

National Cycle-Rail Awards

Case Study: Cycling England Best Local Government Contribution

Reigate & Banstead Council - 2006 Winner

i) Background

A survey commissioned from Bikerail in 1996 estimated a catchment population of working age within 5 km of the station of 38,198. Yet only 27 bikes were parked at the station, mostly to railings as there were only 3 racks. The survey found genuine concerns about accessing the station by bike and the security of parking. Key points about Redhill station are:

- 4th busiest of Surrey's 84 stations and 72nd in the UK, busier than many city stations such as Chester, Coventry, Derby, Norwich and Preston.
- 2nd most important Surrey station for train/train interchange.
- Designated a Regional Transport Hub. Lies at intersection of A23 and A25. Train services to the north, south, east and west.
- On National Cycle Route 21, the Downs and Weald, since 2000.
- SCC implementing local cycle measures and routes through its A23 and A25 Studies, Redhill/Reigate Area Study, and 'Safe Routes to Schools'.

ii) Project description

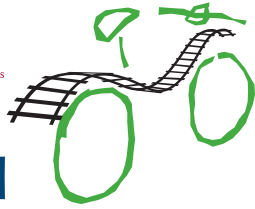
Reigate & Banstead Borough Council (R&BBC) has worked with the rail industry, consistently for many years, to encourage cycling to Redhill station. Activity so far has resulted in:

- Parking provision keeping ahead of continually rising demand; current provision is for 110 bikes, with another 30 shortly.
- Partnership working with joint funding.
- A variety of facilities – racks in shelters, lockers, cyclists' ramps on staircases, local routes.
- Studies and surveys to inform future activity

iii) Project objectives

Activity has been guided by four principles:

- To develop Redhill as a cycle/rail integration centre of excellence.
- To provide parking as close as possible to the station's main entrance.
- **To involve Reigate & Banstead Cycle Forum.**
- To work in partnership with the rail industry.



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iv) Project partners and responsibilities

R&BBC has progressed action with Connex and more recently Southern. The usual procedure has been for R&BBC to finance the purchase, delivery and installation of shelters and for the operator to obtain site drawings, check for underground utilities, provide publicity, signs and CCTV coverage, and liaise with the site owner – Network Rail. The operators have always been very receptive to proposals and to joint funding, recognising the importance of encouraging cycling to the station.

The 10 lockers provided in 2004 were the first on Southern's network, also the first in the Borough. A modest charge is made and this is used by Southern to finance annual maintenance by the installer.

v) Success measures

Cycle parking provision currently comprises of:

- Shelter for 40 bikes outside station's main entrance
- Shelter for 30 bikes outside station's main entrance
- Racks for 20 bikes outside station's main entrance
- Racks for 10 bikes outside station's east entrance.
- Lockers for 10 bikes between station's main entrance and the shelter for 30 bikes, see

Two current proposals are:

- Another shelter – for 30 bikes – next to existing shelter for 30, installed by the end of the year.
- More lockers, as there is a small waiting list.

Cyclists' ramps

In 2000 R&BBC funded the manufacture and installation of two cyclists' ramps for wheeling bikes up the staircases at Redhill. Connex provided signing, CCTV cameras and improved lighting. The main reasons were:

- To make it easier to convey bikes up to the platforms from the main entrance (total of 52 steps).
- To reduce the risk to other passengers of being hit by a bike being carried.
- To encourage cycling to Redhill station and combined bike/rail journeys.

Such ramps are common in some other countries, e.g. over 100 stations in Germany, but, at the time, Redhill was believed to be one of only two in the UK (the other was Blackhorse Road, London). HMRI approved them following a risk assessment, trial, user survey and consultation involving the SRA, London Transport Users Committee, Railtrack, operators, local cycle forum, SCC and the RNIB (who have a local college).

vi) Summary

R&BBC has given high priority to encouraging cycling to Redhill station, despite not being a highway or transport authority. It recognises the importance of encouraging cycling and of working with partners. It has worked with the local cycle forum, rail industry and SCC to achieve a continuous improvement in the provision of a range of facilities.