

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; 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.

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**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