mill Lane;

- (iv) The western footway of St Annes Drive between Noke Drive and traffic island near Warwick School becoming a shared route for pedestrian and cycle use on completion of the scheme.

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 and parked vehicles within bus stops prevent this access.
2. 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.
3. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
4. Walking and cycling improvements provide better accessibility and opportunity for people to travel sustainably, helping to reduce congestion.

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 be 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-Reigate (bus routes 420, 424, 430/435, 460), affecting Reigate Road, Blackborough Road, Lesbourne Road, Hatchlands Road, Timperley Gardens, and Park Road; and
 - South Park (bus routes 430/435) affecting Eastnor Road and Sandcross Road.
- 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 Annex A contains 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 Annex A is Annex B, a plan identifying the location of each bus stop.
- 2.8 Officers are in consultation with Surrey County Council's parking team and will ensure that these plans align correctly with proposed changes to parking measures in the areas affected.
- 2.9 Letters will be sent to residents or commercial premises in the immediate vicinity of proposed clearways informing residents that the local committee has approved a bus stop clearway. 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.

2.10 Cycle Route Improvements

2.11 Nutfield Road

2.12 As part of the cycle network planned for Redhill being delivered as part of the Travel SMART programme, a route has been identified to connect Merstham with Redhill via the existing route through South Merstham Recreation Ground, Nutfield Rd, the new Watercolour development via newly established paths, and the existing National Cycle Route 21(NCR21), which passes Redhill Train Station. A significant part of this route is off-road, making the route attractive to less confident cyclists. One section, between the Recreation Ground and Watercolour, follows Nutfield Road, is the subject of this report.

2.13 Design work indicates that the footway on the east side of Nutfield Road could be widened to accommodate shared use (for cyclists and pedestrians), which would make this route a fully off carriageway/quiet road route. The scheme, which would also complement the existing traffic calming scheme in Nutfield Road, would be funded from the LSTF allocation for cycling in Redhill.

2.14 Annex C provides the details the design for this proposed route.

2.15 The total cost for this scheme is estimated to be £105,000, and final costs will be presented to the Reigate and Banstead LSTF Task Group for confirmation before construction.

2.16 St Annes Drive

2.17 At the Reigate and Banstead Local Committee in Spetember 2014, the committee agreed to the construction of a shared use path along the Eastern footway, providing improved walking and cycling infrastructure for pupils and teachers accessing Warwick school, and for residents of Park 25.

2.18 In this report, the committee is asked to agree that this route formally be for shared pedestrian and cyclist use when completed.

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:

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 in spring 2012, and specific measures, such as individual cycle routes, will be subject to local consultation.

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-Reigate (bus routes 420, 424, 430/435, 460), affecting Reigate Road, Blackborough Road, Lesbourne Road, Hatchlands Road, Timperley Gardens, and Park Road; and
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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 annex A 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.

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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
B	Redhill-Reigate stops and clearway
C	Cycle and walking route improvements to Nutfield Road

Sources/background papers:

- LSTF Large Bid Document
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