



**OFFICER REPORT TO LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

**REDHILL BALANCED NETWORK –
TRAFFIC ORDERS AND CONSULTATION**

4 MARCH 2013

KEY ISSUE

To authorise the relevant traffic orders and notices for the Redhill Balanced Network project to enable advertising and the making of the legal documents to be carried out.

SUMMARY

The Department for Transport (DfT) announced on 3 January 2013 that local highway authorities could submit bids for the Local Pinch Point Fund. The Redhill Balanced Network was the most advanced scheme within the county that fulfils the requirements of the fund and therefore has the highest probability of securing funding.

However, in order to progress this scheme quickly, a number of traffic orders and notices will need to be processed, including advertising.

This report also covers the results of the consultation carried out between 9 November 2012 and 4 January 2013.

OFFICER RECOMMENDATIONS

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

- (i) Authorise the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member to progress any scheme from the agreed Redhill Balanced Network project, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes.
- (ii) Note the results of the consultation indicated in Annex C.

1. INTRODUCTION AND BACKGROUND

1.1 On the 3 December 2012, the Local Committee agreed:

- (i) to support a joint bid to the Growing Places Fund, and/or Coast to Capital Transport Body Fund by Surrey County Council and Reigate & Banstead Borough Council, or other funding opportunities that may arise.
- (ii) to delegate authority to the Chairman, Vice-Chairman and Divisional Member for agreement to proceed towards submitting a bid to the Growing Places Fund, and/or Coast to Capital Transport Body Fund, or other funding opportunities that may arise, following the public consultation.

(Minute 66/12 refers).

1.2 On 3 January 2013, the DfT announced that local highway authorities may submit bids to the Local Pinch Point Fund, for either up to £5 million (known as small bids) or up to £10 million (known as large bids).

1.3 Within the county of Surrey, the Redhill Balanced Network was the most advanced scheme that met the requirements of the fund and possibly has the highest probability of securing funding for Surrey.

1.4 However, the DfT required that any bids must contain at least 30% local contribution towards the overall cost of the scheme and that all bids must be submitted by 5.00pm on 21 February 2013.

1.5 The local contribution funding has been obtained from a number of sources including developer contributions and through some valiant work by officers of both the County Council and Borough Council it can be stated that the bid for the Redhill Balanced Network has been submitted on time and can be viewed on the County Council web site at the following address:

www.surreycc.gov.uk/roads-and-transportroads-and-transport-policies-plans-and-consultations/majorprojects

2. TRAFFIC ORDERS, NOTICES AND APPROVALS

2.1 If the Local Pinch Point Fund bid is successful, it is planned to commence works on the first scheme in September 2013, after the detailed design has been completed and the statutory undertakers (gas, water, electric and telecoms) have carried out their necessary diversion and protection works to their apparatus.

2.2 The project does require several traffic orders and notices to be made and these will require processing including advertising during the spring of 2013.

2.3 The traffic orders and notices have been shown on the following annexes:

Indicated on plan attached as **Annex A**

- Revoke one-way system and convert to a two-way system
- Introduce new puffin crossing
- Upgrade pelican crossing to toucan crossing
- Create shared use pedestrian cycle facility.

Indicated on plan attached as **Annex B**

- Amendments to waiting restrictions

2.4 It should be noted that the provision of a shared use pedestrian cycle facility (conversion of a footway to shared or segregated use pedestrian and cycle) only requires Local Committee approval and no legal orders or notices.

2.5 The proposed shared use pedestrian cycle facility between Ladbroke Road and the new toucan crossing outside of Redhill railway station will not be implemented until such time as sufficient land becomes available for widening the existing footway.

2.6 The traffic orders and notices will need to be processed into legal documents and advertised.

3. CONSULTATION

3.1 The Redhill Balanced Network has been the subject to a public exhibition and consultation. The 8-week consultation commenced with an exhibition in the Belfry Centre which was held on Friday 9 and Saturday 10 November 2012, with approximately 350 people visiting the stand over the two days. In addition an un-staffed exhibition was held at the Harlequin Theatre for a 2-week period.

3.2 The consultation was also available online as well as feedback forms being made available at a number of outlets round the town, including libraries, help shops and in the Borough and County Council offices.

3.3 A summary of the consultation results is attached as **Annex C**, with 127 replies being received. Of those, approximately 70 percent were made online and 30 percent submitted in paper format.

3.4 The bus operators have also been consulted and are generally supportive of the measures. Their comments will be taken into account during the detailed design.

- 3.5 As per the Local Committee minute 66/12 (indicated in paragraph 1.1 (ii) above), the results of the consultation have been presented to the delegated members and approval to proceed to a bid for funding was agreed on 11 February 2013.

4. FINANCIAL IMPLICATIONS

- 4.1 The indicative costs for the processing of the relevant traffic orders and notices were included within the overall project management costs for the scheme that was presented to this committee on 3 December 2012. These costs were included within the bid made to the DfT on 21 February 2013.

5. EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 An Equalities and Diversity report will be commissioned as part of the detailed design process.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no direct crime and disorder implications arising from this report. However, the planned improvements may well reduce the potential for serious injury collisions, improve the safety of pedestrians and cyclists, and improve traffic flow.

7. CONCLUSIONS AND RECOMMENDATIONS

- 7.1 The Local Pinch Point Fund provides the County Council and Borough Council with a good opportunity to obtain the required funding to introduce the Redhill Balanced Network at the first available opportunity.
- 7.2 To enable the project to be implemented, there are a number of traffic orders and legal notices to be processed and approvals required. The agreement of this committee will enable these processes to commence at the earliest opportunity to allow for advertisement of the traffic orders and legal notices during the spring of 2013. Any delay in this process, could set back the programme of works severely as all works must be completed by end March 2015 with a current programme ending in November 2014.
- 7.3 It is suggested that a new process be applied to all the schemes within the Redhill Balanced Network to ensure timely scheme delivery. This would involve delegation of authority to progress schemes, including consultation and statutory advertisement, where required, to the

Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member. Where it is agreed that a scheme should not progress for any reason, it is proposed that a report be submitted to the next formal meeting of the Local Committee for resolution.

8. REASONS FOR RECOMMENDATIONS

- 8.1 The traffic orders, notices and approvals to convert to shared space pedestrians and cycles is required to enable the Redhill Balanced Network to be introduced as soon as possible.
- 8.2 The results of the consultation should be noted.

9. WHAT HAPPENS NEXT

- 9.1 The detailed design of the Redhill Balanced Network will be undertaken between April and June 2013, with the traffic orders and notices processed and advertised during the spring of 2013.
- 9.2 If the bid is successful, it is anticipated that the statutory undertakers' works will be carried out during the June to September 2013 period, with the first junction improvement starting in September 2013. It is planned that the all the balanced network proposals will be completed by November 2014.

The consultation results indicated a 70:30 overall approval to the project. However, the comments will be taken into account whilst carrying out the detailed design.

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BACKGROUND PAPERS:	Local

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