

Reigate & Banstead Local Transport Strategy: Appendix 1 - Forward Programme

| Scheme ID | Location and scheme / package description | Scheme purpose | Transport type | Current delivery stage | Estimated cost (with base year where known) | Potential funding sources |
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| Borough Wide Schemes: Schemes covering large areas of the borough | | | | | | |
| BW 1 | A23 Redhill to Horley pedestrian and cycling corridor improvements being delivered through the Greater Redhill Sustainable Transport Package 1: <ul style="list-style-type: none"> • Conversion and widening of the footway to shared use for pedestrians and cyclists on the east side of of the A23 from between the junction with Maple Road / Three Arch Road and Cross Oak Lane. | Encourage the use of sustainable transport modes by improving accessibility for pedestrians and cyclists and address air quality issues. There are no facilities for cyclists along this important corridor. | Pedestrian/Cycling | Construction | £1,000,000 (2018) | Greater Redhill STP 1 LEP funding |
| BW Page 277 | A23 Redhill to Horley pedestrian and cycling corridor improvements including: <ul style="list-style-type: none"> • Conversion and widening of one side of the footway on the A23 to shared use for pedestrians and cyclists between Cross Oak Lane and Chequers Roundabout Horley extending the sections in delivery/already constructed. • Maple Road cycling improvements to link A23 and completed Woodhatch Road section. • Cycling improvements to link completed Woodhatch Road section with Reigate. | Encourage the use of sustainable transport modes by improving accessibility for pedestrians and cyclists. Also to address air quality issues. | Pedestrian/Cycling | Scheme Identification | £600,000 | LEP, CIL, S106, developer |
| BW 3 | A217 Reigate to Horley Safer Roads. A range of highway improvements to reduce the risk of collisions in the future including: <ul style="list-style-type: none"> • Raised-rib edge of carriageway markings along both the eastern and western sides of the A217 carriageway from the start of the 40 mph section at Dovers Green all the way to the southern end of the route at Longbridge Roundabout (about 6km). • Improvements at A217 Bell Street junction with Morrisons Supermarket. • Further crossing improvements, changes to central islands, new and changes to pedestrian refuges, antiskid surfacing in necessary locations, extending turning lanes, changes to hatching markings, changes to signing, new road studs in certain locations, cutting back of foliage that encroaches the edge of the carriageway, and renewing white lines. | A range of highway improvements to reduce the risk of collisions in the future. | Local Highway/Road Safety | Feasibility Design | £1,117,000 | Department for Transport |
| BW 4 | A217 from Garratts Lane to Tadworth roundabout / Bonsor Drive - pedestrian and cycling corridor improvements: <ul style="list-style-type: none"> • Conversion of footway to shared use for pedestrians and cyclists. | This is a key corridor taking a direct route linking many residential areas and places of employment. Currently no cycle facilities exist along here. | Pedestrian/Cycling | Scheme Identification | £1,300,000 (2016) | LEP, S106, CIL, developer |

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| BW 5 | A217 from Tadworth roundabout / Bonsor Drive to M25 J8 - pedestrian and cycling corridor improvements: • Conversion of footway to shared use for pedestrians and cyclists. | This is a key corridor taking a direct route linking many residential areas and places of employment. Currently no cycle facilities exist along here. | Pedestrian/Cycling | Scheme Identification | £1,700,000 (2016) | LEP, S106, CIL, developer |
| BW 6 | Support for delivery of emerging Surrey-wide Electric Vehicle strategy. | Encourage uptake and provision for low emission vehicles to reduce harmful pollutants and impact of traffic on human health. | Low Emission Vehicles | Strategy Development | Varies depending on specific scheme | CIL, Defra Air Quality Grant |
| BW 7 | Borough wide behaviour change programme, building upon the Travel SMART Surrey programme (2012-2015), to support people to take up sustainable and active transport modes (e.g. walking, cycling, public transport, electric vehicles). Revenue funding to support infrastructure delivery. | To provide measures which encourage or facilitate modal shift towards sustainable transport modes. This would build upon the Surrey Travel SMART programme which ran between 2012-2016. Measures could include: campaigns, themed events, business engagement, community engagement programmes, information e.g. maps and bus information, personalised travel planning. See: www.travelsmartsurrey.info | Multiple | Varies depending on specific scheme | Varies depending on specific scheme | Defra Air Quality Grant, Department for Transport, Local Sustainable Transport Fund, Access Fund, CIL, LEP |
| BW 8 Page 278 | Borough wide schemes to improve Air Quality. | To improve air quality, especially at designated Air Quality Management Areas. | Multiple | Varies depending on specific scheme | Varies depending on specific scheme | Defra Air Quality Grant, Department for Transport, Local Sustainable Transport Fund, Access Fund, CIL, LEP |
| BW 9 | Borough wide schemes using intelligent transport systems technology/emerging technology. | To help manage the road network, respond to challenges caused by traffic congestion, influence user behaviour and encourage sustainable transport. | Technology | Ongoing, Wider Network Benefits East major scheme has delivered improvements | Varies depending on specific scheme | LEP, S106, CIL, developer |
| BW 10 | Project Horizon - highway maintenance. | Maintenance of highway assets in the borough. Resurfacing, treating and repairing roads and pavements; maintaining traffic signals; maintaining embankments; and maintaining drainage infrastructure. | Resilience | Ongoing | Varies depending on specific scheme | SCC |
| BW 11 | A217 Resilience scheme including: • Highway drainage capacity improvements. • Resurfacing repairs. | This project aims to improve the reliability and resilience of the transport network. | Resilience | Construction | £3,200,000 | LEP, SCC |
| BW 12 | A23 Resilience scheme including: • Highway drainage capacity improvements. • Resurfacing repairs. | This project aims to improve the reliability and resilience of the transport network. | Resilience | Detailed Design | £4,900,000 | LEP, SCC |

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| BW 13 | A parking strategy is being developed which will explore options for managing parking demand. | There is increasing pressure on street parking space in towns and villages in the borough which has led to a need for a Reigate & Banstead Parking Strategy. | Parking | Scheme Identifiaction | Not yet known | To be identified |
| BW 14 | Work with partners and businesses to encourage alternative strategies that negate the need to travel, e.g. community hubs, hot desking, fast broadband, using planning to encourage mixed developments which reduce the need to travel. | To reduce travelling where possible within the Borough in order to lessen pressures on the transport network. | Multiple | Scheme Identification | Varies depending on specific scheme | LEP, to be identified |
| Bus Schemes Borough Wide | | | | | | |
| PT 1 | Quality bus corridor improvements for local bus services 430/435, 420/460, and 100 being delivered through Greater Redhill Sustainable Transport Package 1 including: <ul style="list-style-type: none"> • 40 new bus shelters. • 52 RTPI displays at bus stops. • 40 bus stop accessibility improvements. • RTPI displays at Salfords and Earlswood Railway Stations. • Bus only signalised right turn facility into Ladbroke Road from Princess Way (northbound) in Redhill town centre. | To provide a credible sustainable passenger transport option to encourage modal shift and increase bus patronage. In doing so this will assist with promoting economic, social and environmental benefits in the borough of Reigate & Banstead. | Passenger Transport | Construction | £1,000,000 | Greater Redhill STP 1 LEP funding, developer |
| PT 2 | Bus priority and corridor improvements along the corridors through south of the Borough (Redhill and Reigate areas). These corridors connect with destinations including Horley, Gatwick Airport, Crawley, Epsom and Sutton. The improvements would cover the local bus services 100, 400, 420 / 460 and 430 / 435. The improvements would build on changes delivered through the Greater Redhill Sustainable Transport Package (Phase 1) and would focus on: <ul style="list-style-type: none"> • Improving journey time reliability and reducing journey times, including the implementation of bus priority measures particularly at pinch points which cause greatest delays to bus services. • Smart ticketing options and greater integration of bus/rail. • High quality passenger waiting environment with good accessibility and real time information. This will enhance passenger travelling experience. • Enhancing bus/rail connectivity. | To provide a credible sustainable passenger transport option to encourage modal shift and increase bus patronage. In doing so this will assist with promoting economic, social and environmental benefits in the borough of Reigate & Banstead. Schemes will build on improvements delivered in recent years such as between Redhill and Horley and improvements delivered/in delivery through the Greater Redhill Sustainable Transport Package 1. | Passenger Transport | Scheme Identification | £4,900,000 | LEP, CIL, S106, developer, bus operators |

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| PT 3 | <p>Bus priority and corridor improvements along the corridors through the north of the Borough (Chipstead, Nork, Banstead, Tattenham Corner, Preston). The improvements would cover the local bus services 460, 480, 420, and 166 services. The improvements would focus on:</p> <ul style="list-style-type: none"> • Improving journey time reliability and reducing journey times, including the implementation of bus priority measures particularly at pinch points which cause greatest delays to bus services. • Smart ticketing options and greater integration of bus/rail. • High quality passenger waiting environment with good accessibility and real time information. This will enhance passenger travelling experience. • Enhancing bus/rail connectivity. | To provide a credible sustainable passenger transport option to encourage modal shift and increase bus patronage. In doing so this will assist with promoting economic, social and environmental benefits in the borough of Reigate & Banstead. Schemes will build on improvements delivered in recent years such as between Redhill and Horley and improvements delivered/in delivery through the Greater Redhill Sustainable Transport Package 1. | Passenger Transport | Scheme Identification | £2,000,000 | LEP, CIL, Metrobus, S106 |
| Rail Schemes | | | | | | |
| R 1 | <p>Salfords Railway Station:</p> <ul style="list-style-type: none"> • Security improvements, including lighting improvements. | Improve safety at the railway station. | Passenger Transport | Scheme Identification | £10,000 | Train operator, LEP, CIL, S106, developer |
| R2 | <p>Merstham Railway Station:</p> <ul style="list-style-type: none"> • Cycle gutters on stairs of bridges here to mitigate severance of the railway line. | To encourage cycling as a safe, convenient and sustainable mode of transport. | Cycling | Scheme Identification | £7,000 (2017) | LEP, CIL, S106, developer, train operator |
| R3 | <p>Banstead Railway Station:</p> <ul style="list-style-type: none"> • Secure and sheltered cycle storage facilities. • Lighting and CCTV. • Accessibility improvements. | Encourage use of Banstead Railway Station by improving its appearance, security, and accessibility. | Passenger Transport | Feasibility design | £100,000 (2016) | LEP, Southern Rail |
| R 4 | <p>Reigate Railway Station:</p> <ul style="list-style-type: none"> • Network Rail proposal to increase capacity through Platform 3. | To increase capacity between Reigate, Redhill and London. | Passenger Transport | Scheme Identification (this is a Network Rail scheme) | Not yet known | Network Rail project |
| R 5 | Capacity improvements to Gatwick Railway Station. | To increase capacity on the rail network. | Passenger Transport | Scheme identification (this is a Network Rail scheme) | Not yet known | Network Rail project |
| R 6 | Reigate Level Crossing scheme. | To address potential increases in congestion on the roads here that would result with more frequent trains. | Local Highway/Road Safety | Scheme Identification | Not yet known | To be identified |

| Strategic Road Network Schemes (Highways England schemes) | | | | | | |
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| SRN 1 | Improvements at the following Junctions on the A23 near to the Hooley Interchange: • A23 Brighton Road / Star Lane Junction. • A23 Brighton Road / Netherne Drive Junction. | To improve the operational performance of the Star Lane and Netherne Drive junctions on the A23 and to improve capacity and safety. | Strategic Road | Scheme Identification | £3,800,000 (2018) | HE project |
| SRN 2 | Improvements to M25 Junction 8 signalised roundabout. | To address issues at this junction including congestion, queuing and safety. | Strategic Road | Scheme Identification | £4,200,000 (2018) | HE project |
| Redhill area | | | | | | |
| REDH 1 | Maple Road/Three Arch Road junction, South Earlswood: • Increase capacity and reduce congestion and traffic delays at this junction. • Improve bus journey times, reliability and introduce bus priority system within the signals. Buses encounter significant delay at this junction. • Improve cycling and walking at this junction. • Ensure HGVs can undertake the proposed movements within the junction. • Improve route to/from hospital. • Improve the carriageway resilience through improvements to drainage capacity. | Reduce congestion and improve capacity, journey time reliability and safety for all road users. | Junction | Feasibility Design | £2,800,000 - £3,300,000 (2018) | LEP, CIL, HMP developer funding. |
| REDH 2 | A23 London Road Cycle scheme: • Conversion of footway between Colesmead Road and Princess Way to shared use for pedestrians and cyclists. | To encourage cycling and walking by providing a network of continuous, well-signed, safe and direct routes between communities and places work, schools, leisure, shopping, and public transport. | Pedestrian/Cycling | Detailed Design | £370,000 (2016) | LEP, CIL, S106, developer |
| REDH 3 | Nutfield Road Cycle scheme: • Conversion of footway between Chilberton Drive and just past Mill Lane to shared use for pedestrians and cyclists. | To encourage cycling and walking by providing a network of continuous, well-signed, safe and direct routes between communities and places work, schools, leisure, shopping, and public transport. | Pedestrian/Cycling | Detailed Design | £100,000 (2016) | LEP, CIL, S106, developer |
| REDH 4 | Blackstone Hill / The Chase junction Highway safety improvements: • Provision of crossing facility. | To improve safety for pedestrians crossing at this point. | Pedestrian | Scheme Identification | £30,000 (2016) | LEP, CIL, S106, developer |
| REDH 5 | Moors footpath resurfacing to make an all year round viable route for pedestrians and cyclists across the Moors. | To encourage sustainable transport (walking and cycling). | Pedestrian/Cycling | Scheme Identification | £300,000 (2017) | LEP, CIL, S106, developer |
| REDH 6 | Area wide review of HGV routes, particularly along Pendleton Road. | Signalised crossing gets frequently hit by HGVs on Pendleton Road. | HGV | Scheme Identification | £100,000 | LEP, CIL, S106, developer |
| REDH 7 | A23 London Road Junction with Gatton Park Road, Redhill: • High Friction Surfacing on eastbound approach. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £7,000 (2017) | LEP, CIL, S106, developer, road safety funding |

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| REDH 8 | D355 - Kings Mill Lane, Redhill: • Signage improvements to demarcate sharp bend outside the main entrance to Redhill Aerodrome and a further corner 75m to its north. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £7,000 (2017) | LEP, CIL, S106, developer, road safety funding |
| REDH 9 | Gatton Park Rd / A23 London Road: • High friction surfacing due to collision pattern of shunt/failure to give way. | Road safety scheme. | Road Safety | Scheme Identification. | £10,000 (2017) | LEP, CIL, S106, developer, road safety funding |
| Merstham area | | | | | | |
| MER 1 | A23 from Shepherds Hill to Station Road South: • Conversion of footway (combination of east and west side) to shared use for pedestrians and cyclists. | Key link over the M25 on an important but busy corridor. Use existing cycle lane to create width needed. | Pedestrian/Cycling | Scheme Identification | £300,000 | LEP, CIL, S106, developer, HE Designated Funds |
| MER 2 | A23 from Station Road South to East Surrey College and Colesmead Road: • Conversion of footway (combination of east and west side) to shared use for pedestrians and cyclists. | Key corridor with no cycle facilities, Will provide a link from Merstham to East Surrey College. | Pedestrian/Cycling | Scheme Identification | £500,000 | LEP, CIL, S106, developer, HE Designated Funds |
| MER 3 | A23 Junction with School Hill, Merstham: • Signalise junction which would include crossing facilities for pedestrians. | To improve safety for pedestrians. | Pedestrian | Scheme Identification | £250,000 (probably require junction configuration at this location, 2016) | LEP, CIL, S106, developer |
| MER 4 | Gatton Bottom, Merstham at M25 overbridge: • Bend signs, edge of carriageway marking, Slow marking to reduce loss of control. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £10,000 (2017) | LEP, CIL, S106, developer, road safety funding |
| Salfords and Whitebushes area | | | | | | |
| SAL 1 | FP400 resurfacing connecting Copsleigh Avenue with Mason's Bridge Road, via the new Dean Farm footbridge constructed on boxing day 2017. | Improving pedestrian accessibility. | Pedestrian/Cycling | Scheme Identification | £120,000 (2017) | LEP, CIL, S106, developer |
| SAL 2 | Signalisation of the Fire Station Junction - A23 Salfords/Lodge Lane. | Improving accessibility across this junction. | Junction | Scheme Identification | £750,000 | LEP, CIL, S106, developer |
| SAL 3 | A23 Junction with Woodhatch Road where drivers have difficulty turning right on to the A23 and there is an overshoot problem: • Improve signage and junction visibility by relocating existing give way sign so more in advance, install slow marking, vegetation clearing and cleaning ADS sign. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £5,000 (2017) | Road safety funding |
| SAL 4 | A23 Junction with Woodhatch Road, Salfords: • Realign kerbs removing the deceleration lane tightening the entry into Woodhatch Road from the south. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £19,000 (2017) | LEP, CIL, S106, developer, road safety funding |

| Reigate area | | | | | | |
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| REI 1 | A217 Woodhatch crossroads: <ul style="list-style-type: none"> Improved/controlled pedestrian crossing facilities on eastern arm of junction. Junction capacity and access improvements. | To reduce casualties at this site and improve safety. Junction capacity improvements to facilitate future area growth from Horley NW sector developments. | Junction | Scheme Identification | £2,200,000 (2017) | LEP, CIL, S106, developer |
| REI 2 | Reigate Road Network Improvements, including: <ul style="list-style-type: none"> Improving access and connectivity for pedestrians and cyclists. Improving public transport accessibility to the town. Schemes (including technology based) are being considered to relieve traffic and congestion through Reigate / on the A25 and A217. | To relieve congestion, improve accessibility and connectivity, improve pedestrian safety and improve the public realm. | Major Transport Project | Scheme Identification | £15,000,000 (2017) | LEP, S106, CIL, developer, bus operators |
| REI 3 | A25 West Street/High Street, High Street and Upper high Street, Reigate: <ul style="list-style-type: none"> Public Safety Improvement Scheme, improving street lighting and CCTV coverage. | | | | | |
| REI 4 | A25 Reigate, adjacent to High Street: <ul style="list-style-type: none"> Extension of UTC to include traffic signals, real time pollution monitoring. | | | | | |
| REI 5 | Reigate town centre – A25 West Street, Reigate: <ul style="list-style-type: none"> Improve crossing facilities at junction with Upper West Street. | To improve safety for pedestrians | Pedestrian | Scheme Identification | £20,000 (2016) | LEP, S106, CIL, developer |
| REI 6 | Traffic management improvements in Gatton Bottom area. | To provide safe routes to schools and college and improve road safety. | Local Highway/Road Safety | Scheme Identification | £400,000 - £500,000 | LEP, S106, CIL, developer |
| REI 7 | Reigate minor cycle improvements: <ul style="list-style-type: none"> Widen and convert footpaths 39 and 40 to cycle tracks. Stretch of shared use path from South Walk cycle route to crossing and along A25 to Bancroft Road. Link Croydon Road cycle path into Holmsdale Road. Create cut-through link from Derrings Road onto cycle path (dropped kerbs). Shared-use path from end of Crackell Road to meet crossing and connect to Church Walk cycle path. | Improve connections around and getting into Reigate town centre by bicycle. | Cycling | Scheme Identification | £60,000 (2017) | LEP, S106, CIL, developer |
| REI 8 | Prices Lane to Sandcross Lane cycle route. | To encourage cycling as a safe, sustainable mode of transport. | Cycling | Scheme Identification | £40,000 (2016) | LEP, CIL, S106, developer |
| REI 9 | Improvements to pedestrian facilities along Sandcross Lane to improve pedestrian access to the school. | To improve safety for pedestrians and improve access to the school. | Pedestrian | Scheme Identification | £30,000 (2016) | LEP, CIL, S106, developer |

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| REI 10 | Reigate Heath to Priory Park path: • Construction of an 'all-weather' surface path between Reigate Heath and Priory Park. This would then connect through to Reigate town centre. | Providing a walking route to connect the hub of residences on Reigate Heath with Priory Park. | Pedestrian/Cycling | Scheme Identification | £10,500 (2017) | LEP, S106, CIL, developer |
| REI 11 | A25 Buckland Road / West Street traffic calming, Reigate: • Traffic calming solution in form of gateway affect through putting in two central islands to combat inappropriately high speeds on approach road to Reigate High Street. There is a history of loss of control collisions including involving motorcyclists. | Road safety scheme. | Local Highway/Road Safety | Feasibility Design | £40,000 (2017) | LEP, S106, CIL, developer, road safety funding |
| REI 12 | A242 - Croydon Road junction with Wray Common Road, Reigate. High Friction Surfacing. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £14,000 (2017) | LEP, S106, CIL, developer, road safety funding |
| REI 13 | A217 - Reigate Hill junction with Somers Road, Reigate. Realign splitter island. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £20,000 (2017) | LEP, S106, CIL, developer, road safety funding |
| REI 14 | Digital upgrade of safety cameras - Reigate Hill camera needs upgrading to a digital camera twin head. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £40,000 (2017) | LEP, S106, CIL, developer, road safety funding |
| REI 15 | A217 - Reigate Hill junction with Raglan Road, Reigate. Temporary closure of layby and replace chamber cover. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £8,500 (2017) | S106, CIL, developer, road safety funding |
| Horley area | | | | | | |
| HOR 1 | Phase 3 town centre public realm works: • Pedestrian precinct - resurfacing, lighting, loading arrangements. | To support the regeneration of the town centre. | Pedestrian | Feasibility Design | £630,000 | £530,000 provided by RBBC and £100,000 from S106 contributions |
| HOR 2 | NWS bus corridor. | Creation of high quality bus corridor to link the NWS to Horley Town Centre. | Passenger Transport | Feasibility Design | £800,000 | S106 |
| HOR 3 | NWS bus service. | High quality bus service to link the NWS to Horley Town Centre. | Passenger Transport | Pre tender | £1,000,000+ | S106 |
| HOR 4 | Horley subway. | Improvements to improve subway in town centre. | Pedestrian/Cycling | Feasibility Design | £750,000 | S106 |
| HOR 5 | A23 access road to NWS and signals. | Provide new link and spine road to serve development. | New Road | Outline planning permission | £2,000,000+ | Developer funded as part of planning permission |
| HOR 6 | M23 link to Horley Business Park. | Provide link road to serve development. | New Road | Feasibility Design | £2,000,000+ | Developer funded |

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| HOR 7 | Cycling and Pedestrian facilities: • Network connecting town centre with new neighbourhoods and other major Horley wide destinations. • Scheme also includes cycle parking in the sectors and in the town centre. | Encourage modal shift by providing a safe route for cyclists and pedestrians. | Pedestrian/Cycling | Design | £1,500,000 | S106, developer |
| HOR 8 | Horley Row: • Shared use cycle and pedestrian path from Chequers roundabout to Vicarage Lane. | Key corridor linking NW sector and residential areas to Horley planned routes and A23/east Horley. Will become even buiser when NW sector is complete. | Pedestrian/Cycling | Scheme Identification | £320,000 (2016) | LEP, CIL, S106, developer |
| HOR 9 | Charlesfield Road and Recreation Ground, Horley: • Signed on carriageway route and path through park widened and converted to cycle track. • Shared use path to Victoria Road with upgraded crossing to Toucan. Cycle friendly traffic management in Vicoria Road. | Route from Meath Green and NW sector into Horley Town Centre and leisure areas. | Pedestrian/Cycling | Scheme Identification | £250,000 (2016) | LEP, CIL, S106, developer |
| HOR 10 | Lumley Road shared use path for pedestrians and cyclists and Chequers Drive signed as a quiet route with cycle track across green space to crossing and into Lumley Road. | Form part of wider network connecting residential areas to the school here and into the town centre. | Pedestrian/Cycling | Scheme Identification | £230,000 (2016) | LEP, CIL, S106, developer |
| HOR 11 | Oakwood Road: • Shared use path along length from Chequers roundabout arm with Balcombe Road to the High Street. | Direct route from A23/ Chequers roundabout into town centre and passing a school. | Pedestrian/Cycling | Scheme Identification | £275,000 (2016) | LEP, CIL, S106, developer |
| HOR 12 | Smallfield Road shared use path for pedestrians and cyclists. | On school route and part of NCR21. | Pedestrian/Cycling | Scheme Identification | £60,000 (2016) | LEP, CIL, S106, developer |
| HOR 13 | Oakwood School to Balcombe Road: • Widen footpath and make cycle track. | Useful cut-through from existing cycle track to school/NCR21 avoiding junction. | Pedestrian/Cycling | Scheme Identification | £40,000 (2016) | LEP, CIL, S106, developer |
| HOR 14 | Orchard Drive: • Shared use path and signallised crossing at Ladbroke Road. • Signed route along Brookfield Drive. | Obvious route for joining NCR21 going north or for residents heading to town centre. | Pedestrian/Cycling | Scheme Identification | £470,000 (2016) | LEP, CIL, S106, developer |
| HOR 15 | Chequers roundabout: • Toucan crossings on all arms (3). | Key crossing point but very fast, busy, multi-lane roundabout which is very hard to cross. Heavily used by school children and parents. | Pedestrian/Cycling | Scheme Identification | £450,000 (2016) | LEP, CIL, S106, developer |
| HOR 16 | Improvements for cyclists and pedestrians at Chequers roundabout: • Carriageway hatchings and splitter islands (build outs) to reduce crossing distances. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £180,000 (2017) | LEP, CIL, S106, developer, road safety funding |
| HOR 17 | A23 Brighton Road near to Southlands Ave, Horley. New additional signal heads and refuge. | Road safety scheme. | Local Highway/Road Safety | Scheme Identifiaction. | £26,500 (2017) | LEP, CIL, S106, developer, road safety funding |

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| HOR 18 | D1048 - Consort Way East, Horley by Waitrose car park access. KBO and pedestrian crossing (controlled). | Road safety scheme. | Local Highway/Road Safety | Scheme Identification. | £80,000 (2017) | LEP, CIL, S106, developer, road safety funding |
| HOR 19 | A23 Brighton Road junction with Woodroyd Avenue, Horley. Provide right turn lane and associated lining works. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification. | £6,000 (2017) | LEP, CIL, S106, developer, road safety funding |
| HOR 20 | Improving cycling routes to Gatwick Airport including improvements necessary to the NCR 21 through Horley. | Encourage modal shift by providing a safe route for cyclists to Gatwick Airport. | Cycling | Scheme Identification. | Not yet known | LEP, CIL, S106, developer, Gatwick Airport |
| Preston area (Preston Regeneration) | | | | | | |
| PRE 1 | Chetwode Road highway improvements. | Accommodate housing growth and improve quality of area for residents. | Local Highway/Road Safety | Feasibility Design | £4,000,000 | Asset sale funds, S106, NGP |
| PRE 2 | Preston parking estate improvements. | Accommodate housing growth and improve quality of area for residents. | Parking | Feasibility Design | £300,000 | Asset sale funds, S106, NGP |
| PRE 3 | A240 shared use path for pedestrians and cyclists between Chetwode Road and Tattenham Way A240 / B2221 Junction . | Improved facilities for cyclists. | Pedestrian/Cycling | Feasibility Design | £190,000 | CIL, LEP |
| PRE 4 | A240/Great Tattenhams Junction. | Improved capacity to accommodate growth and provide improved crossing facilities for pedestrians and cyclists. | Junction | Feasibility Design | £300,000 | S106, LEP |
| PRE 5 | Bus service and infrastructure improvements to improve accessibility to Preston. | Improve bus facilities and services servicing Preston. | Passenger Transport | In Progress | £600,000 | S106/CIL |
| PRE 6 | Introduce one-way sections in Long Walk and Broad Walk next to Chetwode Road (allowing access south to north only). | Improve area for residents. | Local Highway/Road Safety | Scheme Identification | Not yet known | S106/CIL |
| Banstead & Nork area | | | | | | |
| BAN 1 | A217 Brighton Road Burgh Wood Horseshoe Crossing: • Toucan Crossing with traffic lights. | To improve safety especially for children going to local schools and vehicles turning out of side roads onto A217. | Local Highway/Road Safety | Construction | £300,000 | Developer |
| BAN 2 | A217/A2022 Banstead Crossroads: • Install pedestrian and cycling facilities and improve capacity for vehicles through widening and traffic signal improvements. • Improve bus journey times and reliability. | Reduce congestion and improve capacity, journey time reliability and safety for all road users. | Junction | Scheme Identification | £500,000 (2016) | LEP, S106, CIL, developer |

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| BAN 3 | A240 Reigate Road / Fir Tree Road Junction Crossroads (Drift Bridge Junction): • Install pedestrian crossing facilities and capacity improvements for vehicles through the junction. | Improve vehicle capacity and pedestrian safety. Improve air quality (this area is an AQMA). | Junction | Feasibility Design | £370,000 (2016) | LEP, S106, CIL, developer |
| BAN 4 | Warren Road Cycle Link • On-road cycleway on Warren Road to link Green Curve and Driftbridge. 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, e.g. right turning lane island protection. Scheme subject to surrounding cycling improvements in the area. | Encourage modal shift by providing a safe route for cyclists and pedestrians. | Cycling | Feasibility Design | £15,000 (2016) | LEP, SCC Project Horizon |
| BAN 5 | Banstead Railway Station to Banstead High Street: • Improve pedestrian and cycle links. Scheme and estimated cost covers cycle link between Banstead High Street and Banstead Railway Station via Bolters Lane, the Horseshoe, Green Curve and Eastgate. Includes considerable improvements outside the Railway Station. | Improve pedestrian and cycling accessibility to Banstead railway station. | Pedestrian/Cycling | Feasibility Design | £820,000 (2016) | LEP, S106, CIL, developer |
| Page 287 BAN 6 | Brighton Road Cycle Link: • Shared use path for pedestrians and cyclists on eastern side of A217 Brighton Road from the Horseshoe to Garratts Lane. • Upgrade crossing at Garratts Lane to toucan crossing. Also upgrade crossing further south joining to the Drive (NCR22). Two crossings are directly connected here with area within guard railing. | Encourage modal shift by providing a safe route for cyclists and pedestrians. | Pedestrian/Cycling | Feasibility Design | £180,000 (2016) | LEP, S106, CIL, developer |
| BAN 7 | A217 from Fir Tree Road to The Horsehoe: • Conversion of footway to shared use for pedestrians and cyclists. | This is a key corridor taking a direct route linking many residential areas and places of employment. Currently no cycle facilities exist along here. | Pedestrian/Cycling | Scheme Identification | £250,000 (2016) | LEP, S106, CIL, developer |
| BAN 8 | Nork local shopping area: • Improve pedestrian and cyclist links. | To improve pedestrian and cyclist crossing facilities and pedestrian and cyclist accessibility to the local shops. | Pedestrian/Cycling | Scheme Identification | £50,000 | LEP, S106, CIL, developer |
| BAN 9 | Nork Way, Cycling improvements: • Resurface BW 628 between Nork Way and The Drive. | An important link for cyclists. | Cycling | Scheme Identification | £75,000 | S106, CIL, developer |
| BAN 10 | Approaches to Warren Mead Junior/Infant School, Roundwood Way, Nork: • Dropped crossings at junction of Roundwood Way and Shelly Close. | Improve pedestrian / child safety. | Pedestrian | Scheme Identification | £10,000 (2016) | S106, CIL, developer |

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| BAN 11 | Eastgate One Way Scheme: • Investigate the feasibility of implementing one-way working and changing the parking arrangements in Eastgate. | Improve road configuration. | Local Highway/Road Safety | Scheme Identification | £30,000 | S106, CIL, developer |
| BAN 12 | Croydon Lane & Sutton Lane Pedestrian Crossing Facilities, Banstead: • Provision of pedestrian crossing facilities on Croydon Lane between Sutton Lane and Longcroft Avenue and Sutton Lane between Croydon Lane and Barnfield. | Improve pedestrian accessibility and safety. | Pedestrian | Scheme Identification | £66,000 | S106, CIL, developer |
| BAN 13 | A2022 Fir Tree Road junction with Nork Way, Banstead: • High Friction Surfacing on both east and west approaches. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £13,000 (2017) | S106, CIL, developer |
| BAN 14 | B284 Yew Tree Bottom Road, Nork: • Provide double mini roundabout & traffic calming measures. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £75,000 (2017) | S106, CIL (future allocation), developer, road safety funding |
| Kingswood & Burgh Heath area | | | | | | |
| KIN 1 | A217 junction with Smithy Lane and Buckland Road, Lower Kingswood. | To reduce casualties and improve pedestrian safety. | Junction | Scheme Identification | £715,000 (2016) | S106, CIL, developer |
| KIN 2 | Junction of St Monica's Road / Waterhouse Lane/Bonsor Drive, Kingswood: • Improve pedestrian crossing facilities and capacity improvements. | Improve pedestrian accessibility. | Pedestrian | Scheme Identification | £100,000 (2016) | S106, CIL, developer |
| Tattenhams area | | | | | | |
| TAT 1 | Footpath No. 75 and 76: • Upgrading of these footpaths to provide an unbound 'all weather' surface. | Improve pedestrian safety and facilities to access local shops and facilities. | Pedestrian/Cycling | Scheme Identification | £15,000 | S106, CIL, developer |
| TAT 2 | Highway safety improvements: Improved crossing facilities including dropped crossings, tactile paving and pedestrian islands: • Junction Burgh Heath Road / Fir Tree Road / Yew Tree Bottom Road • Shawley Way • Downland Way • Tattenham Way • Junction Epsom Lane North and Kingswood Road. | Improve safety and improve access for pedestrians. | Local Highway/Road Safety | Scheme Identification | £60,000 | S106, CIL, developer |
| TAT 3 | Epsom Lane North speed management measures. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £40,000 (2017) | S106, CIL, developer, road safety funding |

| Tadworth & Walton area | | | | | | |
|------------------------|--|---|---------------------------|-----------------------|-----------------|---|
| TAD 1 | A217 / Tadworth Street / Bonsor Drive / Dorking Road Roundabout: • Provide an additional entry lane on the Tadworth Street approach. | Improve peak hour traffic capacity on the Tadworth Street arm approach and improve pedestrian safety. | Junction | Feasibility Design | £150,000 (2016) | S106, CIL, developer |
| TAD 2 | Routes to Tadworth Railway Station: • Improved pedestrian crossing facilities(tactile pavement and dropped kerbs). | Improve pedestrian safety and facilities to access the railway station. | Pedestrian | Scheme Identification | £10,000 | S106, CIL, developer, train operator |
| TAD 3 | Tadworth Local Shopping Area: • Provision of additional Sheffield cycle stands. | Improve cycle parking facilities to encourage sustainable access to local shops and facilities. | Cycling | Scheme Identification | £5,000 (2016) | S106, CIL, developer |
| TAD 4 | St Mere Way Walton-on-the-Hill: • Resurface BW79 between St Mere Road and The Avenue. | An important link for cyclists (and walkers) between Walton-on-the-Hill and Tadworth (for railway station.) | Pedestrian/Cycling | Scheme Identification | £75,000 (2016) | S106, CIL, developer, SCC Project Horizon |
| TAD 5 | Highway safety improvements Including: • Chequers Lane / Heath Drive. • Traffic calming feature - priority give way build out. • Footway from the junction to join up to the existing footway network towards Walton on the Hill. | Improve highway safety for all users and slow vehicular speeds down as the approach the village. | Local Highway/Road Safety | Scheme Identification | £50,000 (2016) | S106, CIL, developer |
| TAD 6 | A217 between junction with Tadworth: Street / Bonsor Drive and junction with A240 • Bus stop facility and accessibility improvements. | Improvement to accessibility for pedestrians to the bus service. | Pedestrian | Scheme Identification | £25,000 | S106, CIL, developer |
| TAD 7 | B2032 - Pebble Hill Rd junction with Headley Common Rd: • Redesign squaring up junction. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £51,500 (2017) | S106, CIL, developer, road safety funding |
| TAD 8 | Dorking Road from junction with Chequers Lane, Walton Heath: • Speed Management measures needed. | Road safety scheme. | Local Highway/Road Safety | Scheme Identification | £40,000 (2017) | S106, CIL, developer, road safety funding |

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