

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 16 SEPTEMBER 2013

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: REDHILL BALANCED NETWORK - UPDATE

DIVISION: REDHILL EAST; REDHILL WEST & MEADVALE

**SUMMARY OF ISSUES:**

This paper is to update members on the current status of the Redhill Balanced Network project and ask for approval of proposed flat top road tables at specific crossing points within the town centre highway network.

The dovetailing of the Redhill Balanced Network and Local Sustainable Transport Fund projects has highlighted the need for an additional segregated cycle route on Queensway.

The review of bus stop facilities and requirements for new bus stops has indicated the need for Bus Stop Clearways at bus stops within the town centre.

Some minor changes to the road layout has meant that there will be the need to make some minor amendments to the existing waiting restrictions.

The proposals for Station Road East have been developed further following consultation during the winter of 2012/13. These will now be subject to further consultation during the autumn period 2013.

RECOMMENDATIONS:

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

- (i) To the proposed flat top road tables indicated in Annex B1, and Annex A plan numbers 101, and 111, and to authorise the advertisement of an appropriate Notice, and to **note** the treatments to the crossings in Annex B2.
- (ii) Not to advertise the possible flat top road tables indicated in Annex B1, and Annex A plan numbers 102 and 104, at this time, due to the comments received from the bus operators, and continue work with the bus operators to try and find an amicable solution.
- (iii) To the proposed segregated cycle/footway route located in Queensway as indicated in Annex A on plan 111.
- (iv) To the proposed location of Bus Stop Clearways at bus stops identified within the town centre as indicated in Annex A on plans 101, 102, 106, 108, 109, 110 and 111.

- (v) That if objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager is authorised to try and resolve them in consultation with the Chairman, vice chairman, Divisional Members and Project Manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification.
- (vi) To the proposed options for the Station Road East public realm, as indicated in Annex C, and agree that these options be the subject of a public consultation between 23 September and 3 November (6-weeks) and the feedback from the consultation is reviewed by the member task group and this Local Committee.

REASONS FOR RECOMMENDATIONS:

The Local Committee are asked approve the proposals for the installation of flat top road tables at certain crossing points, as indicated in Annex B1 and the treatments in Annex B2, to enable improved benefits for pedestrians and cyclists.

The introduction of the short section of segregated cycle route, as indicated in Annex A, plan number 111 between Station Road and High Street along the southern footway of Queensway will improve connectivity for cyclists within the town centre.

The dovetailing of both the Redhill Balanced Network and LSTF projects has provided an opportunity to review existing bus stop infrastructure and provide new stops on the planned two-way system on London Road – Queensway-St Matthews Road-Cromwell Road. This review has highlighted the need for bus stop clearways at these bus stops as indicated in Annex A on plans 101, 102, 106, 108, 109, 110 and 111

Feedback from the consultation on the Station Road scheme during the winter 2012/13 has enabled development of these proposals and two options have now been provides as indicated in Annex C. It is recommended that these two options are the subject of an 8-week consultation period (23 September to 17 November).

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee received a report at their last meeting on the 17 June 2013 that included the good news announcement of funding from the Department for Transport (DfT) for the Redhill Balanced Network (minute 34/13 refers).
- 1.2 Detailed design has now been completed on the Redhill Balanced Network, except for the Station Road East (public realm) scheme. Work is due to commence at Lombard roundabout during week commencing 23 September 2013.

2. ANALYSIS:

Proposed flat top road tables

- 2.1 During the detailed design process, and the dovetailing of this project with the Local Sustainable Transport Fund project for Redhill, officers highlighted the

need for flat top road tables at certain crossing points around the highway network.

- 2.2 The provision of flat top road tables was **not** included within the Redhill Balanced Network project and had not been subject to public consultation.
- 2.3 Officers have consulted with several key stakeholders including Surrey Police, Surrey Fire and Rescue and transport operators (buses). Their comments are scheduled in **Annex B1**, and it should be noted that the transport operators (buses) have objected to two of the five proposed flat top tables.
- 2.4 The flat top road tables are considered appropriate at these locations as they will provide benefits to pedestrians, cyclists and the less able bodied, including improved pedestrian movement and make existing routes more prominent.
- 2.5 In eight cases, engineering design allows for the gradient to be 1:100 for the approach and exit, which is less than, for example, the gradients experienced when entering or leaving a roundabout, and these are indicated in **Annex B2**. However, in certain circumstances such as at side road junctions, steeper gradients but within national guidance would need to be introduced.
- 2.6 It should however be noted that the county council obtained bus operators support for the Redhill Balanced Network bid, before the flat top tables were proposed. Support from certain key stakeholders is key to obtaining grant funding for projects similar to this.
- 2.7 Draft plans were presented to the Member Task group on the 23 July 2013 and no adverse comments were made at that time. However, this was prior to receiving comments from the bus operators and the Travel and Transport Group (Passenger Transport).
- 2.8 The process for installation of flat top road tables firstly requires the approval of this Local Committee and for the advertisement of Notices, a statutory consultation period and then the making of the required Traffic Orders.
- 2.9 It is very likely that objections would be received from the bus operators to two of the proposed tables at Ladbroke Road junction with A23 Princess Way and St Annes Drive junction with Noke Drive, if they were advertised, based on the comments received so far. With this in mind, it is recommended **not** to advertise the two possible flat top tables indicated in **Annex A** on plan numbers 102 and 104 at this time, and continue work with the bus operators to try and find an amicable solution.
- 2.10 Annex B1 indicates where approval for road tables will be required and Annex B2 indicates the locations where the extended gradient can be applied, or there is an existing flat top' road table that will be retained.
- 2.11 During the advertisement of the Notices, members of the public or other stakeholders have the opportunity to comment on the proposals, support or object.
- 2.12 The Local Committee are asked to approve the planned locations of the flat top road tables for advertisement, as indicated in Annex A, plan numbers

101 and 111 and not to progress the possible flat top tables for Ladbroke Road and St Annes Drive indicated in Plan numbers 102 and 104.

Additional off road segregated cycle route - Queensway

- 2.13 During the detailed design process, the need for an additional section of shared (segregated) cycle route was identified, in conjunction with the Local Sustainable Transport Fund proposals.
- 2.14 This short section of route, as indicated in Annex A on plan number 111 between Station Road and High Street along the southern footway of Queensway will improve connectivity within the town centre.
- 2.15 Local Committee are asked to approve this section of additional segregated cycle route.

Bus Stop Clearways

- 2.16 As part of the improvements to the highway network around Redhill town centre, it is planned to introduce Bus Stop Clearways to all the bus stops as indicated in Annex A on plans number, 101,102,106,108,109,110 and 111.
- 2.17 Some of these bus stops are new stops, such as within Queensway, and Matthews Road, where the road will be converted into two-way streets.
- 2.18 Local Committee are asked to approve the bus stop clearways at these bus stops.

Station Road East

- 2.19 Although Station Road East forms part of the Redhill Balanced Network and was included within the bid. This scheme was not as developed as far as the rest of the project.
- 2.20 Following the public consultation during the winter of 2012/13, the scheme has been taken forward taking into account the public feedback. Two options have been put forward and are shown in **Annex C**. These form a combination of the Balanced Network and the public realm.
- 2.21 The design aims to create a coherent visual link between the rail and bus stations and town centre, and reflects a design approach used in recent public realm projects elsewhere in town centres, creating a safe, attractive environment for pedestrians and cyclists.
- 2.22 It is proposed to consult with the public, local businesses and disability groups between 23 September and 3 November (6 weeks), with feedback being reported to the Task Group (late November) and the planned Local Committee on 2 December 2013.
- 2.23 Subject to approval of the Local Committee, the planned timetable would be for detailed design during the winter/spring 2014, traffic order amendments, spring 2014, tender process spring 2014 and the planned improvements for Station Road would take place during the autumn of 2014.
- 2.24 Local Committee is asked to approve the Station Road East proposals for public consultation.

3. OPTIONS:

- 3.1 During the detailed design process, there has been continued consultation with key stakeholders, including Reigate and 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. This process will continue during the Station Road East developments.
- 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 a meeting planned during mid November 2013 to be briefed about the consultation results, before reporting to the Local Committee.

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 will be consulted during the detailed design process.
- 4.3 The traffic orders and notices will be advertised and any objections will need to be dealt with by the Area Team Manager, in consultation with the Chairman, vice chairman, Divisional Members and Project Manager, under delegated authority from this Local Committee (subject to approval).
- 4.4 The Station Road East proposals will be the subject of an 6-week public consultation (23 September to 3 November). The feedback from this consultation will be reported to the planned Local Committee on the 2 December.

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.
- 5.2 The costs to provide the flat top road tables were included within walking and cycling element of the LSTF project bid, and are estimated at £90,000

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 In developing the county council's LSTF and cycling programmes the following impacts and actions have been identified:

Key Impacts	Actions
Limitation of information provision at bus stops	Provision of audio information on bus & at stop, where possible
Negative impact – age, disability,	Provision of information in other

<p>race</p>	<p>languages where demographics show relevance</p> <p>Provision of printed information to visual standards, where possible, and where physical limitations allow. (In addition, availability of information in large font on request). Ongoing monitoring & evaluation.</p>
<p>Improved accessibility (bus)</p> <p>Positive impact – age, disability, pregnancy & maternity.</p>	<p>Greater understanding of bus users' needs. Understanding the needs of all passengers including those with mobility issues. "Consumer testing". Engagement with local community. Improving infrastructure at bus stops & accessibility to bus stops. Working with bus operators to ensure ongoing accessibility improvements. Improving accessibility from pavement to bus. Ongoing monitoring & evaluation</p>
<p>Improved information provision (bus)</p> <p>Positive impact – age, disability, race.</p>	<p>Improved bus service information to be provided, as appropriate, in line with Surrey County Council's bus stop standards, including ticket costs & ticketing structures, timetable information, real-time passenger information (RTPI) via at-stop displays & other means and onward journey information (wayfinder) at stops. Assessing census & other evaluation data, targeting improvements appropriately & proportionately. Up skilling & training staff as to best practice with regard to Surrey County Council's bus stop standards. Ongoing monitoring & evaluation</p>
<p>Improved reliability and safety & security (bus)</p> <p>Positive impact – age, disability, pregnancy & maternity, race.</p>	<p>Realistic journey timetable scheduling (aided by upgraded RTPI system). Working with bus operators where possible to reschedule bus running times to ensure appropriate punctuality. Monitoring of reliability. Promote efficient boarding & alighting by various mechanisms including cashless ticketing system (smartcards). Improved traffic management (including priority for late running buses). Ongoing monitoring & evaluation.</p>

<p>Improved end-to-end bus journey experience</p> <p>Positive impact – age, disability, pregnancy & maternity, race, sex, sexual orientation.</p>	<p>Ensure all new stops installed meet Surrey County Council's bus stop standards best practice, and then revisit current bus stops to improve/upgrade where achievable. Implementation of bus stop design guidance best practice. Identifying suitable facilities needed at each stop by assessing current usage & forecasting future needs. Maintaining the standard of facilities provided. Implementation of new technology & initiatives to enhance bus journey experience. Ongoing monitoring & evaluation</p>
<p>Reduced casualties, particularly among young people (cycle)</p>	<p>Prioritise schemes that address casualties, particularly around schools and destinations that attract young people - include in scheme prioritisation criteria</p> <p>Ensure that subsidised cycle training is made widely available, effectively promoted and tailored to different needs, including family training to support parents in teaching children to cycle safely (through LSTF)</p>
<p>Increased independence for young, older and disabled people</p>	<p>Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation.</p> <p>Consult on issues for disabled people with the Surrey Access Forum</p> <p>Work with Wheels for All to support provision for disabled people (through LSTF)</p>
<p>Improved (actual or perceived) safety for older people, women, pregnant women and parents of young children</p>	<p>Ensure standards for new cycling infrastructure are of sufficient quality that they will feel safe for use by all, including young children.</p> <p>Provision of subsidised family cycle training to equip parents with skills to cycle safely with their children.</p>
<p>Increased opportunity for physical activity</p>	<p>Community funding focused on areas of deprivation, and with an increased emphasis in 13/14 on sustainable</p>

	travel measures inc cycling.
Potential loss of pavement space or conflict between cyclists and pedestrians	Consider as part of scheme design - consider referencing within cycling infrastructure standards
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
- 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. Passenger transport and modal shift from the car to buses are a further key objective of the LSTF project currently in progress.

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.

It is also expected that increased levels of walking and cycling to and around the town centre will have a positive effect on Redhill's economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than motorist.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The successful Local Pinch Point Bid, is now moving towards construction, with the first scheme Lombard roundabout starting during week commencing 23 September
- 9.2 The utilities (gas, water, electric and telecoms), will also be carrying out works on the Redhill town centre highway network, carrying out protective and diversionary works.

ITEM 15

- 9.3 Although the funding award came slightly later than planned, the project is still on track to be delivered by March 2015.
- 9.4 However, as part of the detailed design process in conjunction with the Local Sustainable Transport Fund project, flat top road tables have been identified at locations indicated within Annex B1 and for the reasons highlighted in paragraph 2.4 above. These proposals will be the subject of a Notice and traffic order.
- 9.5 Additional 'road tables' with extended gradients and exit within the network are indicated in Annex B2.
- 9.6 The Member task group reviewed draft proposals on the 23 July and raised no adverse comments, but this was before the bus operator's comments were received.
- 9.7 The Local Committee are asked to approve the planned locations of the flat top road tables for advertisement, as indicated in Annex B1 and Annex A plan numbers 101 and 111, and **not** to advertise the flat top road tables at Ladbroke Road and St Annes Drive as indicated in Annex A plan numbers 102 and 104.
- 9.8 An additional segregated cycle route was also identified during the dovetailing of this project with the LSTF. This short section of route, as indicated in Annex A, plan number 111, between Station Road and High Street along the southern footway of Queensway will improve connectivity within the town centre.
- 9.9 The Member task group reviewed these proposals on the 23 July and raised no adverse comments and the Local Committee are asked to approve the planned location of the additional segregated cycle route as indicated in Annex A on plan number 111.
- 9.10 The dovetailing of both the Redhill Balanced Network and LSTF projects have provided an opportunity to review existing bus stop infrastructure and provide new stops on the planned two-way system on London Road – Queensway-St Matthews Road-Cromwell Road.
- 9.11 This review has highlighted the need for bus stop clearways to ensure that only buses wait at these locations.
- 9.12 The Member task group reviewed these proposals on the 23 July and raised no adverse comments, and the Local Committee are asked to approve the planned locations of the Bus Stop Clearways as indicated on plan numbers 101, 102, 106, 108, 109, 110 and 111.
- 9.13 These amendments will require the approval of the Local Committee to advertise the planned amendments during the autumn of 2013.
- 9.14 The Station Road East area was subject to public consultation during the winter of 2012/13 and the feedback from this has enabled the plans attached as Annex C to be developed.

- 9.15 It is planned to consult on these proposals between 23 September and 3 November (6-weeks) and report the findings to this Local Committee after consulting the Member task group during mid November 2013.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of this Local Committee, the proposed flat top road tables will be advertised during the autumn of 2013.
- 10.2 Subject to approval by this Local Committee, the proposed segregated cycle route within Queensway will be implemented as part of the Redhill Balanced Network.
- 10.3 Subject to approval by this Local Committee, the proposed Bus Stop Clearways will be implemented as part of the Redhill Balanced Network.
- 10.4 Subject to the approval of this Local Committee, the Station Road east proposals would be consulted on between 23 September and the 3 November, with the feedback being presented to the Local Committee on the 2 December 2013.

Contact Officer: Paul Fishwick, Project Manager, Transport Policy, 03456 009 009

Consulted:

Surrey County Council officers, Dave Sharpington, Marc Woodall, James Price, Narendra Mistry, John Lawlor, Anita Guy, Neil McClure, Roy Varley, Valerie Sexton, Martin Gilmour, David Ligertwood
Reigate & Banstead Officer Yvonne Shaw

Annexes:

Annex A Plan numbers 101, 102, 103, 104, 106, 107, 108, 109 110 and 111
Annex B1 and B2
Annex C

Sources/background papers:

Local Pinch Point Fund bid – 20 February 2013 and award 31 May 2013
Member Task Group 23 July 2013.

Bus operator comments August 2013. Surrey Police comments July/August 2013

This page is intentionally left blank