



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

**NATIONAL CYCLE ROUTE 22: SAFETY IMPROVEMENTS FOR
CYCLISTS AT THE JUNCTION OF A240 REIGATE ROAD AND
B2221 GREAT TATTENHAMS**

21 SEPTEMBER 2009

KEY ISSUE

To consider the introduction of short sections of shared use footway, dropped kerbs and associated signing at points around the junction of A240 Reigate Road and B2221 Great Tattenhams.

SUMMARY

Earlier this year cycle route signing was provided along the route of National Cycle Route 22 (NCR22) that completed the signing of NCR22 from Dorking to the county boundary at Woodmansterne (Annex A). There were two exceptions namely the location to which this report relates and the junction of Brighton Road with Garratts Lane in order that additional measures to help cyclists navigate these junctions could be considered.

OFFICER RECOMMENDATIONS

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

- (i) Consultation be carried out with local residents and the emergency services regarding the introduction of shared footways, dropped kerbs and associated signing at the junction of Reigate Road with Great Tattenhams/Tattenham Way.
- (ii) Subject to consultation and detailed design, the shared footways, dropped kerbs and associated signing as shown in Annex B be approved for construction.

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- (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 Great Tattenhams, Reigate Road and Church Lane, Banstead form part of NCR22 and is also a route many pupils use for getting to and from school. The junction lacks any assistance for cyclists going between Great Tattenhams and Church Lane. Help in getting more people to cycle to school/work/shops as well as for leisure is an essential element in the smarter choices programme Surrey County Council is involved in.

2 ANALYSIS

- 2.1 This particular junction was designed without providing any assistance for cyclists going between Great Tattenhams and Church Lane. Anyone unfamiliar with the junction will not know how to negotiate it in the safest possible way. These proposals will provide help in getting cyclists off-the carriageway and signs to identify the safest route to follow.

3 OPTIONS

- 3.1 For cyclists travelling from Great Tattenhams the proposals are:
- To construct a dropped kerb prior to the traffic signals so that cyclists can come off the carriageway.
 - To convert a very short section of the footway from the dropped kerb to the traffic signals to shared use where cyclists will be asked to dismount in order to walk across the pedestrian crossing.
 - To convert the footway between the traffic signals and Church Lane to shared use.
 - To provide appropriate signing throughout.
- 3.2 For cyclists travelling from Church Lane the proposals are:
- To direct cyclists onto a new shared footway from Church Lane to the traffic signals where cyclists will be asked to dismount in order to walk across Reigate Road and Great Tattenhams.
 - Having crossed at the lights to create a very short section of shared use footway where cyclists will be directed to rejoin the carriageway at a new dropped kerb on Great Tattenhams.
 - To provide appropriate signing throughout.

4 CONSULTATIONS

- 4.1 The design has been subject to an independent Road Safety Audit that recommends modifications to the signing, length of dropped kerbs and crossing points. They had no concerns about the proposed sections of shared footway.
- 4.2 The views of the Borough Members for the area and the emergency services will also be sought.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 Money for this scheme has been allocated from the 2009/10 Local Transport Plan allocation for centrally funded cycling schemes. This is hopefully being matched by a Sustrans grant for which an application has been made.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The shared footways will be designed so that there will be no impact on the safety of pedestrians and other footway users.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no perceived crime and diversity implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The proposals will provide improvements for cyclists at this very important crossing point.
- 8.2 It is recommended that consultation on the proposals is carried out with the emergency services and the local car garage 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 B and subject to any amendments arising from the road safety audit.

9 REASONS FOR RECOMMENDATIONS

- 9.1 To help with the promotion of cycling in the area.
- 9.2 To improve safety for cyclists.

10 WHAT HAPPENS NEXT

- 10.1 If the Local Committee approves the recommendations, consultation will be carried out with the local car garage, 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 2010.

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BACKGROUND PAPERS: