

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 2 DECEMBER 2013

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: REDHILL BALANCED NETWORK UPDATE AND STATION ROAD (EASTERN END) CONSULTATION

DIVISION: REDHILL EAST; REDHILL WEST AND MEADVALE



SUMMARY OF ISSUES:
This paper is to update Members on the Redhill Balanced Network and feedback received following the 6 week consultation on Station Road (eastern end), Redhill.
RECOMMENDATIONS:
<p>The Local Committee (Reigate & Banstead) is asked to:</p> <ul style="list-style-type: none"> (i) NOTE the feedback from the consultation and the need for further discussions with Solum Regeneration (developer of Redhill railway station) (ii) DELEGATE the decision on the layout and material usage to the Area Team Manager in consultation with the Chairman of the Local Committee, Member Task Group Members, and Project Manager and report the findings to the next available Local Committee.
REASONS FOR RECOMMENDATIONS:
<p>The Local Committee are asked to note the feedback from the consultation and to agree to delegate the decision on the material usage to the Area Team Manager in consultation with the Chairman, Member Task Group and Project Manager, to enable the detailed design and contract documentation to be commenced at the first opportunity to allow the works to start during the summer (August) of 2014 with an anticipated completion of November 2014.</p> <p>Any delay in progressing this scheme will mean that works would be carried out during the winter (January to March 2015), which should be avoided and the grant funding is only allocated up to 31 March 2015.</p>

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee received a report at their last meeting on the 16 September 2013 that included an update on the Redhill Balanced Network project and the planned consultation on Station Road (minute 59/13 refers).
- 1.2 The highways works commenced on 23 September with utility diversions and plant protection measures. Kier starting civils works on 30 September at the A23 Lombard Roundabout.
- 1.3 Although it is early in the works programme, progress to date is on schedule.
- 1.4 Approvals are in place for Reigate and Banstead Borough Council's contribution to the scheme costs.
- 1.5 Station Road public realm designs were subject to public consultation during the winter of 2012/13. A further 6-week consultation was carried out between 23 September and 3 November 2013 with details included in **Annex A**.
- 1.6 The public realm improvements including physical measures planned for Station Road will bring vehicle access into line with restrictions included within the existing traffic order.
- 1.7 The main changes to Station Road, common to both outline designs, will involve replacing the existing gate with rising bollards and coded keypad plus new paving, cycle parking and seating in a design similar to that used elsewhere in the town centre. Disabled parking bays will be removed and new ones provided elsewhere in the town centre.
- 1.8 Planned new developments will see an increase in disabled parking provision in the town centre e.g. 55 spaces in the Sainsbury development.
- 1.9 One of the design aims for the Station Road public realm scheme was to create a safer pedestrian environment. The Redhill Balanced Network bid included a significant personal injury reduction in the Station Road (eastern end) area, where in a 6 month period up to 31 May 2012, there were four collisions of varying severity, three of which involved pedestrians.

2. ANALYSIS:

Station Road consultation

- 2.1 The consultation asked people to consider two design options for the layout of Station Road (between Station roundabout and Maple Square) and whether Marketfield Rd is a good location for relocation of the disabled bays.
- 2.2 The consultation attracted 64 responses which is considered good compared to the much larger Redhill Balanced Network that received 128.
- 2.3 Questions 1 and 2 asked people whether or not they liked each design option. The results were:
 - Option 1 (Square pattern) received 53 responses of which 56.6% (30) were in favour of this option.

- Option 2 (Stripe pattern) received 55 responses of which 45.5% (25) were in favour of this option.

2.4 Question 3 asked people to say which option they preferred. Of the 56 people who expressed an opinion, 53.5% (30) opted for option 1 (square pattern).

2.5 As the results are very close, indicating no strong dislike or preference for either design, it is recommended that the final choice is made based on discussions with developers Solum Regeneration on the designs for the station entrance and a further review of long term plans for use, management and maintenance for each design.

Station Road 'gateway' and Redhill Railway Station

2.6 Whilst the consultation was open, planning permission was granted to Solum to carry out the improvement works at Redhill railway station which abuts the Station Road 'Gateway' project.

2.7 Discussions will take place with Solum as soon as possible to seek their agreement to the same paving design and materials being used in front of the station entrance to maintain continuity of design through to the town centre.

2.8 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.

Disabled parking bays in Marketfield Road

2.9 Question 4 asked people what they thought of Marketfield Road as a location for disabled parking bays. This was answered by 57 people with just over 80% (46) expressing that this was a very good or good location.

2.10 The 11 people who thought it was a poor location said this was because it was not near the town centre. However the proposed location is near the Belfry entrance. There are four existing disabled bays very close by, in Marketfield Way car park and the High Street.

2.11 The remainder of the questions related to age, travel modes and home post codes, and the full summary is provided in Annex A.

2.12 The questionnaire allowed for additional feedback, but the majority of comments made related to either a further comment on the questions that had already been asked or improvements that should come about on completion of the Redhill Balanced Network.

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.

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. The consultation was widely publicised by newsletter, county and borough web sites and social media, press articles.
- 4.2 However, as stated in 3.1 above, key stakeholders will be continue to be consulted during the detailed design process.
- 4.3 Any traffic orders and notices needed for the wider balanced network scheme 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 were the subject of an 6-week public consultation (23 September to 3 November). The feedback from this consultation has been summarised in paragraphs 2.2 to 2.4 above and further details included within Annex A.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The indicative costs for the Station Road public realm works were included within the overall estimated costs for the scheme that was presented to this committee on 3 December 2012. These costs were included within the bid made to the Department for Transport (DfT) on 20 February 2013.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 In developing the county council’s Local Sustainable Transport Fund (LSTF) programme, cycling programmes and initial Station Road layouts the following impacts and actions have been identified:

Key Impacts	Actions
Positive Impact - all	Removal of unnecessary vehicles from Station Road (eastern end) should reduce personal injury accidents.
Positive Impact - all	Removal of disabled bays from Station Road (eastern end) will reduce the potential vehicle / pedestrian conflict. Marketfield Road planned location for disabled bays will provide a shorter distance to the Belfry shopping centre and be closer to the planned Marketfield Road development.

<p>Limitation of information provision at bus stops</p> <p>Negative impact – age, disability, race</p>	<p>Provision of audio information on bus and at stop, where possible</p> <p>Provision of information in other 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 and evaluation.</p>
<p>Improved accessibility (bus)</p> <p>Positive impact – age, disability, pregnancy and 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 and accessibility to bus stops. Working with bus operators to ensure ongoing accessibility improvements. Improving accessibility from pavement to bus. Ongoing monitoring and 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 and ticketing structures, timetable information, real-time passenger information (RTPI) via at-stop displays and other means and onward journey information (wayfinder) at stops. Assessing census and other evaluation data, targeting improvements appropriately and proportionately. Upskilling and training staff as to best practice with regard to Surrey County Council's bus stop standards. Ongoing monitoring and evaluation</p>
<p>Improved reliability and safety and security (bus)</p> <p>Positive impact – age, disability, pregnancy and 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 and</p>

	alighting by various mechanisms including cashless ticketing system (smartcards). Improved traffic management (including priority for late running buses). Ongoing monitoring and evaluation.
Improved end-to-end bus journey experience Positive impact – age, disability, pregnancy and maternity, race, sex, sexual orientation	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 and forecasting future needs. Maintaining the standard of facilities provided. Implementation of new technology and initiatives to enhance bus journey experience. Ongoing monitoring and evaluation
Reduced casualties, particularly among young people (cycle)	Prioritise schemes that address casualties, particularly around schools and destinations that attract young people - include in scheme prioritisation criteria 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)
Increased independence for young, older and disabled people	Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation. Consult on issues for disabled people with the Surrey Access Forum Work with Wheels for All to support provision for disabled people (through LSTF)
Improved (actual or perceived) safety for older people, women, pregnant women and parents of young children	Ensure standards for new cycling infrastructure are of sufficient quality that they will feel safe for use by all, including young children. Provision of subsidised family cycle

	training to equip parents with skills to cycle safely with their children.
Increased opportunity for physical activity	Community funding focused on areas of deprivation, and with an increased emphasis in 13/14 on sustainable 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.

The relocation of disabled bays to Marketfield Road and physical closure to all unnecessary vehicles within Station Road (eastern end) should provide for a significant reduction in personal injury accidents between vehicles and pedestrians.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The highways works are now under construction, and the second phase will follow in early January 2014.
- 9.2 The utilities (gas, water, electric and telecommunications), have commenced and will continue carrying out works on the Redhill town centre highway network, carrying out protective and diversionary works.
- 9.3 Although the funding award came slightly later than planned, the project is currently still on track to be delivered by the DfT funding deadline of March 2015. This is a very tight timescale
- 9.4 Approvals are in place for Reigate and Banstead Borough Council's contribution to the scheme costs.
- 9.5 Design options for Station Road public realm improvements were subject to public consultation during the winter of 2012/13 and a further 6-week consultation was carried out this autumn with details included in Annex A.
- 9.6 The feedback on which design option was preferred by the public was not conclusive. But a clear majority of respondents thought Marketfield Road a good location for disabled parking bays.
- 9.7 It is therefore recommended that the Local Committee notes the consultation findings and delegates the decision on the layout and material usage to the Area Team Manager in consultation with the Chairman of the Local Committee, Member Task Group, and Project Manager and report the findings to the next available Local Committee.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of this Local Committee, officers from both Surrey County Council and Reigate & Banstead Borough Council will determine the most appropriate layout and materials, taking into account the recent consultation, views of Solum who will be carrying out the Redhill railway station development and further consideration of long term plans for use, management and maintenance. .
- 10.2 Detailed design is planned to be carried out during the winter of 2013/14, with construction commencing during August 2014, with a target to complete the works by end of November 2014.
- 10.3 Any slippage in this programme, would mean construction taking place during the winter months of January and February 2015, which should be avoided if possible.

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Consulted:

www.surreycc.gov.uk/reigateandbanstead

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Reigate and Banstead Borough Council officer: Yvonne Shaw

Annexes:

Annex A

Sources/background papers:

Local Pinch Point Fund bid – 20 February 2013 and award 31 May 2013
Consultation 23 September to 3 November 2013.