

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 12 DECEMBER 2016



LEAD OFFICER: DAVE TAYLOR, TRANSPORT DEVELOPMENT PLANNING

SUBJECT: EXTENSION OF FASTWAY BUS ROUTE INTO THE ACRES, HORLEY

DIVISION: HORLEY EAST

SUMMARY OF ISSUE:

The purpose of this report is to seek authority from Local Committee for the general arrangement of highway works and the necessary Traffic Regulation Orders required to extend the Fastway 20 bus service into The Acres.

RECOMMENDATIONS:

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

- (i) **NOTE** the comments received from local engagement.
- (ii) **APPROVE** the highway works to Langshott, shown on Drawing Nos PC0639/001/PRES and PC0639/002/PRES.
- (iii) **APPROVE** the three bus stop clearways in Brookfield Drive, shown on Drawings No PC0639/003/PRES and PC0639/004/PRES.
- (iv) **APPROVE** the introduction of a "School Keep Clear" parking restriction in Brookfield Drive outside Trinity Oaks Primary School (Mon-Fri 8.15am to 4.30pm), shown on Drawing PC0639/004/PRES.
- (v) **APPROVE** the highway works at the crossroads of Langshott/Orchard Drive/Wheatfield Way, as shown on Drawing No PC0639/005/PRES, and that a notice for the vertical deflection measures be published in the local press;
- (vi) **AGREE** that any alterations to Drawing Nos PC0639/01 – 5 be delegated to the South East Surrey Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local divisional Members.
- (vii) **APPROVE** 'no waiting at any time' parking restrictions, as shown on Drawing No PC0639/003/PRES and PC0639/004/PRES, and that the county council's intention to introduce them by making amendments to the Traffic Regulation Orders be formally advertised and that if there are no objections, the amendments to the orders are made.

- (viii) **AGREE** that if there are objections that cannot be resolved, in accordance with the county council's scheme of delegation, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman and Vice Chairman of the Local Committee and local divisional, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

To enable the Fastway 20 bus service to be extended into The Acres in accordance with the planning permissions and legal agreements for the neighbourhood and previous committee approvals.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In September 2013 Local Committee considered a number of options to extend the Fastway 20 bus service into the Acres, which is a neighbourhood of over 710 new homes in North East Horley.
- 1.2 Committee agreed to support a route that was consistent with the earlier planning permissions and Section 106 agreements. This route will see the bus enter the Acres from Orchard Drive, travel clockwise along Brookfield Drive, turn right into Langshott, and then turn left into Wheatfield Way, before continuing its onward journey.
- 1.3 To deliver the route Committee agreed a number of highway works to Langshott, which included the reconstruction of the carriageway and the provision of passing places and a footway, subject to the identification of available funding.
- 1.4 Committee also gave authority to advertise and introduce Traffic Regulation Orders for the implementation of parking restrictions on Langshott and for a Bus Only Access from the Acres onto Langshott.
- 1.5 With the development of the neighbourhood nearing completion there has been an increased emphasis over the last year to progress the scheme.
- 1.6 The Council's Cabinet agreed funding for the works in October 2015.
- 1.7 Following this a project team was established, and the Council's highways design team was appointed to undertake the design of the route.
- 1.8 Survey work of levels, drainage and land ownership have been completed, and core samples of the carriageway undertaken.
- 1.9 The project team has reviewed the entire route for the service. This has identified the full extent of the highway works that are required in Langshott and has also identified the need to undertake a number of alterations to Brookfield Drive and the junction of Wheatfield Road/Langshott. Following this review a scheme has been prepared for the entire route.
- 1.10 Over the summer there was a period of local engagement with stakeholders about the scheme (see Section 3). This local engagement was generally very

positive and valuable and a number of refinements have been made to the scheme as a consequence.

- 1.11 Section 2 outlines the proposed highway works which includes these modifications and plans of the works are included in Annex 1

2. THE HIGHWAY PROPOSALS:

LANGSHOTT

- 2.1 Langshott is a narrow and attractive country lane and a popular route for pedestrians and cyclists. However the existing carriageway is in poor condition and there is only a short section of footway, which means that pedestrians have to share the carriageway with vehicles.
- 2.2 As part of the local engagement exercise a number of residents expressed concern that the extension of the service and the necessary highway works would have a detrimental impact on the character and amenity of Langshott.
- 2.3 The design proposals for Langshott are in accordance with the scheme that was previously agreed by Committee. Careful consideration has been given as part of the design process to keeping works to an absolute minimum and to be as sympathetic as possible with the character of the lane.
- 2.4 The surface of the lane, between the Farmhouse pub and Tanyard Barn Community Centre will be resurfaced and partially reconstructed.
- 2.5 A new footpath will be constructed partly on the northern and southern sides of the lane and will be connected by a new (informal) pedestrian crossing. The footpath will provide a safe and continuous route for pedestrians between Wheatfield Way and the neighbourhood centre.
- 2.6 The footway will be constructed of sympathetic materials and will be separated from the carriageway by a grass verge with wooden posts to prevent vehicle over-run, which will help maintain the character of the lane.
- 2.7 Two passing places will be provided on the northern side of Langshott to allow vehicles to pass one another safely, when necessary. Such passing places are common across Surrey and again will help to protect the character of the lane.
- 2.8 The existing speed cushions on Langshott and the road table at the junction of Lake Lane/Langshott will be removed. The layout of the lane, its alignment as a single carriageway and the proposed introduction of a 20mph speed limit (as previously agreed by Committee earlier this year) is considered sufficient to maintain traffic speeds within the posted limit.
- 2.9 'At any time' parking restrictions will be applied to both sides of Langshott on the section of the lane between Wheatfield Way and the Farmhouse pub and within the two passing places, to ensure that the bus can pass easily. Consideration will be given to providing narrow primrose conservation lines.

BROOKFIELD DRIVE

2.10 Currently there is a considerable amount of parking on Brookfield Drive other than in the designated lay-bys. Some of this parking is unsafe and would make it difficult for the bus to pass easily unless it is controlled. Parking restrictions are therefore necessary to improve safety and ensure bus reliability.

2.11 The scheme proposes to install:

- "At any time" parking restrictions, principally on the inbound carriageway of Brookfield Drive;
- A "school keep clear" restriction on the south side of the road along the frontage of Trinity Oaks Primary School on Brookfield Drive; and
- Bus stop clearways at each of the proposed bus stops on Brookfield Drive.

2.12 There was general support among local residents for the parking restrictions, though there was some concern that their implementation could result in displacement to other areas of the neighbourhood. As a consequence there were a number of requests for additional parking restrictions.

2.13 It is acknowledged that there may be a limited amount of parking migration to side roads. However, it is proposed that no further parking restrictions are provided as part of this scheme that the situation will be monitored and adjustments made, if necessary, through the Council's regular parking reviews.

2.14 It should be noted that Brookfield Drive currently is a private road and as such any lines will only become enforceable once the road is adopted.

2.15 Currently there is only one bus stop on Orchard Drive and there are no bus stops on Brookfield Drive. Consequently the vast majority of households are not within a convenient 5 minute walk (400m) of a bus stop.

2.16 It will be important to provide sufficient stops, in the right locations, to ensure adequate access for residents. Initially the scheme proposed four bus stops however as a result of the local engagement and discussion with the bus operator, these stops have been refined.

2.17 It is proposed that three stops will now be provided, which include:

- Stop 1: opposite Field Close;
- Stop 2: opposite Trinity Oaks Primary School and in close proximity to Anvil Court;
- Stop 3: adjacent to Tanyard Barn community hall, located in the neighbourhood centre.

2.18 Each of the stops will be within a convenient 5 minutes walk of the vast majority of homes. Each will have a shelter to provide passenger comfort, real time passenger information and step free access.

- 2.19 One of the conditions of the planning permission for the neighbourhood is that no vehicles, other than buses and emergency vehicles are able to exit onto Langshott from Brookfield Drive.
- 2.20 To enable this Brookfield Drive at its southern end will be constructed as a "bus only road", which will be controlled by a system of automatic rising bollards. The system that has been chosen and which will be installed by the developers has proven effective in Crawley town centre for many years.
- 2.21 Although the system is reliable, it is recognised that on occasion that it may fail. While there will be a maintenance agreement in place, some residents raised concern that this could result in private vehicles accessing Langshott.
- 2.22 As a consequence the scheme has been modified to provide an additional measure to restrict private vehicular access. It is proposed that central carriageway kerbing (commonly referred to as a sump buster) be installed to act as an additional deterrent in the event that the system might fail.

LANGSHOTT/WHEATFIELD WAY JUNCTION

- 2.23 Alterations are required at this junction to help facilitate the bus to turn left from Langshott into Wheatfield Way and to improve safety.
- 2.24 Three personal injury accidents have been reported in five years and all were the result of drivers failing to heed and give way at the junction when approaching from either Orchard Drive or Wheatfield Way.
- 2.25 A number of options have been considered, including the installation of a staggered crossing on Langshott with changed priority, and a mini-roundabout.
- 2.26 The preferred solution is to change the priority so that traffic using Langshott will have to give way to vehicles using Orchard Drive and Wheatfield Way.
- 2.27 This will allow the bus to turn left, taking the full width of the road, when both directions are clear. Although there may be some delay to the bus running, no conflicts would arise.
- 2.28 The scheme has had a stage 1 safety audit and it is considered that the revised junction arrangement would reduce the number of accidents at the junction.
- 2.29 Some residents were concerned that the change in priority might make north – south traffic speeds higher and make it more difficult for pedestrians to cross(east – west).
- 2.30 As a consequence the scheme has been modified to include speed cushions on the approaches to the junction. Together with revised pedestrian crossing points at this junction this will improve safety for pedestrians.

3. CONSULTATION:

STAKEHOLDER CONSULTATION

- 3.1 The proposed highway works were discussed with the Chairman of the Local Committee and the local Borough ward member in July.
- 3.2 The scheme was then presented to the Horley Regeneration Forum in July. The Forum includes a diverse group of stakeholders including Councillors from the County, Borough, Town and Parish Councils, officers, local business groups and other interested parties. Forum members were supportive of the proposals.
- 3.3 The proposals have been discussed with officers from the Parking and Road Safety teams, the Local Area Highways Manager, as well as the bus operator.

LOCAL ENGAGEMENT

- 3.1 To inform residents about the proposed works a local engagement exercise ran from 27 August to 25 September 2016.
- 3.2 A letter was distributed to all residents living on Langshott and in the Acres explaining how they could obtain more information about the scheme. This information was made available on Surrey County Councils web site and at an exhibition held on the 15 and 17 September 2016 at Trinity Oaks Primary School.
- 3.3 As part of the local engagement, residents were invited to contact Surrey County Council if they had any questions.
- 3.4 A total of 49 people responded by email and in writing and a full list of their responses can be found in Annex 2
- 3.5 20 residents who contacted the Council expressed their support for the extension of the service. Eight of these people were from Anvil Court which is a 60 flat extra care housing scheme for older people. The other twelve who supported the extension were from residents living in other parts of the Acres.
- 3.6 14 respondents specifically objected to the proposals to extend the service. Many of those who objected lived either on or very close to Langshott and were concerned about the potential impact that any works and the running of a service would have on the character and amenity of the lane.
- 3.7 12 responses were principally neutral in their views about the extension however they raised concerns about other issues such as parking restrictions, speeding traffic, the change of priority at Langshott/Orchard Drive crossroads or the positioning of bus stops.
- 3.8 Three respondents raised specific questions requiring further information.
- 3.9 A record of all 49 responses received is reproduced in Appendix A. An analysis of the responses has identified a number of common issues:

Issue	Response
The delay that there had been in bringing forward the scheme	The necessary funding to implement the scheme has been secured and the project is now progressing well.
The detrimental impact the extension of the service might have on the character and amenity of Langshott, which is a narrow and pleasant country lane used for walking and other recreational pursuits	Local Committee agreed the scope of the works to Langshott in 2013. The design seeks to minimise the amount of works and to be sympathetic to its character.
The impact there might be on people's ability to sleep by the running of an early morning service	Fastway 20 does run an early morning service from 3:30am which is used by some residents who are employed on shift work at Gatwick airport. Fastway buses run low vibration low noise buses which will minimise disturbance. The service runs around other residential roads successfully.
The numeracy and location of bus stops on Brookfield Drive	The scheme has been reviewed and the location and number of bus stops have been modified
The possibility that the introduction of parking restrictions on Brookfield Drive may effect of parking migration to the side roads as a consequence of the implementation of parking restrictions on Brookfield Drive	The restrictions may displace parking. However, it is recommended that the situation is reviewed by Surrey County Councils Parking Team, as part of their regular reviews
The increase in traffic speed and flow on Orchard Drive and Wheatfield Way, which may arise from the change in priority at the junction of these roads	The scheme has been reviewed and vertical deflection measures are proposed
The possibility that the rising bollards on the bus only road may fail resulting in private vehicles accessing Langshott	The scheme has been reviewed and additional central kerbing are proposed as a further deterrent

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 In 2015 Surrey County Councils Cabinet approved the Horley Master Plan Delivery Fund which included £0.96m for works to Langshott.
- 4.2 It is anticipated that the works will be contained within the approved budget.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The extension to the Fastway 20 bus service will widen travel choice for residents living in the Acres and bring greater travel opportunities for all local residents.

- 6.2 However the extension of the service will be particularly beneficial for those who do not have access to a private car. This may include older people and those whose mobility may be impaired such as carers who will have improved access to the bus service and who will benefit from step free access on and off of the bus. It will also be beneficial to those who may be on lower incomes and who cannot afford a car.

7. LOCALISM:

- 7.1 The improved travel choice for residents outlined in this paper will provide a positive impact to residents living in the Acres and Brook Wood housing areas, making these communities more self-reliant and sustainable.

8. OTHER IMPLICATIONS:

- 8.1 Other areas of County Policy are assessed and considered below:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	A key principle of the Horley Master Plan is to bring about a 20% modal shift in peak hour traffic from private vehicles to more sustainable forms of transport. The extension of Fastway will provide improved choice for residents who live there. This will result in an increase in bus patronage and encourage fewer journeys by private car. It will reduce the impact on local roads and contribute to the Council's objective to reduce carbon emissions .
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	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The extension of the Fastway 20 service through the Acres has been a long term aspiration of both the Borough and County Councils and is a Section 106 legal requirement.
- 9.2 The extension will provide improved choice for local residents who live in the Acres, which will help to create a modal shift to more sustainable forms of transport. It will also assist those who do not have access to a private motor vehicle and who are more reliant on public transport.
- 9.3 To facilitate the bus service extension highway works are required to Langshott, Brookfield Drive and the junction of Langshott/Wheatfield Way.

- 9.4 The works have been subject to local engagement and a number of modifications have been made to the scheme as a consequence.
- 9.5 Local Committee is asked to support the general arrangement of the scheme and provide authorisation for the advertisement and introduction of the necessary Traffic Regulation Orders.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to approval of the package of measures the scheme drawings will be submitted for a Stage Two Road Safety Audit and refinements made.
- 10.2 The package of measures will be provided to Kier in January 2016 for construction mobilisation. This process involves the preparation of a detailed cost estimate by Kier and discussions about the construction timetable and traffic management during works. This process will take about three months.
- 10.3 During this time the necessary draft traffic orders for the parking restrictions, bus only road and speed cushions will be formally advertised and streetworks permits sought.
- 10.4 It is anticipated that construction should therefore commence in May 2017 and should take approximately three months to complete, with the extension of the service commencing in September 2017.

Contact Officers:

Dave Taylor, Transport Development Planning
 David Ligertwood, Travel and Transport
 Chris Parry, Travel and Transport
 Peter Boarder, Transport Development Planning

Consulted:

Local Members, Horley Regeneration Forum, Road Safety Team, Parking Team, Local Highway Officer, over 700 households in the Acres/Langshott and Metrobus

Annexes:

Annex 1 - General arrangement and detailed plans
 Annex 2 - Collated responses from local engagement with residents

Sources/background papers:

WSP Report (2013) Horley North East Sector Bus Corridor Options

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