

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 9 SEPTEMBER 2019



LEAD OFFICER: PETER BOARDER, HEAD OF PLACE DELIVERY

SUBJECT: CHETWODE ROAD IMPROVEMENT SCHEME

DIVISION: NORK AND TATTENHAMS

SUMMARY OF ISSUE:

Reigate and Banstead Borough Council and Surrey County Council are working in partnership to deliver major regeneration on the Preston estate, Tadworth.

As part of the regeneration over 200 new homes are being built on the former De Burgh school site.

To mitigate the impact of these new homes Section 106 funding has been secured to improve traffic flow along Chetwode Road.

This report outlines the proposals for a comprehensive scheme to improve traffic flow through the provision of new parking arrangements and waiting restrictions; improved access onto and off of buses; better passenger waiting facilities; and to upgrade the condition of parts of the footway/carriageway.

The report follows a consultation exercise that was undertaken this Summer.

RECOMMENDATIONS:

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

- i) The scheme proposals and the comments received from consultation.

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

- (i) The parking restrictions set out in Table 1 and in annex A of the report ('no waiting at any time' double yellow lines) are approved, subject to statutory consultation;
- (ii) If there are unresolved objections that they are dealt with in accordance with the county council's scheme of delegation by the parking team manager, in consultation with the Chairman and Vice-Chairman of the Local Committee and local divisional member.
- (iii) Bus stop clearways are approved for the east and westbound bus stops in Chetwode Road; and

<p>(iv) The scheme proposals for Chetwode Road and Homefield Gardens as shown in annex A are approved for implementation;</p> <p>(v) Any alterations to the scheme to be delegated to the Area Highways Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local divisional Members.</p>
<p><u>REASONS FOR RECOMMENDATIONS:</u></p>
<p>The scheme proposals for Chetwode Road will deliver a key Section 106 obligation that forms part of the planning consent for the Be Burgh housing site to mitigate the impact of increased vehicular traffic on roads within the Preston estate.</p> <p>Further, the proposals will contribute to the County Councils and Borough Council's commitment to regenerate Preston as outlined in the 2013 Joint Statement of Intent.</p>
<p><u>1. INTRODUCTION AND BACKGROUND:</u></p>

- 1.1 Reigate and Banstead Borough Council and Surrey County Council have been working over a number of years to help deliver major regeneration in the Preston estate, Tadworth.
- 1.2 This work is part of a commitment that both authorities made in the 2013 Preston Regeneration Joint Statement of Intent.
- 1.3 The Statement of Intent commits both Councils to work in partnership to improve life for residents in Preston. This includes bringing forward a mixture of new market and affordable homes on two major development sites; the provision of new community facilities; the enhancement of open spaces and the public realm; and better parking and public transport services.
- 1.4 Significant improvements have been delivered to date, including the new Tadworth Leisure and Community Centre and Phoenix Youth Centre, significant enhancements to Preston Park, the introduction of better bus services and a range of car parking measures.
- 1.5 The first of the development sites, located off of Preston Manor Road, is now complete and fully occupied.
- 1.6 The second major housing site, on the former De Burgh school site, located off of Chetwode Road, is progressing and when complete will provide 229 homes for local people.
- 1.7 Planning permission was granted in 2017 for the site. To mitigate the impact of increased vehicular traffic on estate roads Section 106 funding was secured to undertake a number of highway schemes.
- 1.8 A key identified scheme as part of the Section 106 agreement was highway improvements along Chetwode Road to improve vehicular flow. A preliminary design was developed in 2017, which primarily looked at improving on street parking to improve vehicular flow.

- 1.9 Over the last year the scheme has been reviewed and developed further to deliver a more comprehensive scheme to provide more benefits for residents living on the estate.
- 1.10 In parallel another smaller parking scheme has been designed for Homefield Gardens.

2. THE ISSUES:

- 2.1 Extensive consultation has been undertaken with local residents in Preston over many years, which has helped to shape the regeneration programme.
- 2.2 Two of the main issues that continue to be important for local people are the need for better parking and better access to bus services.
- 2.3 Bus services have been improved in recent years and the Councils have successfully worked together to deliver a number of parking schemes within different parts of the estate. However one key area where further improvements are required is Chetwode Road.
- 2.4 Chetwode Road, like many areas within Preston, has limited off street car parking, which has been made worse over time by higher levels of car ownership and the parking of work vehicles.
- 2.5 As a consequence large numbers of cars and vans are parked on the highway. In some areas of Chetwode Road, where there is on-street parking there is not sufficient space for two vehicles to pass safely, which means that it can be limited to just one lane.
- 2.6 This is particularly problematic at peak times and makes it difficult for large vehicles, like buses, to get through. This issue will be made worse as new homes are constructed and occupied on the De Burgh site, without mitigation measures.
- 2.7 There is often indiscriminate parking on footways and highway verges. As a consequence this is causing damage to footways, which in many areas are uneven and in a poor condition. This creates difficulties for pedestrians, particularly for older people, those with disabilities and people with pushchairs.
- 2.8 Chetwode Road is also on a key bus route, served by route 420 and 460. There are currently a number of issues which affect the service.
- 2.9 The narrowness of Chetwode Road combined with on-street parking results in difficulties for buses to turn at junctions.
- 2.10 It is difficult for buses to pull up and park parallel to the kerb to facilitate safe and convenient step free access both on and off the bus, because cars are often parked up causing an obstruction.
- 2.11 Existing kerb heights at the stops do not provide step free access to aid boarding and alighting passengers.
- 2.12 The stops provide a poor quality waiting environment, with a lack of shelter, lighting, seating and passenger information.

- 2.13 Finally the condition of the highway in some parts is very poor in some areas, particularly at the junction of Merland Rise and Chetwode Road.
- 2.14 Similarly car parking is difficult around Homefield Gardens at its western end, where the narrow residential access road turns sharply south. Parking on this corner can often cause difficulties for larger vehicles to pass without careful manoeuvring. Homes set back from the road at this location are unable to have off-street parking, and this adds further to on-street parking demand.

3. THE PROPOSED SCHEME:

- 3.1 The scheme that has been developed for Chetwode Road has been designed to: improve traffic flow; provide better car parking; enhance vehicular movements, particularly at key junctions; provide better waiting facilities for bus passengers; and to enhance the condition of the carriageway.

Car parking

- 3.2 New car parking will be provided at four key locations to provide space for 34 vehicles.
- 3.3 Two new dedicated laybys are planned for outside 1-5 Chetwode Road and 16-30 Chetwode Road providing space for circa 19 vehicles, including one disabled person's bay.
- 3.4 While the vast majority of all the works will be located on land that forms the public highway, a small area of third party land, owned by Raven Housing Trust, will be required to implement the bay at 16-30 Chetwode Road. Raven has agreed that the land is transferred for free to the local highway authority. The transfer will be formalised by a Deed of Dedication
- 3.5 In two other locations, outside 38-56 and 102-118 Chetwode Road, new car parking will be provided through the removal of the existing grass verge and its replacement with a specially reconstructed hardened verge. This will allow people to park part on and part off the verge, providing circa 15 spaces.
- 3.6 Each of these verge hardening areas will have lowered kerbs of 25mm at the carriageway edge. A further low kerb of 25mm will be placed between the footway and hardened verge to demarcate the two areas. This treatment will assist partially sighted pedestrians awareness of the parking areas. In contrast the two lay-bys will have full kerbs heights.
- 3.7 The four locations are highlighted in Annex A together with cross-sections along Chetwode Road, illustrating the greater width that will be available to drivers.

Waiting restrictions

- 3.8 In addition to the new parking areas some further parking restrictions (double yellow line - no parking 'at any time') are proposed, to manage parking along Chetwode Road.

- 3.9 There are already four locations where parking is restricted by double yellow lines. The proposed new locations are shown in the table below.
- 3.10 One of these, a new short section on the north side, is proposed opposite and adjacent to its junction with Marbles Way. This is required to ensure buses can turn right safely from the eastbound side of the road into Marbles Way, and in the opposite direction without meeting traffic using the opposing side of the road.

Table 1 New Lengths of Double Yellow Line Parking Restrictions in Chetwode Road

Item	Length	North or South Side	Adjacent to Properties or Junction
1	40m	North	Nos 69-83 Chetwode Road
2	25m	North	Nos 145-149 Chetwode Road (adjacent to Marble Way)
3	Both radii	South	Junction with Marbles Way
4	Both radii	North	Junction with Broad Walk
5	Both radii	North	Junction with Long Walk

Note – these parking (no waiting) restrictions are to apply at any time.

Footway and Carriageway works

- 3.11 An area of carriageway between the two bus stops and the junction of Chetwode Road with Marbles Way will be resurfaced. Both sections are within the route of the two bus services serving Chetwode Road.
- 3.12 The scheme will resurface footways and provide additional crossings, to facilitate safe and convenient pedestrian routes.

Bus stop works

- 3.13 Bus stop infrastructure will be upgraded. Waiting areas will be resurfaced and kerbs raised to provide step-free access for boarding and lighting.
- 3.14 New shelters with real-time passenger information will be provided.
- 3.15 It is also requested that approval is given for the bus stop clearways at each stop in order that enforcement of 'at any time' stopping restrictions is possible. Bus stop clearways are an integral part of ensuring that buses are not affected by on-street parking on the approach to or exit from a bus stop.

Homefield Gardens

- 3.16 In addition to the Chetwode Road scheme a smaller scheme is proposed at Homefield Gardens at its western end to increase on street parking.
- 3.17 Here it is proposed to construct a lay-by for chevron parking. Nine new spaces would be created off the carriageway. To facilitate this, Raven Housing Trust has agreed to dedicate their land freely to the highway authority.

4. OPTIONS:

4.1 The options for Chetwode Road are set out in the table below:

	Advantages	Disadvantages
Option 1 Do Nothing	<ul style="list-style-type: none"> Some monies can be allocated for other uses 	<ul style="list-style-type: none"> Additional traffic from De Burgh adds to congested conditions; Parking pressures continue to damage verges and footways; Roads and footways remain in poor condition, placing cost pressures on SCC budgets; Bus service reliability affected; Buses continue to have difficulties on route. Loss of Section 106 funding
Option 2 Do Minimum: Further parking restrictions and patch repairs to carriageway and pavements	<ul style="list-style-type: none"> Low cost – circa £50k Some monies can be allocated for other uses 	<ul style="list-style-type: none"> Additional traffic from De Burgh adds to congested conditions; Parking pressures continue to damage verges and footways; Condition of roads and footways does not encourage sustainable travel (walking, cycling); Bus service reliability affected. Loss of Section 106 funding
Option 3 Preferred Scheme: Chetwode Road Improvement Scheme.	<ul style="list-style-type: none"> Mitigates impact of new development Provides two way traffic flow with no congestion results from traffic conflicts; Better bus reliability More accessible and pleasant bus waiting 	<ul style="list-style-type: none"> Loss of some green verges and some green space

	<ul style="list-style-type: none"> • Enhances streetscape • Improved resident parking 	
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- 4.2 Option 3 to undertake comprehensive works to Chetwode Road and Homefield Gardens is the preferred scheme for it delivers the widest benefits for residents and helps mitigate the impact of the new development.
- 4.3 Preliminary scheme designs have also been prepared to provide further parking for residents. These areas currently fall outside the extent of the highway and could be delivered in the future, subject to the agreement of all parties and the availability of resources.

5. CONSULTATIONS:

Resident consultation

- 3.1 As highlighted earlier there has been extensive consultation with local residents over many years regarding the regeneration of the estate.
- 3.2 This has included consultation on a Master Plan for the site; a Planning Framework; and on specific regeneration proposals.
- 3.3 Most recently, in 2017, the Borough Council undertook a “Listening Exercise” with local residents. This consultation found that car parking and the lack of public transport remained major issues local people wanted to see addressed.
- 3.4 Recently the Borough Council has undertaken a local engagement exercise with local residents which ran from 11 July to 2 September. All households along Chetwode and in the immediate vicinity of Homefield Gardens received a letter. Residents were invited to either view the scheme proposals online or to attend drop in sessions which were held on 18 and 19 July at Tadworth Leisure Centre.
- 3.5 Residents were invited to send any comments by post or email.
- 3.6 The drop in sessions were attended by eleven residents over the two days and a summary of the comments received are summarised in annex B.
- 3.7 In most cases residents were seeking further information. However there was general support for the scheme with no objections received

Stakeholder engagement

- 3.8 The scheme proposals have been developed and refined following input and comment from a range of internal and external parties
- 3.9 The following internal service areas within SCC have been consulted through the development of the proposals:

ITEM 10

- Highways Area Community Manager for East Surrey and local highways team - regarding the principal of the proposals; land dedication and future maintenance
- Parking Team – regarding the proposed location of the restrictions and the legal processes.
- The Public Transport Projects team – regarding the proposed infrastructure improvements for bus stops
- The Road Safety team – who has undertaken a Stage 1 Road Safety Audit.

3.10 The following Councillors have been consulted:

- Cllr Nick Harrison – Divisional Member for Nork & Tattenhams and Tattenham Corner & Preston Ward Member
- Cllr Jill Bray – Tattenham Corner & Preston Ward Member
- Cllr Bob Harper - Tattenham Corner & Preston Ward Member
- Cllr Harris – Divisional Member for Tadworth, Walton & Kingswood
- Cllr Humphreys – Executive Member for Place & Economic Prosperity
- Cllr Paul – Lower Kingswood, Tadworth & Walton Ward Member

3.11 The following stakeholders have been consulted:

- Metrobus – who provide the bus services regarding route issues and bus stop facilities.
- Raven Housing Trust – as the principal landowner and major registered housing provider, regarding the proposals and land transfer.

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 6.1 The total scheme costs are estimated to be circa £450,000, which include fees, build, and a contingency for costs such as statutory services which are not currently known.
- 6.2 Funding for the scheme will come from Section 106 contributions and from capital funding from both the Borough and County Councils as part of the commitment that was made to the regeneration of the estate.
- 6.3 The scheme will be designed by Surrey County Councils design team and will be managed by Kier as the County's principal contractor. Kier will undertake a mini tender to appoint a contractor.

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 7.1 Improvements to the bus route and to passenger waiting facilities will benefit all those people who do not have regular access to a car. This may include older people and those whose mobility may be impaired 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 and are reliant on bus services as a means of access to get to places of work, school etc.

- 7.2 Improvements to footways and pedestrian crossings will particularly benefit parents and the carers of small children who are in pushchairs and people whose mobility may be impaired and their carers
- 7.3 There are no adverse impacts to note.

8. LOCALISM:

- 8.1 The improvements will provide a positive impact to residents who on the Preston estate, making the community more self-reliant and sustainable.

9. 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.

Sustainability implications

- 9.1 The improvements for Chetwode Road include measures to support the use of public transport and walking which enhances sustainable travel options for residents such as walking and the use of bus services.
- 9.2 The new parking arrangements are designed to reduce vehicle congestion and smooth the flow of traffic.
- 9.3 Both measures will have a small but positive effect on air quality through reduced carbon emissions.

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 The S106 Agreement forming part of the Planning Permission for the De Burgh site in Chetwode Road provides funding to mitigate the adverse travel impacts from this housing development.
- 10.2 Additional traffic from the development will increase the traffic flow and increase congestion due to the narrowness of the road and presence of on-street parking which reduces the road to a single lane. Due to its narrowness residents tend to park on existing grass verges causing damage to them.

10.3 The Chetwode Road scheme sets out a comprehensive series of improvements that will:

- improve traffic flow of vehicles mitigating the impact of new development on existing roads;
- enhance resident car parking ;
- enhance footways and pedestrian crossing points; which will encourage people to walk for shorter journeys and provide safer and improved routes;
- Resurface damaged carriageway to meet the demands of the additional traffic and continued bus services.
- Upgrade bus stop infrastructure, which will make it easier for people to get on and off buses, have better waiting facilities and improve bus route reliability.

It is recommended that:

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

- i) The scheme proposals and the comments received from consultation.

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

- ii) The parking restrictions set out in Table 1 and in annex A of the report ('no waiting at any time' double yellow lines) are approved, subject to statutory consultation;
- iii) If there are unresolved objections that they are dealt with in accordance with the county council's scheme of delegation by the parking team manager, in consultation with the Chairman and Vice-Chairman of the Local Committee and the local divisional member.
- iv) Bus stop clearways are approved for the east and westbound bus stops in Chetwode Road; and
- v) The scheme proposals for Chetwode Road and Homefield Gardens as shown in annex A are approved for implementation;
- vi) Any alterations to the scheme to be delegated to the Area Highways Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local divisional Members.

11. WHAT HAPPENS NEXT:

11.1 The high level programme is in place:

- Sep-Oct : Detailed design, utilities check, deeds of dedication
- Nov-Dec: Contractor selection
- Jan: Mobilisation

- Feb -May: Works

Contact Officer:

Chris Parry, Transport Advisor, Place & Delivery, RBBC, 01737 274156;

Consulted:

Zena Curry, Area Highways Manager, SCC

Rikki Hill, Parking Team, SCC

Ashley Field, Public Transport Team, SCC

Allison Bennett, Raven Housing Trust

Residents of Chetwode Road and Homefield Gardens (part of)

Cllr Nick Harrison – Divisional Member for Nork & Tattenhams and Tattenham Corner & Preston Ward Member

Cllr Jill Bray, Tattenham Corner & Preston Ward Member

Cllr Bob Harper - Tattenham Corner & Preston Ward Member

Cllr Harris , Divisional Member for Tadworth, Walton & Kingswood

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Annexes:

Annex A - Scheme Drawings

Annex B - Public Consultation

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