

Redhill Balanced Network / LSTF Proposed Road Tables

Road table location	Plan number	Surrey Police views	Transport operators (Bus) views	Surrey Fire & Rescue views	South Coast Ambulance views	Travel and Transport (Passenger Transport) comments	TravelSMART Manager comments
Gloucester Road junction with Lombard roundabout	101	Support	No comments	No comments	No comments	No comments	No comments
Clarendon Road junction with A25 London Road	101	Support	No comments	No comments	No comments	No comments	No comments
Ladbroke Road junction with A23 Princess Way	102	Support	Bus operators strongly object to this proposed table for the following reasons; Buses will approach table at an angle so will give a very poor ride for passengers and staff, and possible increased bus operating costs, due to potential vehicle damage (due to angle of approach) plus time delays.	No comments	No comments	Support comments made by bus operators. There is concern about perceived potential for vehicle damage and time constraint which could result in additional SCC expenditure for tendered and commercial operations." Priority should be given to buses on this commercial and partly tendered corridor to maximise the potential for passenger growth	Essential for a road table, or equivalent grading for pedestrian crossing at this location.
St Anne's Drive junction with Noke Drive	104	Support	Bus operators strongly object to this proposed table for the following reasons; Buses will approach table at an angle so will give a very poor	No comments	No comments	Support comments made by bus operators. There is concern about perceived potential for vehicle damage and time constraint which could result in additional SCC	Important, but not essential for a road table at this location

			ride for passengers and staff, and possible increased bus operating costs, due to potential vehicle damage (due to angle of approach) plus time delays..			expenditure for tendered and commercial operations." Priority should be given to buses on this commercial and partly tendered corridor to maximise the potential for passenger growth	
Warwick Road junction with A25 Queensway	111	Support	No comments	No comments	No comments	No comments	No comments

Redhill Balanced Network / LSTF Proposed extended gradient to 'flat top tables' at crossing points

Road table location	Plan number	Design comments	Travel and Transport (Passenger Transport) comments	Travel SMART Manager comments
A23 Princess Way puffin crossing by Memorial Park	101	Approach gradient to be 1 in 100 over 10 metres, with flat top and 1 in 100 exit on both sides of dual carriageway, providing level crossing for users.	No comments	Essential crossing point
A23 Princess Way outside railway station	103	Approach gradient to be 1 in 100 over 10 metres, with flat top and 1 in 100 exit on both sides of dual carriageway, providing level crossing for users.	No comments	Essential crossing point
A25 Station Road outside railway station	103	Approach gradient to be 1 in 100 over 10 metres, with flat top and 1 in 100 exit on both sides of dual carriageway, providing level crossing for users.	No comments	Important crossing point
A23 Marketfield Way south of Station Road roundabout	106	Approach gradient to be 1 in 100 over 10 metres, with flat top and 1 in 100 exit on both sides of dual carriageway, providing level crossing for users.	No comments	Essential crossing point
A25 Cromwell Road junction A25 High Street	108	Existing 'flat top' road table will be retained at revised crossing point.	Request that 1: 100 gradient approach and exit is used at	Essential crossing point

		This can be converted to a 1: 100 gradient on both approaches and exits.	this location due to increased buses using this road and expected increase in passenger numbers.	
A25 Cromwell Road junction with Huntington Road	109	Approach gradient to be 1 in 100 over 10 metres, with flat top and 1 in 100 exit on both sides of dual carriageway, providing level crossing for users	No comment	Important crossing point
A25 Station Road/A25 Queensway near Warwick Road	111	Approach gradient to be 1 in 100 over 10 metres, with flat top and 1 in 100 exit on both sides of dual carriageway, providing level crossing for users	No comment	Essential crossing point
A25 Queensway/A25 London Road near taxi rank	111	This crossing will remain with dropped kerbs only due to level differences on the Sainsbury's side of the road and close vicinity of taxi rank lay-by.	No comment	Essential crossing point