

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: MARC WOODALL, TRAVEL SMART ENGAGEMENT MANAGER  
AND REDHILL/REIGATE LEADSUBJECT: TRAVEL SMART LOCAL SUSTAINABLE TRANSPORT FUND  
PROGRAMMEDIVISION: REDHILL EAST, REDHILL WEST AND MEADVALE,  
MERSTHAM AND BANSTEAD SOUTH, REIGATE**SUMMARY OF ISSUE:**

In June 2012, Surrey County Council was successful in securing an award of £14.3 million in 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 £4.8 million has been allocated for sustainable travel improvements in Redhill/Reigate.

This paper is separated into two parts. The first provides an overview of the Travel SMART programme and the second asks Members to consider Traffic Regulation Orders (TROs) to enable works on cycle route improvements to take place during 2013-14.

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

- (i) Note the overview of the Travel SMART programme and progress made in 2012-13.
- (ii) In respect of Route 1A (via New Battlebridge Lane):
  - a) To approve conversion to shared pedestrian and cycle use at the northern footway of New Battlebridge Lane and a short section of London Road between the service road and New Battlebridge Lane, as detailed in paragraphs 2.17 to 2.23.
  - b) To approve a highway widening line of 1.0m on the vacant site at the north-east corner of London Road and New Battlebridge Lane for the purposes of increasing the footway from its current 2.2m width to 3.2m.
- (iii) In respect of Route 1B (via Alpine Road):
  - a) To approve conversion of the footways adjoining the A23 London

Road and a short section of Alpine Road to shared use for pedestrians and cyclists, as detailed in paragraph 17 of this report.

- b) To approve the widening of the footpath linking London Road with Alpine Road, and permitting the link to be used by pedestrians and cyclists.

#### **REASONS FOR RECOMMENDATIONS:**

These recommendations will allow cycle routes 1A and 1B to be installed and legally used, and enable Surrey County Council officers to begin construction of these.

#### **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.

#### **2. ANALYSIS:**

##### **2.1 OVERVIEW OF THE TRAVEL SMART PROGRAMME**

The Travel SMART programme is a comprehensive package of both capital and revenue measures designed to promote economic growth and reduce carbon emissions by encouraging more sustainable travel and improving access to jobs and skills. This report provides highlights of the key measures within the programme. **Annex A** provides a more detailed breakdown of the programme measures.

##### **2.2 Variable Message Signing**

Programmed to be installed once the Redhill Balanced Network project has been delivered, this system will provide drivers with real time information about car park capacity within Redhill. The system will aid drivers in making informed decisions about where it would be most appropriate to park, reducing unnecessary trips in and around the town centre.

##### **2.3 Bus User Improvements**

An allocation of £250,000 has been made to provide improvements for passengers and buses along priority bus corridors to benefit all services along those routes. The bus routes being considered are 100, 400, 405, 420/460, 424, 430/435. These bus corridors are served by a high level of bus routes, linking residential areas to centres of employment and potentially additional economic growth.

Feasibility and design work is progressing to prioritise schemes for delivery and identify specific sites for improvements along the corridors that will lead to greater bus patronage and improved accessibility. This work is being progressed in consultation with bus operators, Surrey Highways and other

stakeholders. The package of measures will include raised kerbing to aid accessibility, improvements to footways/kerbing, bus stop infrastructure upgrades providing better facilities at stops where patronage demands, standardising bus stop layout and alignment to increase reliability, improved signage, complimentary traffic management measures to assist bus service reliability, and other information and accessibility improvements.

Intelligent bus priority will be installed for buses at traffic signalised junctions. Real Time Passenger Information (RTPI) display screens will be installed in areas of high passenger throughput, along with other RTPI system improvements including web/mobile/smartphone information and 'media broadcast' displays to provide real time bus and rail information alongside other travel related messages. Other RTPI system improvements being progressed with bus operators include the provision of modern ticket machines to provide RTPI data directly from the operators. This will improve real time system performance at reduced operating costs, whilst also providing the capability for introducing smart card ticketing, which is now being considered as a future scheme. Additionally, Metrobus are currently trialling the availability of wi-fi on selected bus services, with positive feedback and results. Plans are in progress to equip further routes and services with on bus wi-fi, working in partnership with bus operators.

#### **2.4 Walking improvements**

The Travel SMART programme team is working closely with the team responsible for the Redhill Balanced Network project (subject of a separate report on this agenda) to identify where walking improvements can be made to enhance the balanced network proposals.

2.5 The LSTF task group will be able to identify additional walking improvements, funded by the Travel SMART programme, which can be incorporated into the Balanced Network schedule of works.

#### **2.6 Cycling improvements**

A network of continuous, safe and clearly signed cycle routes are being delivered, linking Redhill, Reigate and Merstham. In accordance with Surrey County Council's emerging cycling strategy, the new infrastructure being delivered as part of the LSTF programme will achieve a minimum standard of being suitable for people who have completed Bikeability Level 2 training, the equivalent standard of an 11 year old child. The second section of this report focuses in more detail on two of the new routes to be introduced and **Annex B** details the proposed cycle network to be completed as part of the LSTF programme.

#### **2.7 Travel planning, information and marketing**

##### **Journey planning website**

Due to be launched in June 2013, a new journey planning and travel information website is being developed. The website will consolidate a lot of the information about travel on the Surrey County Council website and provide visitors with the following features:

- Journey planning by car, cycle, train, bus, walk, taxi and any multiples of these.
- Linking real time information into journey planning, informing people of any likely disruptions.

[www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead)

- A widget available for businesses, schools and other groups to put on their website to provide direct access to the journey planner.
- Links into real time bus information at stops (see bus corridor improvements below)

### **2.8 Media broadcast screens**

Plans are being finalised for media broadcast screens to be installed at Redhill Bus Station and at both pedestrian entrances into the Belfry Centre. These screens provide real time bus and train information and provide a base for local businesses to advertise. The screen content can be altered remotely in real time, providing an excellent platform for promotion of the Travel SMART programme.

Negotiations are ongoing with Southern Rail regarding the installation of a screen in Redhill Train Station.

### **2.9 Business engagement**

A suite of measures has been developed to assist businesses in encouraging more sustainable travel choices for their staff and visitors. The following measures have been launched to businesses in Reigate and Redhill in May 2013:

- Eco Driver training sessions (simulator and in-car)
- Travel planning training (professional training offered to larger businesses)
- Personalised travel planning (either 1 to 1 or workshop led with small groups – for smaller businesses)
- Sustainable travel roadshows (to include the benefits of cycling and car sharing)

A business travel forum has been developed in both Reigate and Redhill, enabling local businesses to have a say in improvements that would positively affect their businesses. Each forum has the opportunity to direct the spending of £25,000 of revenue and £25,000 of capital funding within the locality in 2013-14.

Business champions appointed from the Members of the Local Committee (Reigate and Banstead) attend forum meetings, providing context to local businesses on possible improvements, and fostering strong links with the business community.

### **2.10 Community engagement**

Localism was an important principle that the DfT required in bids to the LSTF. The Travel SMART programme is working with local communities in Redhill and Merstham via a community funding programme to encourage sustainable travel and improve access to jobs and skills.

Local community groups, charities and organisations are given the opportunity to apply for funding for local projects that meet the above criteria. The decision on which projects should receive funding is made by the residents themselves at a participatory budgeting event held within the community.

In 2012-13, just over £120,000 was distributed to local groups via this method and projects are already being delivered in the wards. A full list of funded projects is available at: <http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/surrey-travel-smart/travel-smart-community-funding> .

In 2013-14 there is £100,000 available for both Merstham and Redhill West wards, and groups can either submit small bids (up to £3,000) or large bids (up to £10,000). There will be three rounds of funding during the year, with two windows for groups to bid for smaller projects of up to £3,000, and one window for larger projects, with applications accepted for up to £10,000. £30,000 will be made available for the smaller bids, and £60,000 available for the larger applications. The remaining £10,000 will provide a contingency fund for the LSTF task group to consider funding unsuccessful bids which fulfil the Travel SMART criteria.

To ease administration of smaller bids, a community panel is currently being set up in each area. The panel will be made up of local councillors and other community representatives to decide upon smaller bids (up to £3,000) and oversee the planning for the participatory budgeting event where funding for larger applications is determined.

#### **2.11 Wayfinding signage**

A new system of pedestrian wayfinding for Redhill Town Centre is being developed. This is being designed to be useful to both visitors and local people. The system is currently being developed based on the same principles as the Legible London schemes that has recently been rolled out across the capital.

The system is designed to provide better information throughout the town centre for people who want to walk and will support and enhance their understanding to better enable walking choices. It uses accessible maps of different scales to convey not only the immediate surroundings, but to show how the area connects to those around it.

Some of the benefits of introducing this system to an area include:

- Encouraging the use of healthier and more sustainable modes of transport;
- Improving public perceptions of the town as a friendly, welcoming place where people will want to spend time and explore;
- Better informing people travelling through and around the town centre, potentially increasing dwell time (and therefore spend) at shops producing economic benefits for local attractions and retail outlets.

The system will be based on an initial stage of data collection, observation and investigation which will then be used to inform the signage design and placement strategy. Stakeholder engagement has been undertaken with the Redhill Regeneration Forum, and once concept designs and mapping have been developed, a second stage of consultation will be undertaken. It is anticipated that the signage will be introduced in late summer 2014.

## 2.12 Local travel information

Both the journey planner website and wayfinder signage will carry a common map base, making it easy for people to navigate using both tools. Handheld maps, maps in car parks and information promoting local walking and cycling improvements are also being produced, significantly enhancing the travel information that is available to residents and visitors to Redhill and Reigate.

## 2.13 Travel SMART community shops

Two community shops are due to open in summer 2013 providing a range of services to local residents and visitors to encourage use of sustainable travel, and also provide access to services and skills that help people find jobs. The Travel SMART programme is providing seed funding for these and, working with local partners such as the YMCA and Raven Housing Trust, has developed a business plan to secure the longer term sustainability of these.

The key activities and services each shop provides are:

<b>Redhill Live SMART</b>	<b>Merstham Bikes Revived</b>
Cycle maintenance and skills training	Cycle maintenance and skills classes for NEETs, providing qualifications
Refurbished cycle rental and Sales	Refurbished cycle rental and Sales
Travel planning and information service	Pop up travel clinics
Health check and referral scheme – promoting active travel	Bike maintenance clinic
Space for community groups	

## 2.14 School engagement

Whilst direct interventions with schools by the Travel SMART programme are limited, the continuation of the very successful Bikelt programme across the borough in conjunction with Sustrans is being funded by the Travel SMART programme.

## 2.15 TRAFFIC REGULATION ORDERS FOR ROUTES 1A AND 1B

This section of the report refers to the introduction of the network of cycle routes connecting Redhill to Reigate, Merstham and Salfords and requested Members to consider the approval of a series of Traffic Regulation Orders (TROs) to enable cycle routes to be legally installed and safely used.

2.16 The phasing of the network implementation in Redhill has commenced with the design of part of Route 1A and Route 1B. Both routes link London Road with the Holmethorpe business area, the former via New Battlebridge Lane, and the latter via Alpine Road. For Route 1A, approval is sought for shared cycle and pedestrian use of the northern footway of New Battlebridge Lane. For Route 1B, the same approval is sought for a section of the A23 London Road, and a short section of Alpine Road. Approval is also sought for the widening of a footpath linking London Road with Alpine Road. **Annex C** provides the plan for Route 1A and **Annex D** for Route 1B.

2.17 Route 1A is proposed to connect Merstham Station with the Holmethorpe business area and Frenches Road. This report considers a section of this route between London Road and the business area via New Battlebridge

Lane. There is potential for this section of the route to link up with a separate Integrated Transport Scheme in Merstham village (on the A23) which is being investigated this year by officers.

- 2.18 From the junction of London Road with New Battlebridge Lane, Route 1A follows the northern footway of New Battlebridge Lane. A number of minor improvements are required in order to achieve a continuous shared footway, of a minimum of 2.5m width, which is the minimum acceptable width for shared footway use.
- 2.19 At the north-east corner of London Road and New Battlebridge Lane is less than 2.5m, and the adjacent site is vacant. It is proposed to introduce a 1.0m highway widening line. Should any development proposals come forward in the future, a wider footway could be incorporated, assisting walking routes to the new primary school to the south, and shared use with cycles.
- 2.20 Further east of the corner site, in front of the industrial units in New Battlebridge Lane, there is a narrow verge at the rear of the footway which can be used to extend the footway by 0.5m. East of the vehicular access to the industrial site there is no footway but a wide verge of planting. A new footway needs to be constructed for both the cycle route and to provide a safe and continuous walking route for pedestrians accessing the Holmethorpe business area.
- 2.21 The junction of New Battlebridge Lane and Battlebridge Lane is signalised by there are currently no facilities for pedestrians and cyclists. It is proposed that the traffic island in the northern arm of Battlebridge Lane is widened to 2.5m in order to assist pedestrians and cyclists to cross this junction.
- 2.22 This signalised junction may also be used by parents walking their children to the new Lime Tree Primary School in Battlebridge Lane. Discussions are taking place as to the extent of the highway works necessary to support the school and the scale of improvements (if any) to this junction. Any improvement would also benefit the cycle route. A LSTF funding contribution in lieu of the traffic island mentioned above could contribute to a better facility for pedestrians and cyclists. This would be progressed as a separate scheme associated with the school construction. The school development is currently at pre-planning discussions, which include SCC Transport Development Planning officers, and are ongoing.
- 2.23 South of this junction, the cycle route follows the existing shared route facilities under the new road under the rail bridge into the business area and connects to Frenches Road, which will form part of a subsequent section of cycle route to be developed and implemented under LSTF. Details of this southern section will follow in a further report to the Local Committee later in 2013.
- 2.24 ROUTE 1B: APPROVAL OF SHARED USE**  
The other cycle route that was earmarked for early implementation is the route which links the Colesmead residential area with Holmethorpe business area, via Alpine Road. This route has been identified as Route 1B. The design for this route is well advanced and the Area Highways team are content with the design and details of the route.

2.25 In March 2013, a consultation letter was sent to all residents who had a frontage facing the route, seeking any comments they may have about the proposed cycle route. Two comments were received. Both concerned the conversion of the pavement in the cul-de-sac end of Alpine Road to shared use. This section of pavement formally links the footpath from London Road to Alpine Road through the cul-de-sac where the carriageway is not adopted as public highway, but there are no signs to this effect. The western footway is adopted. Although the cycle route will follow this short section of pavement, in practice pedestrians and cyclists currently use the un-adopted carriageway. One of the two commenting residents asked for a post at the 90 degree corner of footpath and pavement to keep cyclists away from the first driveway in case a car is emerging from the driveway and may be unsighted. A post, or other measures to slow cyclists, will be included in the proposals.

2.26 A road safety audit is shortly to be undertaken. Once any comments arising from that audit are dealt with, the route will be implemented, subject to the approval sought in this Committee report.

2.27 Working from east to west the route starts at the junction of Frenches Road and Alpine Road. It follows the quiet residential road, Alpine Road, turning south into the cul-de-sac by 73 Alpine Road. The footway in front of nos. 73 to 79 is proposed to be converted to share use. Over this section, directional signs and road markings are the only necessary infrastructure.

2.28 From the end of the cul-de-sac, it is proposed to widen the public footpath (linking London Road with Alpine Road) and convert it to shared use. The route crosses London Road via the existing pelican crossing immediately adjacent to the footpath, where cyclists should dismount to use the controlled crossing. The cost of converting the crossing to a shared use Toucan crossing is prohibitive and considered poor value for money. The west footway from the pelican crossing to Colesmead Road is proposed to be shared use. Its width of nearly 3.0m is wide enough for this purpose.

**2.29 LEGAL REQUIREMENTS FOR SHARED USE FOOTWAYS**

It is a requirement of the Highways Act 1980 that Highway Authorities wishing to introduce shared use between cyclists and pedestrians on footways must pass a resolution of the relevant Council Committee to approve the conversion of the public footway to shared use.

Where residents may be affected by the proposal to introduce shared use, they are normally notified of the Council’s intentions by letter and invited to give comments about the proposals. Residents affected have been consulted and no resident objected (although two comments, discussed above, were received).

**2.30 SECTIONS OF FOOTWAY TO BECOME SHARED USE**

The sections of footway of the A23 London Road, New Battlebridge Lane and Alpine Road that are proposed for shared use conversion are listed in the table below.

Road Name	Side	From	To
London Road	Eastern footway	Service Road	New Battlebridge Lane
New Battlebridge Lane	Northern footway	London Road	Battlebridge Lane



London Road	Western footway	No 103 London Road	Colesmead Road
London Road	Eastern footway	No 90 London Road	Opposite Colesmead Road
Colesmead Road	Northern footway	London Road	No 2 Colesmead Road
Alpine Road	Western footway	No 73 Alpine Road	No 79 Alpine Road
Footpath	Linking London Rd with Alpine Rd	London Road	Alpine Road

2.31 Plans showing the different sections of the A23 and adjoining roads where shared use footways are proposed for both cycle routes 1A and 1B are attached as Annexes C and D respectively.

### **3. OPTIONS:**

3.1 The Committee is asked to approve the recommendations in order to allow cycle routes 1A and 1B to be installed and legally used, and enable officers to begin construction.

### **4. CONSULTATIONS:**

4.1 Residents affected by the proposals were consulted in March – April 2013 and the details of this consultation are discussed in paragraph 2.25 above.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Set out in paragraph 1.1 above.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 In developing the County Council's Cycling Programme, the following impacts and actions have been identified:

Key Impacts	Actions
Younger people-more reliant on cycling as a mode of transport	Identify key routes that link school destinations (Route 1A will assist with links to the proposed Battlebridge Primary School; Both assist with access to the Holmethorpe industrial area).
Older people – less likely to cycle due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian	Segregation of routes from pedestrians wherever possible. Pedestrian flows are low on both routes, therefore retain the shared

routes and access	use).
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of segregated cycle routes designed with least confident cyclists in mind.
Disability – people with mobility problems and visual impairment adversely affected by cycle where they interact with pedestrian routes.	Achieve full segregation wherever possible. As for Older people - see above).

6.2 Equalities and diversity will be taken into account during the design of schemes, but does not form part of this report. Where appropriate, full Equalities Impact Assessments have been carried out and are published for individual elements of the programme.

## **7. LOCALISM:**

7.1 Set out in paragraph 2.10 above.

## **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	No significant implications arising from this report.

### 8.1 Sustainability implications

The Travel SMART programme is a comprehensive package of both capital and revenue measures designed to promote economic growth and reduce carbon emissions by encouraging more sustainable travel and improving access to jobs and skills. The planned improvements may also reduce the potential for serious injury collisions, improve the safety of pedestrians and cyclists, and improve traffic flow.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 This report provides the Local Committee with an updated overview of the Travel SMART programme and provides a programme schedule for the 2013-14 programme. The report also requests approval from the Committee for a number of Traffic Regulation Orders to enable new cycle routes to be legally installed and used.

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

- (i) Note the overview of the Travel SMART programme and progress made in 2012-13.
- (ii) In respect of Route 1A (via New Battlebridge Lane):
  - a) To approve conversion to shared pedestrian and cycle use at the northern footway of New Battlebridge Lane and a short section of London Road between the service road and New Battlebridge Lane, as detailed in paragraphs 2.17 to 2.23.
  - b) To approve a highway widening line of 1.0m on the vacant site at the north-east corner of London Road and New Battlebridge Lane for the purposes of increasing the footway from its current 2.2m width to 3.2m.
- (iii) In respect of Route 1B (via Alpine Road):
  - a) To approve conversion of the footways adjoining the A23 London Road and a short section of Alpine Road to shared use for pedestrians and cyclists, as detailed in paragraph 17 of this report.
  - b) To approve the widening of the footpath linking London Road with Alpine Road, and permitting the link to be used by pedestrians and cyclists.

## **10. WHAT HAPPENS NEXT:**

10.1 The 2013-14 Travel SMART programme delivery is underway and progress will be reported back to the Local Committee via the LSTF task group. Planning work on the 2014-15 programme will be undertaken during the autumn of this year and the Task Group will be asked to assist the development of these. It is anticipated that the Local Committee will be asked to consider the 2014-15 programme at the December 2013 Local Committee meeting.

10.2 A strategy considering the legacy of the Travel SMART programme in Reigate and Redhill will also be developed during the year for discussion with Members in the autumn.

**Contact Officer:**

Marc Woodall, 01483 519556

**Consulted:**

Detailed in the report.

**Annexes:**

Annex A – Redhill Travel SMART Delivery Programme – June 2013

Annex B – Redhill Cycle Route Map – North East area

Annex C – Route 1A detailed plan

Annex D – Route 1B detailed plan

**Sources/background papers:**

Local Sustainable Transport Fund bid – Surrey Travel SMART (December 2011).

Reigate and Banstead Local Committee Paper – March 2013

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