

Measures	Scheme	Estimated cost (£s) "TBC"	LEP Grant fund required	Local Contribution funding "TBC"	Scheme description	Comments	Funding Comments	
Cycle/Pedestrian Improvements	C1	Reigate Road Cycle Link	£ 370,000.00	£ 370,000.00	£ -	New unsegregated off road cycleway replacing existing grass verges to create a min 3-4m wide shared use facility between NEScot and Drift Bridge junction.	Costed estimate. Existing works at NEScot include section of sub grade path width north of new college entrance roundabout - may require remedial works. Levels difference along east side Reigate Rd, no retaining walls required. Existing gully along footpath to cover and duct for cycle/ped usage.	No other local funding identified.
	C2	Warren Road Cycle Link (Driftbridge to Green Curve)	£ 105,000.00	£ 10,000.00	£ 95,000.00	On-road cycleway on Warren Road to link Green Curve and Driftbridge. Signing and cycle markings for side streets. Surfacing needed on Warren Road for improved cycle safety/comfort. West to east routing from Warren Rd junction with Green Curve requires treatment to junction to provide cyclist protection for right turn and straight on (to Eastgate) movement, eg. right turning lane island protection.		Surface treatment' is planned through SCC Project Horizon. Provisionary timetable suggests to be carried out 26, 27, 28 September. This is currently just before proposed Business Case submission, but potential for date to slip back into scope.
	C3	Banstead High Street Linkage to Banstead Station (via Horseshoe, Green Curve and Eastgate)	£ 365,000.00			Banstead Station link to Eastgate via existing pedestrian crossing Fir Tree Rd and path through common land. Requires consultation and negotiation with Banstead Commons Conservators for possible exchange land deal. Path width through common land min 3m width with suitable rural lighting for commuter usage. Same applies for path north of Fir Tree Rd that links to directly to Banstead Station. North south on-road routing along Eastgate - Green Curve. Off road section along Burgh Wood north side with footway widening for connection to A217 crossing facility. East side linkage to A217 crossing requires resurfacing of path, with connection to The Horseshoe one-way routing (improvements to Horseshoe including clearance and wayfinding). Off road section from Horseshoe along Bolters Lane to existing ped crossing; upgrade to toucan facility. Off road continuation to Banstead High Street with new cycle parking provided on High Street (vicinity of Pizza Express).		£49,196.96 from PIC R&B monies (applications related to Nork Pedestrian and Cycle Improvements: 2008/1741, 2010/2110, 2012/1584, 2013/1035). £14,968.34 from PIC R & B money (application 2010/0256: 19,968.34 - approx £5,000 for feasibility study for Horseshoe Crossing). Total at this point = £64,165.30. Add to this second phase of local contributions formerly linked to Banstead Crossroads. £59,438.19 from PIC R&B monies (applications related to A217/A2022 improvements (Banstead crossroads): 2007/2551, 2009/1303, 2010/0442). Further £42,355.18 from S106 monies (applications: 07/0646, 06/1572, including interest). £50k more S106 from 80 bed care home development at 6-10 Brighton Road. £27,619.76 (application 2011/1121) not included as this will pay for works on A217 slip road safety barrier.
	C4	A217 Brighton Road Burgh Wood Horseshoe Crossing	£ 220,000.00			Crossing adjacent Banstead Infants School. Supported by 1000-strong petition from school parents for provision of crossing over A217. Preferred option - Toucan crossing with widened central verge to allow full bike width. Narrow/reduce acceleration/deceleration access slip lanes for A217 to avoid conflict with crossing.	SCC Highways feasibility design work in progress	
	C5	Brighton Road Cycle Link	£ 160,000.00			Shared use cycle path from Horseshoe to connect to the NCN 22 and Burgh Heath. Off road cycle path min 3-4m width.	Could include possible Garratts Lane Pelican signal upgrade to legalise cycle crossing movements.	
	C6	Burgh Heath Cycleway and Tattenham Way Junction Improvements	£ 180,000.00	£ 5,000.00	£ 175,000.00	Burgh Heath Reigate Road cycleway link starting from Chetwode Road and finishing to join NCN22 at Church Lane, with upgrade of Tattenham Way traffic signals junction for improved vehicle capacity and signals upgrade with Toucan facility.	Design work in progress with SCC Highways	Preston regeneration scheme funding. £72k CIL for Reigate Road cycle/footpath between Asda and Great Tattenhams. £83k S106 for highways improvements at the A240 / Tattenhams Way Junction. £20k CIL costs to provide dropped kerbs on key pedestrian routes to the Preston Regeneration site.
	H1	A240/Fir Tree Road Drift Bridge Junction Improvements	£ 240,000.00	£ 155,660.02	£ 84,339.98	Sustainable transport improvements to junction, Reigate Rd to Banstead via Warren Road linkage (C1 to C2 cycle section). Air quality improvements required at Drift Bridge site - AQMA measures. Toucan Crossing facility required over Fir Tree Road. Site meeting decided crossing over Fir Tree Road to be on east side of Reigate Road.		PIC R&B monies (applications related with A240/A2022 (Driftbridge): 2013/0202, 2011/2152, 2012/0651, 2013/0143, 2013/0288, 2012/0895).
Quality Bus Corridor Improvements	PT1	460/480 Service				Bus service, traffic management and infrastructure improvements along corridors including: raising kerbing to improve accessibility, improvements to footways/kerbing to access bus stops more easily, bus stop markings and potentially parking restrictions to give buses more space at key locations, better passenger waiting facilities and improvements to passenger safety, standardising bus stop layout & alignment to increase reliability and other passenger travel information, RTPI & accessibility improvements.	Estimated costs include £1m (capital) for bus corridor infrastructure improvements, and approx £300k service revenue costs for increased frequency eve/weekend services (£500k is required for 5 years but this scheme only covers 3 years worth). £300k cost for new vehicle.	£402k (£102k capital and £300k revenue) is from Preston regeneration scheme funding out of a £602k total available. £262k from Croudace Homes development, 130 homes (application: 13/01729/RM1). This has payment profile of 33% on commencement of development (already happened), 33% on occupation of 1st dwelling (expected spring 2016) and 34% on occupation of 35th dwelling expected end of 2016, therefore all within timeframe of STP project. £340k from development on De Burgh site which is all CIL. Of the £602k it is envisaged that, split between service improvements and infrastructure improvements, at least £500k would be focussed on service improvements, which in practice would mean improving the evening and weekend service for 5 years. £300k of this would be applicable to this project hence £402k total not £602k. Metrobus funding from additional vehicles operating on the routes. 1 new vehicle worth £300k included in total. £25k (CIL) also included for works on Waterfield which will improve reliability of bus services. Delivery of Waterfield works is expected in autumn (October). Potentially a further £300k from a second vehicle could be included (not included in current total).
	PT2	420 Service	£ 1,600,000.00	£ 873,000.00	£ 727,000.00	Includes improvements to Epsom Town Centre Bus Stops at Ashley Rd Epsom Methodist Church and High Street East.		
	PT3	166 Service	£ 250,000.00	£ 220,000.00	£ 30,000.00		TfL funding support for bus stop improvements confirmed.	
Rail Station Interchange and Accessibility Improvements	PT4	Banstead Rail Station	£ 100,000.00	£ 60,000.00	£ 40,000.00	Improvements to walking/cycle access to station with linkage to Banstead High Street. Improvements to cycle storage/security (CCTV)/lighting.	Southern Rail station improvements priority location. Cllr Nick Harrison suggests safety barrier outside station however space is limited.	Southern Rail proposed funding of £40k towards 25 new bike spaces and CCTV.

Page 63

	Works total	£ 3,590,000.00	£ 2,222,701.35	£ 1,367,298.65
TBC	Risk budget	£ 345,000.00		
TBC	Optimism bias (stage 2 - 15% uplift on works total)	£ 538,500.00		
TBC	Inflation	£ 300,000.00		
TBC	Monitoring and evaluation	£ 15,000.00		
	Scheme total	£ 4,788,500.00		£ 1,367,298.65

	BID	GRANT FUND	CONTRIBUTION
Approved bid TOTAL	£ 4,800,000.00	£ 3,600,000.00	£ 1,200,000.00
Difference	£ 11,500.00		£ 167,298.65

This page is intentionally left blank