



**OFFICER REPORT TO LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

**WOODMANSTERNE STREET, BANSTEAD
- PROPOSED FOOTWAY IMPROVEMENTS**

21 SEPTEMBER 2009

KEY ISSUE

To consider a scheme to widen the footways in Woodmansterne Street, Banstead, between the cricket ground and Court Haw and provide an informal pedestrian crossing point.

SUMMARY

Measures to improve the footway in Woodmansterne Street are included in the Reigate and Banstead District five-year programme of Integrated Transport schemes, as approved by Local Committee on 20 July 2009. The footways in Woodmansterne Street are very narrow and not continuous. Pedestrians have to cross the road when the footway ends and continue their journey on the footway on the opposite side. Footway widening and the provision of a pedestrian crossing point would assist pedestrian movement. The resulting reduction in carriageway width would help reduce the speed of vehicles in Woodmansterne Street.

OFFICER RECOMMENDATIONS

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

- (i) Consultation be carried out with local residents, the Residents' Association and the emergency services regarding the widening of the footways in Woodmansterne Street between Court Haw and the cricket ground for the provision of a pedestrian crossing facility.
- (ii) Subject to consultation and detailed design, the footway widening pedestrian crossing facility and associated works as shown in Annex A be approved for construction.

- (iii) Authority be delegated to the East Area Group Manager in consultation with the Chairman, Vice-Chairman and local elected Member to resolve any representation received as a result of the consultation.

1 INTRODUCTION AND BACKGROUND

- 1.1 Woodmansterne Street runs parallel to the A2022 Croydon Lane, Banstead. It is a narrow road with poor footway provision and carries significant traffic volumes for the type of road, particularly when there are delays on the A2022.
- 1.2 Pedestrian movement is generated by the public house and local shops at the eastern end of Woodmansterne Street and by the cricket ground and recreation ground. At present there is a very narrow footway of less than 1 metre in width on the south side of Woodmansterne Street from the junction with Court Haw which extends east towards the cricket ground for a distance of approximately 50 metres. The footway then switches to the north side of the road and continues to the east. There is no facility to assist pedestrians crossing from one footway to the other. Traffic speeds and poor visibility compound the problems for pedestrians crossing Woodmansterne Street at this point.

2 PROPOSED MEASURES

- 2.1 Woodmansterne Street is included in the Reigate & Banstead District five-year programme of Integrated Transport schemes, as approved by Local Committee on 20 July 2009. Local Transport Plan funding has been set aside for the design and implementation of footway improvements in Woodmansterne Street in 2009/10.
- 2.2 It is proposed to widen the existing southern footway from Court Haw eastwards to provide a footway width of 1.3 metres. The northern footway would also be widened at its western end over a distance of approximately 17 metres to provide a footway width of 1.3 metres. The wider footways would benefit all pedestrians but particularly wheelchair users and pedestrians with young children and/or pushchairs.
- 2.3 The southern footway would be extended by approximately 5 metres at its eastern end to allow an informal crossing point consisting of dropped kerbs and tactile paving to be provided. A new lamp column would be installed on the northern footway to illuminate the crossing point.
- 2.4 By widening the footways, the carriageway width at crossing point would be reduced by 0.9 metres to 3.75 metres. This narrowing will require traffic to slow down and reduce the crossing distance for pedestrians. The narrowing will be appropriately signed for drivers by advance warning signs, road markings and the removal of the centre line over a

distance of approximately 47 metres. All other road markings in the immediate vicinity, including the carriageway edgeline markings, would be refreshed as part of the scheme. Dropped kerbs and tactile paving would be provided at the crossing point of Court Haw to assist pedestrians.

- 2.5 Annex A sets out the proposed footway improvements in Woodmansterne Street.
- 2.6 The proposal will be subject to an independent Road Safety Audit which will identify any safety issues that need to be taken into account in the final design of the improvements.

3 CONSULTATION

- 3.1 No formal consultation has been carried out at this stage. However, a number of residents approached members of the Integrated Project Team during the pre-design site meeting held in July 2009. It was clear that there are concerns about the poor provision for pedestrians and traffic speeds in Woodmansterne Street. Residents also indicated that there were problems with ponding after heavy rainfall due to the lack of definition between footway and carriageway. This would be addressed by the proposed scheme. One resident was also opposed to the introduction of the awarding of priority to one direction of traffic on a formal basis at any road narrowing.
- 3.2 It is proposed to consult all frontagers in Woodmansterne Street between Court Haw and the cricket ground. The views of the Borough Members for the area, the local residents' association and the emergency services will also be sought. The design will be subject to an independent Road Safety Audit which will identify any safety issues that need to be taken into account.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 At its meeting held on 20 July 2009 the Local Committee approved funding of £35,000 from the Local Transport Plan budget for the design and implementation of measures to improve the footway in Woodmansterne Lane. It is noted that due to the large overspend in 2007/08, this allocation has been reduced to £30,000.
- 4.2 A preliminary construction estimate has been provided based on the measures set out on the drawing in Annex A. It indicates that the measures proposed can be met from the revised £30,000 budget.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 Widening the footway and the provision of a pedestrian crossing point incorporating tactile paving would assist both the visually and mobility impaired.
- 5.2 There are no other perceived equality or diversity implications.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 Improved street lighting through the provision of an additional lamp column at the pedestrian crossing point will help reduce the perception of crime and disorder.
- 6.2 There are no other perceived crime and diversity implications.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 Widening of the footways in Woodmansterne Street and the provision of a pedestrian crossing point will improve facilities for pedestrians both walking along the footway and crossing the road. The resulting reduction in the carriageway width will help to reduce the speed of vehicles in Woodmansterne Street.
- 7.2 It is recommended that consultation is carried out with local residents, the local resident's association and the emergency services on the proposal to widen the footways and provide a pedestrian crossing point in Woodmansterne Street, with delegation of authority to the East Area Group Manager in consultation with the Chairman, Vice-Chairman and local elected Member to resolve any issues arising from the consultation. Providing any issues arising from the consultation are successfully resolved, it is recommended that detailed design and implementation be carried out in accordance with the plan in Annex A.

8 REASONS FOR RECOMMENDATIONS

- 8.1 The widening of the footways in Woodmansterne Street and the provision of a pedestrian crossing point would benefit pedestrians and make crossing the road safer. The reduced carriageway width would help reduce the speed of vehicles in Woodmansterne Street.

9 WHAT HAPPENS NEXT

- 9.1 If the Local Committee approves the recommendations, consultation will be carried out with local residents, the local resident's association, Members and the emergency services. Providing any issues arising from the consultation are successfully resolved, detailed design will be undertaken and the scheme implemented early in January 2010

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BACKGROUND PAPERS: Report to Local Committee 20 July 2009