

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 21 JUNE 2017

LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: A217 BRIGHTON ROAD, BANSTEAD
PROPOSED SIGNALISED TOUCAN CROSSING NEAR THE
HORSESHOE

DIVISION: NORK & TATTENHAMS
BANSTEAD, WOODMANSTERNE & CHIPSTEAD

SUMMARY OF ISSUE:

A scheme is currently being designed to provide a signalised toucan crossing on the A217 Brighton Road, Banstead in the vicinity of the footpath between the A217, Brighton Road and The Horseshoe. This report seeks authority to widen two sections of existing footway on the A217 to create two sections of shared pedestrian cycle path to link with the proposed crossing.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to approve the change from a footway to a shared pedestrian cycle path on those sections of the A217 Brighton Road, Banstead as shown in **Annex 2** and detailed below:

- The footway on the east side of the southbound carriageway of the A217 Brighton Road between the proposed crossing and the existing shared pedestrian cycleway to Dunnymans Road.
- The footway on the west side of the northbound carriageway of the A217 Brighton Road between the proposed crossing and the junction of Burgh Wood, extending into Burgh Wood as far as the existing informal crossing point.

REASONS FOR RECOMMENDATIONS:

To enable two sections of the existing A217 Brighton Road footway to be changed to a shared pedestrian cycle path to link to the proposed signalised toucan crossing.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition was presented to the March 2016 meeting of Reigate & Banstead Local Committee requesting that a pedestrian crossing be provided on the A217 Brighton Road in Banstead in the vicinity of Burgh Wood.
- 1.2 The Local Committee supported the request for a crossing and asked Officers to identify sufficient funding to implement the proposal. It was subsequently agreed by the Epsom to Banstead STP Project Board that this proposal be included in the bid to the Coast to Capital LEP.
- 1.3 A report regarding the crossing was presented to the February 2017 meeting of Reigate and Banstead Local Committee. The Committee authorised the advertisement of a pedestrian crossing notice, and the making of a Traffic Regulation Order to implement the necessary changes to the existing waiting restrictions.
- 1.4 It is now proposed to incorporate cycle facilities into the proposed crossing making it a toucan crossing, and widen short lengths of existing footways to provide limited shared pedestrian cycle paths to link to the toucan crossing.

2. ANALYSIS:

- 2.1 Funding to carry out a feasibility design for the crossing was secured from developer contributions collected in the Banstead area. As a result feasibility design for a signalised pedestrian crossing, between a location on the west side of the A217 Brighton Road, north of the junction with Burgh Wood, and the public footpath on the east side of the A217 Brighton Road that leads to The Horseshoe, was carried out during 2016.
- 2.2 A plan detailing the location of the proposed signalised pedestrian crossing is shown in **Annex 1**.
- 2.3 The provision of a signalised pedestrian crossing on the A217 Brighton Road in Banstead has been included in the Epsom to Banstead STP bid to the Coast to Capital LEP. The bid was submitted in January 2016 and at the time of writing this report it is not yet known whether the bid has been successful.
- 2.4 The Epsom to Banstead STP bid is still with the LEP, however a decision on the bid has been deferred until the next funding round. This is currently expected to be in July 2017.
- 2.5 If the bid to the LEP is successful, then the crossing will be part funded by the LEP. If the bid is unsuccessful, the crossing will be funded by developer contributions collected in the local area.
- 2.6 If the LEP decision on the Epsom to Banstead STP bid is decided during the next funding round in July 2017, and the bid is successful in this funding round, then the crossing will be part funded by the LEP. If the bid is unsuccessful, or the decision is deferred until the 2018/19 financial year, then the crossing will be funded by developer contributions collected in the local area.

- 2.7 It is proposed to construct the crossing during the 2017 school summer holidays.
- 2.8 The report to the February 2017 Local Committee stated that if the bid to the LEP is successful, it is proposed that works will be carried out to widen sections of the existing footways to provide shared footway cycleway links to the proposed crossing. If however the bid to the LEP is unsuccessful then the proposed signalised crossing will be constructed without these additional works.
- 2.9 It is now proposed to incorporate cycle facilities into the crossing making it a toucan crossing. It is also proposed to widen short sections of the existing footways to provide limited shared pedestrian cycle paths to link to the toucan crossing. The reason is that it is more cost effective to widen short sections of footway at this stage, than it would be to retro fit the necessary signals equipment to upgrade the crossing from a puffin crossing to a toucan crossing at a later date.
- 2.10 The sections of footways to be widened are detailed below:
- The footway on the east side of the southbound carriageway of the A217 Brighton Road between the proposed crossing and the existing shared pedestrian cycle path to Dunnymans Road.
- The footway on the west side of the northbound carriageway of the A217 Brighton Road between the proposed crossing and the junction of Burgh Wood, extending into Burgh Wood as far as the existing informal crossing point.
- 2.11 A plan detailing the extent of the proposed shared pedestrian cycleways is shown in **Annex 2**.

3. OPTIONS:

3.1 OPTION 1

Approve a shared pedestrian cycle path along the sections of the A217 Brighton Road footway detailed below:

- The footway on the east side of the southbound carriageway of the A217 Brighton Road between the proposed crossing and the existing shared pedestrian cycle path to Dunnymans Road.
- The footway on the west side of the northbound carriageway of the A217 Brighton Road between the proposed crossing and the junction of Burgh Wood, extending into Burgh Wood as far as the existing informal crossing point.

3.2 OPTION 2

Do not approve a shared pedestrian cycle path along these sections of the A217 Brighton Road footway.

4. CONSULTATIONS:

- 4.1 A public consultation exercise was carried out by Surrey County Council's Transport Policy Team during the summer of 2016 as part of the Epsom to Banstead STP bid to the LEP. The proposed signalised crossing of the A217 Brighton Road in Banstead was included as part of this process, and there was significant public support for the proposed crossing.
- 4.2 The Police have been consulted on the proposed crossing and are in full support of the proposal.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs of these works include the detailed design and implementation costs of the proposed signalised crossing. As detailed design has developed the estimated design and construction costs have increased to £239,000.
- 5.2 If the Epsom to Banstead STP bid to the Coast to Capital LEP is successful, and the bid is decided during the 2017/18 financial year, then these costs will be part funded by the LEP as part of Epsom to Banstead STP project.
- 5.3. If the Epsom to Banstead STP bid to the Coast to Capital LEP is unsuccessful or the bid decision is deferred until the 2018/19 financial year, then the cost of the further detailed design and implementation of the signalised crossing will be funded from developer contributions collected in the local area.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

- 7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community are taken into account wherever possible.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

8.2 Sustainability

The creation of a new signalised crossing will encourage use of sustainable transport thus reducing the number of car journeys and therefore emissions.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The proposed works to provide a signalised crossing on the A217 Brighton Road are currently being designed. It is recommended that Option 1 is implemented as set out in paragraph 3.1.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval the works will be implemented during 2017/18.

Contact Officer:

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Consulted:

A public consultation exercise was carried as part of the Epsom to Banstead STP bid to the LEP

Annexes:

Annex 1 – Plan detailing the location of the proposed signalised pedestrian crossing
Annex 2 – Plan detailing the extent of the proposed shared pedestrian cycleways

Sources/background papers:

Petition to Reigate & Banstead Local Committee, March 2016 - A217 Burgh Wood, Pedestrian Crossing
Report to Reigate & Banstead Local Committee, March 2016 - Epsom to Banstead Sustainable Transport Package
Report to Reigate & Banstead Local Committee, February 2017 – A217 Brighton Road, Banstead Proposed Pedestrian Crossing near the Horseshoe

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