

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: REDHILL BALANCED NETWORK - UPDATE

DIVISION: REDHILL EAST AND REDHILL WEST AND MEADVALE

**SUMMARY OF ISSUE:**

This paper is to update members on the current status of the Redhill Balanced Network project and decisions delegated to certain members by this committee.

The Local Committee delegated authority to certain members to enable officers to progress the project during the spring of 2013. The Department for Transport (DfT) announced on the 31 May 2013 that the Local Pinch Point Fund bid was successful.

This is excellent news and now allows the construction works to commence during September 2013.

**RECOMMENDATIONS:**

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

- (i) To note the decisions made by delegated members.
- (ii) To note the announcement made by the DfT on 31 May 2013 that the Redhill Balanced Network bid was successful.
- (iii) The additional shared (segregated) cycle links as indicated in Annex A

**REASONS FOR RECOMMENDATIONS:**

The Local Committee are asked to Note the decisions made by the Local Committee's delegated members and the successful Local Pinch Point Fund bid. Also, to agree the additional shared (segregated) cycle links as indicated in Annex A, that have been developed as part of the detailed design in conjunction with the Local Sustainable Transport Fund project.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 On the 20 February 2013 Surrey County Council, as transport authority, submitted a joint bid with Reigate & Banstead Borough Council for funding from the Local Pinch Point Fund for the Redhill Balanced Network, 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](http://www.surreycc.gov.uk/roads-and-transportroads-and-transport-policies-plans-and-consultations/majorprojects)

- 1.2 The DfT announced on the 31 May 2013, that the Redhill Balanced Network would be awarded £2.837 million of grant funding for the £4.102 million project. The remainder of the funding coming from Third party contributions and Reigate & Banstead Borough Council.
- 1.3 It should be noted that the local contribution funding must make up at least 30% of the total project funding.

## **2. ANALYSIS:**

### **Delegated authority to members for traffic orders, notices and approvals**

- 2.1 Detailed design of the project is currently underway and, it is planned to commence works on the first scheme in September 2013, after the detailed design has been completed, anticipated by the end of June 2013, 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.

The delegated members met on the 18 March 2013 and agreed that the following traffic orders and notices could be processed and agreed the creation of shared use facilities (pedestrian and cycles, as indicated on plans attached as Annex A and Annex B

#### Annex A

- Revoke one-way system and convert to a two-way system (traffic order required)
- Introduce new puffin crossing (notice required)
- Upgrade pelican crossing to toucan crossing (notice required)
- Create shared use pedestrian cycle facility (Local Committee approval only required, delegated to selected members)

Indicated on plan attached as Annex B  
Amendments to waiting restrictions (traffic order required).

- 2.3 These traffic orders and notices are currently being advertised.

## Detailed design

- 2.4 During the detailed design process, two additional sections of shared (segregated) cycle routes were identified, in conjunction with the Local Sustainable Transport Fund proposals.
- 2.5 These two routes will improve connectivity within the town centre, and the Local Committee's approval is required for these as they are additional to the approvals already obtained through the delegated members group.

### **3. OPTIONS:**

- 3.1 During the detailed design process, there will be continued consultation with key stakeholders, including Reigate & Banstead Borough Council, bus operators, statutory undertakers, Belfry shopping centre etc to attempt to include as many of their requirements as possible within the project.
- 3.2 As the detailed design of the project continues to be developed, and works commence, the Task Group will be updated at appropriate times, with the next scheduled meeting during early to mid-July.

### **4. CONSULTATIONS:**

- 4.1 The project has been the subject of a public consultation between 9 November and 4 January 2013, before the Local Pinch Point Bid was submitted.
- 4.2 However, as stated in 3.1 above, key stakeholders are being consulted during the detailed design process.
- 4.3 The traffic orders and notices will be advertised and any objections will be reported back to this Local Committee for a decision.

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

- 5.1 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 20 February 2013.

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

- 6.1 The tables below only relates to the walking/cycling activities of this project which are the subject of the decisions in this report.
- 6.2 In developing the county council's LSTF and cycling programmes the following impacts and actions have been identified:

Key Impacts	Actions
Younger people-more reliant on walking and cycling as a mode of transport	Identify key routes that link school, retail leisure and business destinations. (the puffin and toucan crossings, shared footways

	(pedestrian /cycle) provides improved connectivity between residential and retail/business areas and the railway station)
Older people – less likely to cycle due to mobility and other concerns;	Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station)
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of off road cycle routes designed with least confident cyclists in mind.
Disability – people with mobility problems and visual impairment adversely affected by busy roads.	Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station)

## **7. LOCALISM:**

7.1 The headline benefits for the Redhill Balanced Network project are as follows:

- Tackling congestion
- Improved journey time reliability (including buses)
- Reduced journey times
- Reduced vehicle operating costs
- Increased walking and cycling
- Reduced severance, such as between the railway station and the town centre and under Station Road railway bridge.

## **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	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 LSTF.

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 and cycling facilities will be marketed 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.

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

- 9.1 As the Local Pinch Point Bid has been successful, the project can now move forward to the next stage, which is construction, commencing in September 2013.
- 9.2 The Local Committee's delegated members agreed to the advertisement of the various traffic orders and notices, together with the approval of the shared use footways for pedestrians and cyclists. This has enabled the processing of the legal orders to move forward as quickly as possible whilst the county council and its partners were awaiting the decision by the DfT.
- 9.3 This has provided us to remain on target with the detailed design and build programme to enable the project to be completed in time for December 2014.
- 9.4 However, as part of the detailed design process in conjunction with the Local Sustainable Transport Fund project, two additional shared (segregated) cycle routes have been identified, as indicated in Annex A. These two routes will improve connectivity with the town centre.

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

- 10.1 The traffic orders and notices are currently being advertised and the detailed design is on-going.

- 10.2 The statutory undertakers are planning to commence works during July and the first civils works scheme at Lombard roundabout is due to commence in mid- September 2013.

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**Consulted:**

Surrey County Council officers, Dave Sharpington, Alan Fordham, Chris Parry, Marc Woodall, James Price, Narendra Mistry, Harold Parr, John Lawlor, Dave Curl, Neil McClure, David Ligertwood  
Surrey County Council Member for Redhill East (Jonathern Essex)  
Surrey County Council Member for Redhill West (Natalie Bramhall)  
Reigate & Banstead Officer Yvonne Shaw

**Annexes:**

Annex A and B

**Sources/background papers:**

Local Pinch Point Fund bid – 20 February 2013  
Department for Transport Local Pinch Point Fund Tranche 2 announcement 31 May 2013.

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