

## Cycling and Walking Improvements for Redhill and Reigate – proposals for consideration.

Jonathan Essex, Councillor for Redhill East

With inputs from Reigate and Banstead Cycle and Walking Forum members

March 2011



### Contents

1. Introduction
2. Improvements around Redhill Station
3. Other Redhill Town Centre cycling opportunities
4. Redhill Town Centre walking opportunities
5. Reigate to Redhill cycle routes – wider possibilities.
6. Other Sustainable Transport Possibilities
7. Conclusion



## **1. Introduction**

This short report has been produced following consultation with members of Reigate and Banstead cycle and pedestrian forums in late 2010/ early 2011.

It aims to set out a series of recommendations for sustainable transport, which could be taken forward in the Redhill and Reigate area. These may be funded individually, or form part of a larger submission for funding by Surrey County Council, supported by Reigate and Banstead Borough Council such as for Local Sustainable Transport funding (LST) and as part of the strategic regeneration context proposed under the Redhill Area Action Plan.

This document does not seek to provide a complete list of opportunities, but rather to illustrate some of the possibilities for improvement that might be achieved in the short to medium term.



## **2. Improvements around Redhill Station** (Train Station and Bus Station)

There are a number of accessibility possibilities that could be improved as follows.

### **2.1 Expansion and relocation of cycle parking at station entrance to improve cycle parking capacity and pedestrian access.**

We understand that Southern has a programme to provide a further 1500 cycle parking spaces at its 138 stations in the 2011-2013 period and that around 50% of this has been allocated to date (March 2011). Currently the station has provision for 120 bikes in covered bays immediately in front of the station (below left) and alongside the taxi rank (below right). This was initiated by David Hurdle (then a council officer) around 4-5 years ago. This is heavily used, with most/all of the racks used throughout the year.

Research in locations where the council has provided surplus cycle parking capacity at stations (e.g. Dorking) shows that cycle use is currently growing at around 20% a year – doubling every five years. On this basis it is suggested that another 100-200 cycle parking is provided now, to enable growth in cycle use to continue over the next 5-10 years. There is space for this to be provided along the verge by the taxi rank, with the advertising hoardings elevated above new cycle racks.



**Figure 2.1 Current high capacity covered cycle parking at Redhill station (left) and opportunity to extend alongside taxi rank (right).**

Provision of this new cycle parking could be linked to removal of the limited number of Sheffield-style cycle stands immediately outside the station (see below). This would improve the pedestrian flow in/out of the main entrance and allow the pinch point of narrow pavement access from the station entrance around to the pelican crossing to the bus station to be widened. This joint proposal of providing lots of new cycle parking to enable the few stands directly outside of the station to be removed was strongly supported by the pedestrian forum.





**Figure 2.2 Entrance could be improved if new covered racks provided alongside taxi rank.**

## **2.2 Improvement of footpath linking A25 and Marketfield Way and reduction of littering.**

In 2009 discussions with the previous (and current) station manager led to an agreed commitment that the station could use the Community Payback Team with materials provided by Southern Rail to improve the pedestrian walkway which is on Network Rail land south of the station. This would extend the current activities which has seen a reduction in litter, clearance of overgrown plants and repairing the broken fence on the access way to this subway (see Figure below). We propose that a partnership led by the station/Southern, with the approval of Network rail could engage young people to deliver this transformation. This may be an activity for the Redhill Youth Consortium, following the start of the youth club which is proposed for spring 2011 from the hall adjacent to this walkway. If this route is to be used as a link to the NCR21 then a cycle ramp by the steps at the Eastern end should be considered.



**Figure 2.3 Current condition of footpath approaching pedestrian subway under station.**



## Litter on Railway Land

Where existing footpaths run alongside fences that are the railway boundary there is still a significant amount of litter accumulating in some locations. Examples of this include the access (above), footpath along the eastern side of Marketfield Way, and Brook Road (between Redhill and Earlswood). While this is not directly related – improving the amenity of pedestrian and cycle routes is important in creating safe routes along which residents feel safe and enjoy using.

### 2.3 Cycle Route heading North from station.

While there is a cycle route south of the station (along Brighton Road) and east with a link towards Park25/Watercolour (from the end of Cavendish Road) there is less clear route into the station from the North. A clear route into the station through the car park, and linking to the one-way system (Princess Way/Ladbroke Road) could be investigated.



**Figure 2.4 Need for a route heading North from Redhill Station, which could be through car parks**

#### Encouraging cycling.

While we welcome initiatives to reduce cycle theft (see below – although we would like to see this accompanied by CCTV), key cycle commuting destinations such as the station could also be used to promote and encourage an increase in cycling – for example by displaying a local cycle map showing the many leisure and existing cycleways in the Redhill – Reigate area. We would also propose cycle route maps of the Redhill/Reigate Community route displayed in public places at the start and finish in Redhill and Reigate, together with leaflets showing route details available in cycle shops, help shops etc.





**Figure 2.5 Signage showing cycle routes could complement anti-theft promotions.**

#### **2.4 Cycle and Pedestrian Route heading south: linking Hooley Way and Platform 3 Entrance.**

We understand that at the time of the original proposal for the new **Birchwood** estate off Hooley Lane there was proposed a pedestrian link to join Hooley Lane with access at the Platform 3 access to the station.

There is currently a small industrial estate (Kingswood Business Centre) which runs north a little way from Hooley Lane (at the start of Philanthropic Road). There is a works access that continues past the long-stay car park behind Toby Grill (next to Platform 3) that continues some way to the south from the station. Continuing this south and linking it through from Hooley Lane would mean that those living in this area of Earlswood would be able to walk and cycle into Redhill in a safe (and flat!) route – avoiding going up Redstone Hollow or out to Brighton Road. While this was not secured in the end from the developers of this Gas-works estate it could be a project that would be worth developing and would improve sustainable transport links into Redhill town centre.



### **3. Other Redhill Town Centre cycling opportunities**

#### **3.1 Cromwell Road to A23 South/A25 Roundabout**

The use of the east/west Community cycle route from Donyings to Redhill town centre along the northside of Cromwell Road could be increased. One way would be to improve signage here. The existing signage at the Dog and Duck may be better if done through road marking rather than street signs looking East (see figure left). The signage to continue through Marketfield Way carpark is not clear (figure right).



**Figure 3.1 Cycle Route at Cromwell Road and to Marketfield Way car park – limited signage.**

From the Dog and Duck the cycle route currently heads south along a shared pavement to the Garland Pub. This has cluttered signage and is not widely used. It is also not clear (or signposted) how to link from this to the Brighton Road cycle path which is on the far carriageway.

One improvement (which may also be consistent with redevelopment of the Cromwell Road quadrant) could be switch the shared footway/cycleway to the eastern pavement. This has two advantages:

a) it generally has many fewer pedestrians and no crossing to Chapel Road as is illustrated below left in figure 3.2; and

b) it links the Reigate/Redhill Community cycle route to the Sustrans route NCR21 on the A23





**Figure 3.2 Proposal to relocate cycle route to eastern pavement (see left) from western pavement (see right) of Redhill High Street.**



**Figure 3.3 Proposed shift of cycle route to eastern pavement would better link to Marketfield way cycleway and safer crossing to Brighton Road cycleway.**

### **3.2 Marketfield Way improvements**

Three improvements have been identified in this area as follows.

**Firstly**, the relocation of bus parking to the middle of Marketfield Way north-bound for 'parking-up' means that for most of the day the north-bound cycleway has buses parked in it. This was a change that was a direct result of the new bus station – as previously buses used to park in the special layby on the south-bound carriageway (see below) and in the bus station before it was reconfigured. This arrangement creates a potential accident point and may discourage less confident cyclists from choosing to travel to Redhill station/town centre. Relocating bus parking to an appropriate location would improve cycle safety. This might not be necessary if the second option (see below) is developed.





**Figure 3.4 Bus parking-up now in middle of cycle lane – unsafe.**

**Secondly (alternatively/additionally),** while the Redhill to Reigate Community Route links to the town centres there is no clear link to the station or the NCR21 Sustrans route which enters Redhill at the end of Cavendish Road and continues south along Brighton Road. The critical link between these locations is potentially dangerous heading north and has no link to the Reigate to Redhill community route. It is also unsigned at present. This would be improved through the Marketfield Way improvements set out above or a widened pavement along the southbound carriageway of Marketfield Way to continue the cycle route that runs along Brighton Road to the station (as a northbound contraflow). This has the advantage of providing a safe route which does not involve going around two roundabouts, which is not suitable for less confident/young persons cycling. This could use some of the verge space (as indicated for road realignment on a previous stage of the Redhill Area Action Plan proposals) and the disused bus parking bay as indicated below. Marketfield cycle route should also be linked to the Community cycle route by a crossing such as by a shared pavement along the eastward pavement of High Street.



**Figures 3.5 Potential continuation of the joint pedestrian cycle/walkway along Marketfield Road.**



**Finally**, it is proposed that the Marketfield cycle route could continue to and around the roundabout up to Liquid and Envy, before crossing at a Toucan crossing at the station entrance. The figure below (left) indicates a line between the Liquid and Envy building and verge side shrubs which could form a cycle route.



**Figures 3.6 Opportunity for separate cycle and footpaths at north end of Marketfield Way and around Liquid and Envy entrance.**

### **3.3 NCR21 Maintenance and Safety Improvements in/around Redhill**

Potential Improvements to National Cycle Route (NCR) 21 in the Redhill area include:

- south of Redhill town centre, where the NCR21 along Brighton Road crosses road junctions there are no colour warning bands on the road surface to warn motorists coming in and out of these junction that cyclists are crossing. It is common practice to have coloured warning bars on road surfaces indicating cycle crossings at junctions.



#### **4. Redhill Town Centre walking opportunities**

The following items were proposed by members of the Reigate and Banstead Pedestrian Forum, and some Redhill residents. They are focused on improvements for Redhill town centre in particular.

##### **4.1 Improvements to Streetscape, Maintenance and Infrastructure to encourage walking (and associated public transport use)**

###### **Improvements to the Bus Station**

The current bus station is newer, but is not as well designed as the previous one with a number of particular concerns.

1. Wind proof shelter. The new shelter has more air movement at the top of the awning and at the bottom of the walls. It is colder to sit in than what it replaced as wind can blow through the shelter. Ceiling of these gaps would encourage more people to use the bus.
2. Plastic coating on cold metal seats
3. Because it is now glass it is very hard for blind (particularly partially blind) residents to navigate into and out of the bus station – as they cannot see the glass walls. (Contact RNIB for details).

###### **Ponding at crossings and traffic calming**

When it rains there is ponding of water along the kerbside at the crossing between the bus and train stations. This should be dealt with.

There is also a continuing problem with ponding in London Rd south of the former Crown Buildings when there is heavy rain, and at the roundabout at Ormside Way/Trowers Way in the Holmethorpe Industrial Estate.

The raised crossing at the North Road/Park Road junction has potholes and ponding around its perimeter. This makes crossing at this point less safe – and difficult when it rains and ponding occurs.

Other ponding occurs (London and Frenches Road noted) where drains are not properly cleaned out. This is a separate (highway maintenance) issue.

###### **Street Furniture – Prioritise Maintenance, Flowers, or Both?**

The flower troughs in Redhill town centre are appreciated but are sometimes used as litter bins/ash trays, and currently require annual renewal with new bedding plants. If these are currently provided by the council perhaps their maintenance and planting could be undertaken jointly with residents under the 'Love Where You Live' campaign. This could save money in plants, labour and maintenance. The flower displays on the side of the pavement between the crossing to the bus station and railway station are located at a pinch point for pedestrians and might be better if moved slightly.



Meanwhile there are many minor opportunities for improving maintenance of fences, borders of flower beds, repair of street furniture so we can be proud of our town, rather than it looking a bit shabby and run-down in places. In many cases this is less of a question of regeneration but of the need for basic maintenance to be carried out. If this cannot be funded by the council (by encouraging residents to take on the flower planting for example) perhaps this could provide a community enterprise opportunity for technology students at East Surrey College or a local 'Big Society' initiative.

### **Safe Pavements during the winter freeze**

In the last two winters Surrey has experienced prolonged cold spells after snow fall that led to many pavements and pedestrianised areas becoming solid ice and very dangerous in some places. Some residents had injuries as a direct result – and others have avoided leaving home to avoid risking a fall.

The following measures, successful elsewhere are proposed for consideration:

- Ice and snow clearance should be prioritised at the bus and train station, and bus stops (on the pavements that is) as well as along bus routes. While it is good that some roads have been prioritised so there is at least some accessible streets in the different parts of the borough often the pavements have been in worse condition than the roads, so residents have taken to walking in the road. While some bus use increased (due to cars being snowed in) some of our more frail residents have not been able to safely walk to the bus stops, so did not travel at all. So, pavement clearances, particularly at the bus station and stops is proposed to be prioritised in future.

- Big Society teams to clear the snow. Is it possible for different residents associations and/or neighbourhood watch groups to volunteer to keep certain routes clear – particularly in the town centre where fewer residents live? To achieve this more grit bins may be required in some areas. Some other boroughs have provided spades to residents groups to foster a Big Society (rather than increased council budget allocation) way of responding to this issue. The legal liability ambiguity on clearing pavement outside homes should also be clarified.

## **4.2 Particular Infrastructure Improvements**

### **London Road / Linkfield Lane/ Frenches Road crossing**

There was recently a fatal accident at the junction of London Road with Linkfield Lane. When pedestrian lights were placed at this junction several years ago there was a request for an all red phase to allow pedestrians to safely cross. It is a difficult junction to cross as it is hard to determine which traffic is turning which way next – as an adult, let alone for safe -routes-to-schools etc. This 'red phase' was refused as it could cause traffic to back up along London Road, prioritising traffic flow over road safety. It is proposed that installing an 'all red phase', particularly in light of the accident.

We also propose it is checked to make sure there is not a problem with the pedestrian phasing at these lights when there is very little traffic at the junction (e.g. early on the morning which was when the



accident happened).

### **Gatton Park Road/Monson Road Crossing (to be installed)**

We understand that the need for a crossing across Gatton Park Road (at top of Monson Road) which will improve safe access for young people to/from Royal Alexander and Albert School already has funding so have not included this here (although works on this have not yet commenced).

### **Gloucester Road crossing at Lombard junction**

Gloucester Road is not that easy to safely cross as many motorists do not indicate their intention to turn off the Lombard roundabout into Gloucester Road. This could be reviewed. One option could be the addition of controlled pedestrian crossing set back from the roundabout on Gloucester Road to improve pedestrian safety. Another, would be to signalise the roundabout during peak hours.



## **5. Reigate to Redhill community cycle routes – wider possibilities**

The map below highlights (in yellow) the overall route of the Reigate to Redhill community route which was recently completed, and shows suggestions for extension east and west. This combines new stretches of cycle route, junction/crossing improvements and signage along safer routes.

In general, the cycling signage is not continuous so is hard to follow and some of the road markings are badly worn so are hard to see. Also, we would urge that funding be secured (Gatwick Airport has expressed an interest in co-funding) to print an update of the local cycling map (currently out of print) alongside improved signage so this route is used more.

There are also some cycle lanes on main routes (e.g. A25, A23 in Earlswood). These are dangerous in some cases where there is regular parking in the cycle lanes. One example is the length of cycle lane outside of the Fish and Chip shop opposite MacDonalds in Earlswood.



**Figure 5.1 Overview of Reigate to Redhill cycle route.**

Use of this route over the last couple of years has highlighted a number of opportunities for improvement – which will help continue to increase the amount of cycling along this route, and in the borough in general. Some opportunities are set out below.

### **5.1 Section starting at Reigate College**

This route is in good condition. Two opportunities for improvements are noted here.

Firstly, there is an opportunity to increase its use. Is there a board/cycling promotion leaflets for Reigate School pupils promoting this and other routes? It was proposed that there could be boards along this and other routes (e.g. at the station) to raise the profile of the existence of routes to residents.



Secondly, it was thought the signage of the route could be improved where the path comes up to the Croydon Road traffic lights (see below).



**Figure 5.2 Opportunity to Improve signage on cycle route by Reigate/Croydon Road junction**

While this route would help cycling between Reigate College and Redhill it has no link (or ongoing route) in a westerly direction. To do this would need a crossing and link/extension to other routes in Reigate. Options for cyclists to travel westward safely should be investigated. For example, a shared (but segregated) pavement from the traffic lights going NW to the Town Hall Car park for cyclists along Castlefield Road, but this may not be practical with limited footpath and route through the castle grounds to link to the far end of Reigate High Street. Another option could be to ensure there is no double parking in the cycle route in Church Street – which requires this, and other, cycle routes to have a mandatory rather than advisory status for parking control. We propose that opportunities for improved cycling around Reigate could be investigated more fully.

## **5.2 East from Reigate Station**

Travelling East from Reigate station is currently only possible in one direction (as it is a one way street). Cycling to/from the station (and ongoing routes) could be encouraged with a contra-flow (see below). There is also little marking of the cycle route here.



**Figure 5.3 Limited signage of cycle route and no contraflow north of Reigate Station**



For a safe 'community' cycle route the option of a short length of shared cycle/pedestrian route along the pavement could be considered. This would avoid the need for (particularly more vulnerable) cyclists to cross into a busy road for a few yards when travelling west to east (see below). This would be along London Road west pavement in front of the old Surrey Mirror building, with the crossing adapted to include cyclists and contraflow to the station as noted above. An alternative would be for an additional crossing to the A217 to allow cyclists to safely pass from Somers Road into Birkheads Road.



**Figure 5.4 Location of potential shared pavement for community route west from Reigate Station**

At the end of Manor Road there is a path that could be used to link the cycle route back to the A25. This starts wide (below left) but is narrow nearer the A25 (below right) so would need some work if this might work as a cycle route (below right).



**Figure 5.5 Possible link to A25 West to Reigate.**



An alternative link could be along Evesham Road, South Albert Road and Nutley Lane and then into Somers Road (see below).



**Figure 5.6 Potential extension of cycle route along South Albert Rd and Nutley Lane.**

### **5.3 Between Reigate and Donyings Roundabout**

The signage could be improved at particular locations along the route. For example, heading east up Doods Road the indication that the cycle route continues into Doods Way is indicated on a street light as a right turn a long way in advance of the junction. This is unclear (below right). Also in the turning into Madeira Walk footpaths are indicated but the fact this is the cycle route from Reigate to Redhill is only apparent due to the road markings (below left).



**Figure 5.7 Opportunities to improve signage between Reigate and Redhill**

The cycle marking at Donyings is particularly confusing. Travelling towards Reigate it is clear that the cycle route on the pavement around Donyings roundabout ends – but not clear where it goes (below left). And travelling towards Redhill there is no clear indication that the cycle route shifts from road to pavement (below right).





**Figure 5.8 Unclear signage outside Donyings**

The picture below (left) shows the shared cycle lane around Donyings roundabout. The picture below (right) shows the range of markings at the end of Fairfax Avenue approaching the Donyings roundabout that looks cluttered and again is quite confusing. Again, a notice board promoting cycling and the existence of the commuter route could be displayed at Donyings. The current cycle parking outside Donyings could be enhanced/expanded in the Donyings car park.



**Figure 5.9 Cycle markings around Donyings roundabout.**

In conclusion, while the commuter route between Redhill and Reigate/Reigate College is largely completed there are opportunities for improvements, particularly where it comes in to Redhill town centre and further west into Reigate. There is also an opportunity to improve signage and promotion of the route to encourage increased use. Finally, with time ground markings and surface tend to deteriorate so there should be a revenue budget item (Surrey County Council and/or Sustrans) for route maintenance – such as the surface of NCR21 across the Moors area north of Redhill – and replacing directional finger posts for cyclists where lost.



## **6. Other Sustainable Transport Opportunities**

### **6.1 Green Transport Plans and Residents Parking**

We note that the new East Surrey College Green Transport Plan promotes the notion of improved walking, cycling and public transport to the college by both staff and students. However, it lacks a clear implementation plan and budget.

- This concept of a Green Transport Plan could be actively promoted to secondary schools and colleges in Reigate and Banstead as an extension to the success of the Bike-It programme.
- Green Transport Plans could also be actively promoted and developed (with implementation budgets) through town centre partnerships and with the larger employers, particularly in Redhill Town Centre. Such a measure could help reduce the traffic congestion during the morning and evening peaks. This could build on the strong relationships between the council and local businesses to promote environmental initiatives, such as with Canon and Pfizer. It could also link to, and help extend the use of services such as EASIT (East Area Surrey Initiative for Transport).

Green transport plans and measures to reduce parking needs at workplaces and other key destinations can be assisted by measures in residential roads. The adoption of residents parking schemes (including where curfew parking has been introduced) would prioritise street parking for residents over destination parking, which could be effective when combined with measures to improve pedestrian and cycling access and public transport provision to these destinations.

### **6.2 20mph Speed Limits on Residential Streets**

20mph street limits (with repeater signs and enforcement) have been shown to be very cost effective (Warrington study shows a reduction in NHS costs eight times the scheme implementation costs) and is much cheaper than 20mph zones which rely on specific traffic calming measures. This is consistent also with Sustrans cycling best practice that advocates slowing overall traffic so that cycling and walking are safer, rather than specific routes, as a way to encourage and improve the safety of cycling overall. This is particularly important for safe routes to schools and for encouraging community cycling.

In addition, the introduction of curfew parking (see above) has led to reduction in parked cars on some residential streets in the borough (e.g. Carlton Green, Carlton Road) increasing net transport speeds and rat running. For example, it is difficult to cross Carlton Road for those with young children going to primary school.

### **6.3 Rail/Bus Development Options**

There is an opportunity to improve the coherence and expand the opportunities to travel by bus and train, and how access between the bus and rail stations in Redhill station (and Merstham, Reigate and



Earlswood) can encourage those commuting from/to our borough for work to use a combination of train and bus to get to their work place. A pedestrian bridge linking Redhill station to the Harlequin top-level carpark has been proposed for thirty years or more and would also help reduce congestion around the pinch-points to access the station. It may be considered as part of any long term vision for improvements to Redhill town centre and station.

## **7. Conclusion**

There are lots of opportunities for sustainable transport improvements in Redhill and Reigate. This report focuses on cycling and walking opportunities. These in summary are:

- Improvements in signage and promotion (including a reprint of the local cycle map) so the work invested in building our cycle routes, including NCR21 and the Reigate to Redhill community route, is rewarded by continued growth in use.
- With an average 20% per annum increase in cycling there is need for more cycle parking at key destinations, including Redhill station. This could be done in such a way to also improve walking access to the station at the same time.
- Extending the Reigate to Redhill Community cycle route further east and west would help the switch to more sustainable transport.
- There are a number of pinch points, and particular areas where safety can be improved for walkers and cyclists which should be addressed.
- Green Transport Plans, 20mph speed limits and other 'soft measures' such as extending Bike-IT, could be actively used to reduce congestion alongside infrastructure improvements to support increased walking and cycling.

For further discussion please contact:

David Hilder, [davidhilder@mayburylodge.co.uk](mailto:davidhilder@mayburylodge.co.uk), 01737 771 007

Jill Harvey, [randbpedestriansforum@hotmail.com](mailto:randbpedestriansforum@hotmail.com), 10 Nash Drive, Redhill, 01737 768 007

Jonathan Essex, [essexjonathan@yahoo.co.uk](mailto:essexjonathan@yahoo.co.uk), 01737 765 654

