

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 21 JUNE 2017

LEAD OFFICER: PAUL FISHWICK, PROGRAMME MANAGER (LTS AND MAJOR SCHEMES)

SUBJECT: GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE & EPSOM BANSTEAD SUSTAINABLE TRANSPORT PACKAGE UPDATE

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

Work on the Epsom Banstead Sustainable Transport Package and the Greater Redhill Sustainable Transport Package is continuing. This report provides an update to Members on the progress of each of these schemes.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note the contents of the report.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the Epsom Banstead Sustainable Transport Package (STP) and the Greater Redhill Sustainable Transport Package (STP).

1. INTRODUCTION AND BACKGROUND:

- 1.1 **Epsom Banstead Sustainable Transport Package (STP):** The Epsom Banstead STP is a set of proposals that will make it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and Preston estate. These proposals will also make it easier to travel between these places by bus and will include improvements to Banstead railway station.
- 1.2 By encouraging more people to travel sustainably – by bus, by bike or on foot – there will be less congestion, less pollution and more people will lead healthier lives. The project is planned for delivery between 2017 and 2020.
- 1.3 The measures that form the overall package include:
 1. Shared use routes for pedestrians and cyclists that are wide, well surfaced and well lit;

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2. Safe road crossing facilities for pedestrians and cyclists;
 3. Cycle routes that are continuous and separated from busy traffic;
 4. Changes that will make bus services more reliable;
 5. “Real time” information in bus shelters to show when the next bus is due;
 6. Extending the frequency and the hours of some bus services so they run later into the evening and at weekends;
 7. Better facilities at Banstead rail station.
- 1.4 **Greater Redhill Sustainable Transport Package (STP):** Surrey County Council applied for funding from the Coast to Capital Local Enterprise Partnership to improve sustainable travel options in the greater Redhill area. The scheme was approved and scheme delivery commenced during autumn 2015.
- 1.5 The Greater Redhill STP is a series of improvements along sections of the A23, the A2044 and the A217 corridors, in and around Redhill, Reigate, Salfords and Horley, and along National Cycle Route 21 (NCR21). They will make travelling by bike, bus, on foot and connecting with rail, safer, easier and faster.
- 1.6 The project aims to make it easier for people to use sustainable travel options between business areas, and to health, leisure and retail facilities.
- 1.7 The best way to do this is to extend the quality cycle and bus corridors that exist in central Redhill into the surrounding area. Better bus corridors and either segregated or shared pedestrian/cycle paths will mean that residents benefit from routes that link up all the way from Reigate and Redhill to Horley and Gatwick airport.
- 1.8 Cycle and footpath improvements will include, improving and widening existing off road cycle paths including improvements to sections of the National Cycle Route 21 between Redhill and Horley.
- 1.9 Bus corridor improvements will also be carried out on the 430, 435, 420 and 460 routes and will include, high standard bus stops providing better facilities, passenger information and step-free access onto buses.
- 1.10 The total cost of the scheme is £4.9 million and it is being funded mainly from grant funding from the Coast to Capital Local Enterprise Partnership.

2. ANALYSIS:

- 2.1 **Epsom Banstead STP:** Since the project bid submission made in January to the C2C LEP, a funding decision for the Epsom Banstead STP has been deferred by the LEP for consideration during the next Growth Deal bidding

round. The LEP have not yet confirmed dates, but from their earlier advice we are expecting this to be around late summer this year.

- 2.2 Our existing scheme business case is currently being taken through an independent review by the C2C LEP which will enable any questions to be dealt with now, and in advance of the next formal bid round. This is a positive action which will help to reduce any further delays later on in the business case review process.
- 2.3 In the absence of LEP funding the South East Area Team have taken forward the high priority A217 Horseshoe crossing scheme, using secured developer funding to complete the detailed design and construction of this crossing (see separate report presented to this Local Committee). If the additional bid for the full STP project is successful, the anticipated cycle/pedestrian scheme linkages beyond the crossing itself will be taken forward through the delivery of the full programme of area wide sustainable transport improvements.
- 2.4 The project Member Task Group has been kept fully informed of scheme developments and will next meet when we have clarity on bid dates and timescales from the C2C LEP.
- 2.5 Further information can be found on the SCC Major Schemes web page:
www.surreycc.gov.uk/epsombansteadstp
- 2.6 **Greater Redhill Sustainable Transport Package (STP):** Recent highlights and progress of the Redhill STP of sustainable transport improvements include completion of the final section of works to widen the Woodhatch Road shared cycle/pedestrian footway. This scheme forms part of the phase 1 programme of cycle/pedestrian improvements. Additional signing improvements for the NCR21 route have been installed, and new mobile radar cycle counters have been procured for locating at key sites in Redhill-Horley to provide monitoring capability for the cycle improvement measures being introduced through this project.
- 2.7 Construction commenced during March 17 for the widened shared footway along Princess Way, in Redhill Town Centre. This is expected to be an 8-10 week build programme.
- 2.8 Other recent works progressed include additional cycle parking facilities for Meath Green school in north Horley to provide linkage to the cycle route improvements being delivered through this project. Also, potential phase 2 improvement schemes for the NCR21 are being taken forward for delivery during 17/18.
- 2.9 Detailed design work has been progressed for the phase 2 priority sections of cycle/pedestrian route along Maple Road, the A23 Three Arch Road junction, and south along the A23 corridor. Section 7A of the A23 cycle corridor (south of the Three Arch Rd junction) has been prioritised in the delivery programme, with construction planned to commence during June 17. A Traffic Regulation Order has been advertised for the addition of double yellow lines along a length of the section 7A cycle route, adjacent to a pedestrian refuge to ensure sightlines are maintained and traffic can flow.

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- 2.10 A23 cycle corridor section 5 (Maple Road) and the full section 7 (A23 south of Three Arch Road junction) were originally prioritised for early delivery at the start of this year. However, issues concerning common land ownership have resulted in delays to the completion of detailed design for these schemes. These issues are being worked through with construction now expected to commence later this year, for section 7 with section 5 to follow at a later date.
- 2.11 RTPI displays are being provided for key bus stops and rail station locations. Final site locations are being prioritised now by colleagues in Passenger Transport. Additional design work for the quality bus corridor improvements is underway to enhance service reliability and accessibility along the corridors served by local bus services 430/435 and 420/460. Contractor delays have meant the final outputs from this work are still being completed. This has added further delay to start of the bus corridor build programme, due to commence later this year.
- 2.12 A number of schemes have been progressed for the Horley Master Plan project area, which are complimentary to the LEP funded STP works. This includes completion of the Horley rail/bus station interchange forecourt improvements. Other design and preparatory work to provide improved access and sustainable transport measures for the NW sector Horley housing developments has been progressed by project officers in RBBC and SCC.
- 2.13 The project Member Task Group has been kept fully informed of scheme developments and is next due to meet to review the scheme designs being taken forward.
- 2.14 Further information can be found on the SCC Major Schemes web page www.surreycc.gov.uk/redhillstp

3. OPTIONS:

- 3.1 Not applicable.

4. CONSULTATIONS:

- 4.1 **Epsom Banstead STP:** Between 27 June 2016 and 14 August 2016 consultation was carried out where stakeholders were asked for their views on the proposed improvements.
- 4.2 Details of the proposals were displayed online during this period and were also on display at a series of staffed public exhibitions held on 14 and 16 July in Epsom, and on 4 and 6 August in Banstead.
- 4.3 A report describing the consultation process including an analysis of the feedback received, can be found at the following location on Surrey County Council's website;
https://www.surreycc.gov.uk/data/assets/pdf_file/0009/106587/Epsom-Banstead-Sustainable-Transport-Package-Consultation-Report.pdf
- 4.4 **Greater Redhill STP:** Between 19 June and 31 July 2015, consultation was carried out where stakeholders were asked for their views on the scheme proposals to help the development of the scheme into the next more detailed stage of design.

- 4.5 As well as a questionnaire survey, a public exhibition was held at the East Surrey Hospital on Thursday 9 July and Saturday 11 July 2015. The results of the consultation can be found at the following location on Surrey County Councils website;

https://www.surreycc.gov.uk/__data/assets/pdf_file/0010/84925/Greater_redhill_stp_public_engagement_analysis_report.pdf

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Budgets are closely monitored throughout the financial year.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

- 7.1 The scalable package of measures to be delivered under the Epsom Banstead STP and the Greater Redhill STP aims to deliver sustainable and public transport measures to improve accessibility, encourage its use and improve safety.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Improve access to rail stations and other passenger transport interchange facilities, and reduce 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 Safeguarding and Public Health

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 Local Transport Plan (LTP).

Transport is responsible for one third of carbon emission in Surrey. Surrey's LTP has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from a 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 Wellbeing 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 together with bus service marketing in partnership with commercial bus operators to residents and businesses. 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.

A well-managed highway network can contribute to reduction in crime and disorder.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 **Epsom Banstead STP:** The STP bid is still with the LEP pending a future funding award decision.
- 9.2 The project Member Task Group has been kept fully informed of scheme developments and will next meet when we have clarity on bid dates and timescales from the C2C LEP.
- 9.3 **Greater Redhill STP:** The project Member Task Group has been kept fully informed of scheme developments and is next due to meet to review the scheme designs being taken forward.

10. WHAT HAPPENS NEXT:

- 10.1 The Epsom Banstead STP Member Task Group will next meet when we have clarity on bid dates and timescales from the C2C LEP.
- 10.2 The Greater Redhill STP Member Task Group will meet to review the scheme designs being taken forward.

Contact Officer:

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Consulted:

See section 4 of this report.

Annexes:

None

Sources/background papers:

- https://www.surreycc.gov.uk/_data/assets/pdf_file/0009/106587/Epsom-Banstead-Sustainable-Transport-Package-Consultation-Report.pdf
 - [https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/84925/Greater redhill street public engagement analysis report.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0010/84925/Greater_redhill_street_public_engagement_analysis_report.pdf)
 - <https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/reigate-and-banstead-major-transport-schemes>
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