



SURREY COUNTY COUNCIL AND REIGATE & BANSTEAD BOROUGH COUNCIL

Reigate and Banstead Local Cycling and Walking Infrastructure Plan

30 June 2022

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Proposed walking and cycling network improvements

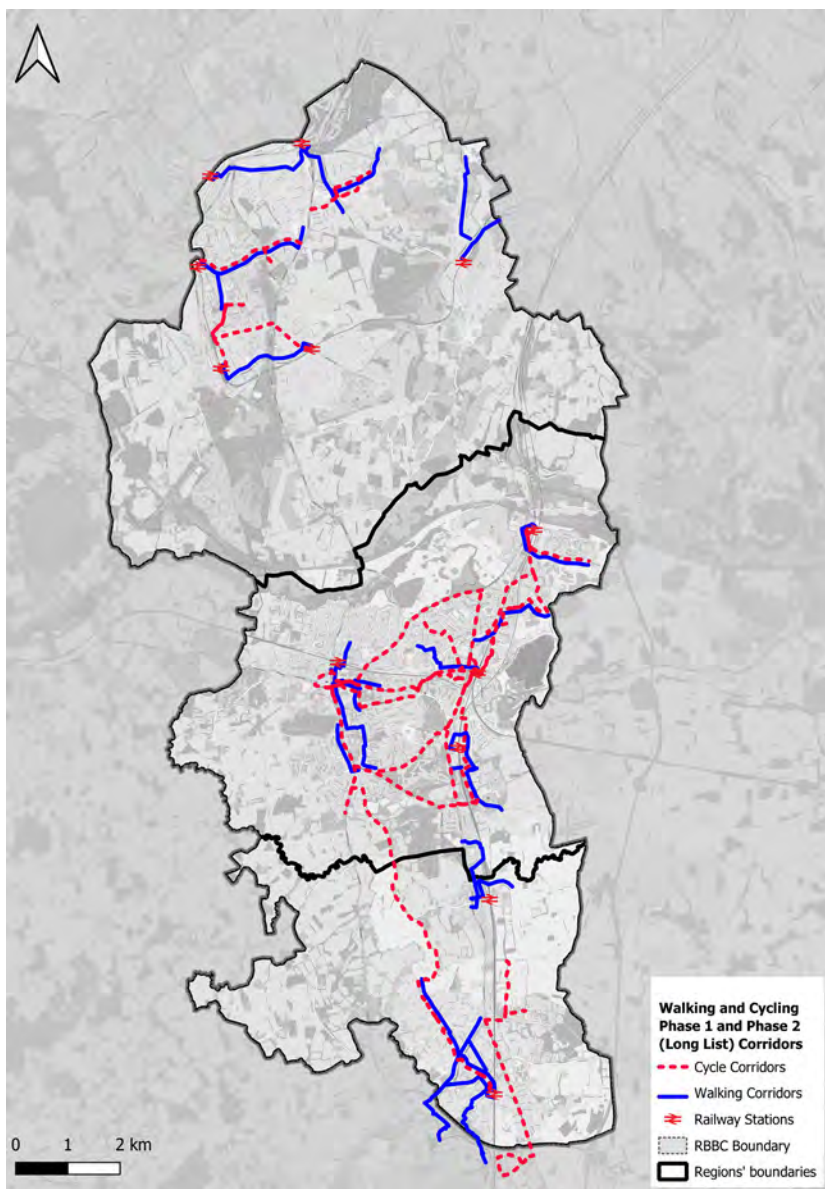


Figure 1. Walking and cycling proposed network map (Phase 1 and 2)

Walking and cycling Phase 1 and Phase 2 (long list) corridors

Figure 1 presents the long list of walking and cycling corridors that have been identified for improvement, following the Department for Transport's (DfT's) Local Cycling and Walking Infrastructure Plan (LCWIP) guidance ([external link](#)). The initial assessment considered factors such as local demographics, key origins and destinations, walking and cycling demand, historical collision patterns and local topography to identify priority areas for network improvements.

Walking corridors	Cycling corridors
Northern area	
<ul style="list-style-type: none"> » 1. Chipstead to Woodmansterne » 2. Banstead Station to High Street » 3. Nork (Epsom Downs to Banstead Station) » 4. Tattenham Corner to Preston Park Leisure Centre (Merland Rise) » 5. Tadworth to Kingswood 	<ul style="list-style-type: none"> » 1. Tattenham Corner to A217 » 2. Banstead village to A217 » 17. Preston to Kingswood Railway Station » 23. Preston to Tadworth Station

Table 1. Walking and cycling Phase 1 and Phase 2 (long list) corridors, northern area

Walking corridors	Cycling corridors
Central area	
<ul style="list-style-type: none"> » 6. Merstham to Woodfield School » 7. North Redhill (London Road to Mercer's Lake) » 8. Redhill Station to Wray Common » 9. Reigate Town Centre » 10. Earlswood to East Surrey Hospital » 17. Woodhatch to Reigate 	<ul style="list-style-type: none"> » 4. Merstham Station to Bletchingly Road » 5. Merstham to Redhill » 6. Redhill, northern approach » 7. Redhill, southern approach » 8. Redhill to Reigate » 9. Reigate north-eastern approach » 10. Reigate town centre » 12. Redhill, south western approach (Pendleton Road) » 13. Woodhatch to East Surrey Hospital » 16. Reigate Southern Approach » 20. Redhill town centre, north-western approach (Carlton Road, Park Road, Warwick Road)

Table 2. Walking and cycling Phase 1 and Phase 2 (long list) corridors, central area

Walking Corridors	Cycling corridors
Southern area	
<ul style="list-style-type: none"> » 11. Salfords Station to Copsleigh Avenue » 13. Horley Station to Brighton Road via Lumley Road » 14. Brighton Road » 15. Horley Station to Gatwick Airport via Riverside Park and via Brighton Road » 16. Horley Station to Westvale Park Development 	<ul style="list-style-type: none"> » 18. Westvale to Horley Railway Station » 19. Horley to Gatwick Airport (South Terminal) via Balcombe Road » 21. Woodhatch to Horley via Lonesome Lane (Optional future extension to Cycle Corridor 18 between Westvale Park and Horley Railway Station) » 22. Orchard Drive to The Acres

Table 3. Walking and cycling Phase 1 and Phase 2 (long list) corridors, southern area

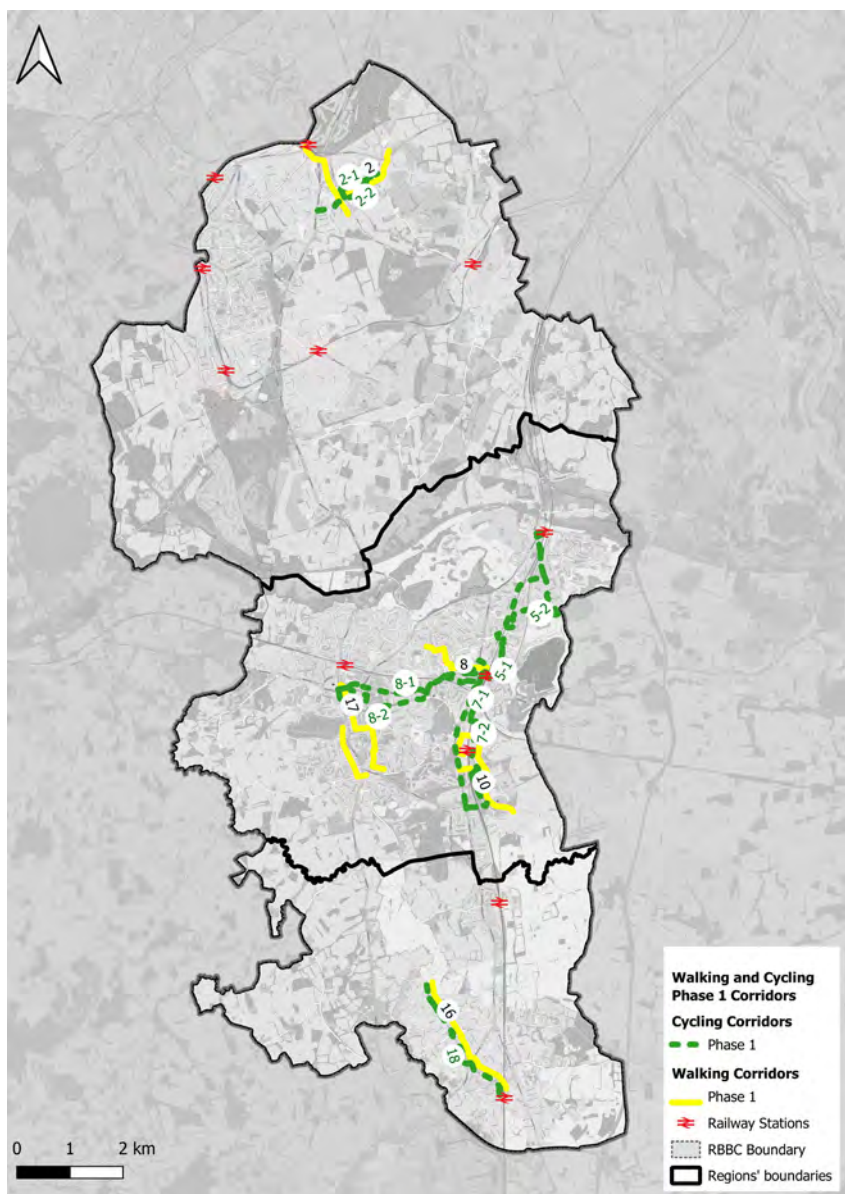


Figure 2. Walking and cycling proposed network map (Phase 1)

Walking and cycling Phase 1 corridors

Following an assessment of the long list of walking and cycling corridors, in line with the DfT's LCWIP guidance, the following corridors have been identified for inclusion within a first phase that will be prioritised for the next stage of development.

Walking corridors	Cycling corridors
» 2. Banstead Station to High Street	» 2. Banstead village to A217
» 8. Redhill Station to Wray Common	» 5. Redhill to Merstham
» 10. Earlswood to East Surrey Hospital	» 7. Redhill to East Surrey Hospital
» 17. Woodhatch to Reigate	» 8. Redhill to Reigate
» 16. Horley Station to Westvale Park Development	» 18. Horley to Westvale

Table 4. Walking and cycling proposed network map (Phase 1)

Route assessments using the Walking Route Audit Tool (WRAT)¹ and Route Selection Tool (RST)² were undertaken for the Phase 1 corridors to understand existing conditions and existing deficiencies. The results from these assessments have been used to inform concept design development which can be found within the following chapters.

1 The WRAT is a framework for providing a high level assessment of a walking route, covering the key parameters of attractiveness, comfort, directness, safety, and coherence.

2 The RST is a framework for providing a high level assessment of a cycling route, covering the key parameters of gradient, comfort, directness, safety, and connectivity.

Concept walking proposals

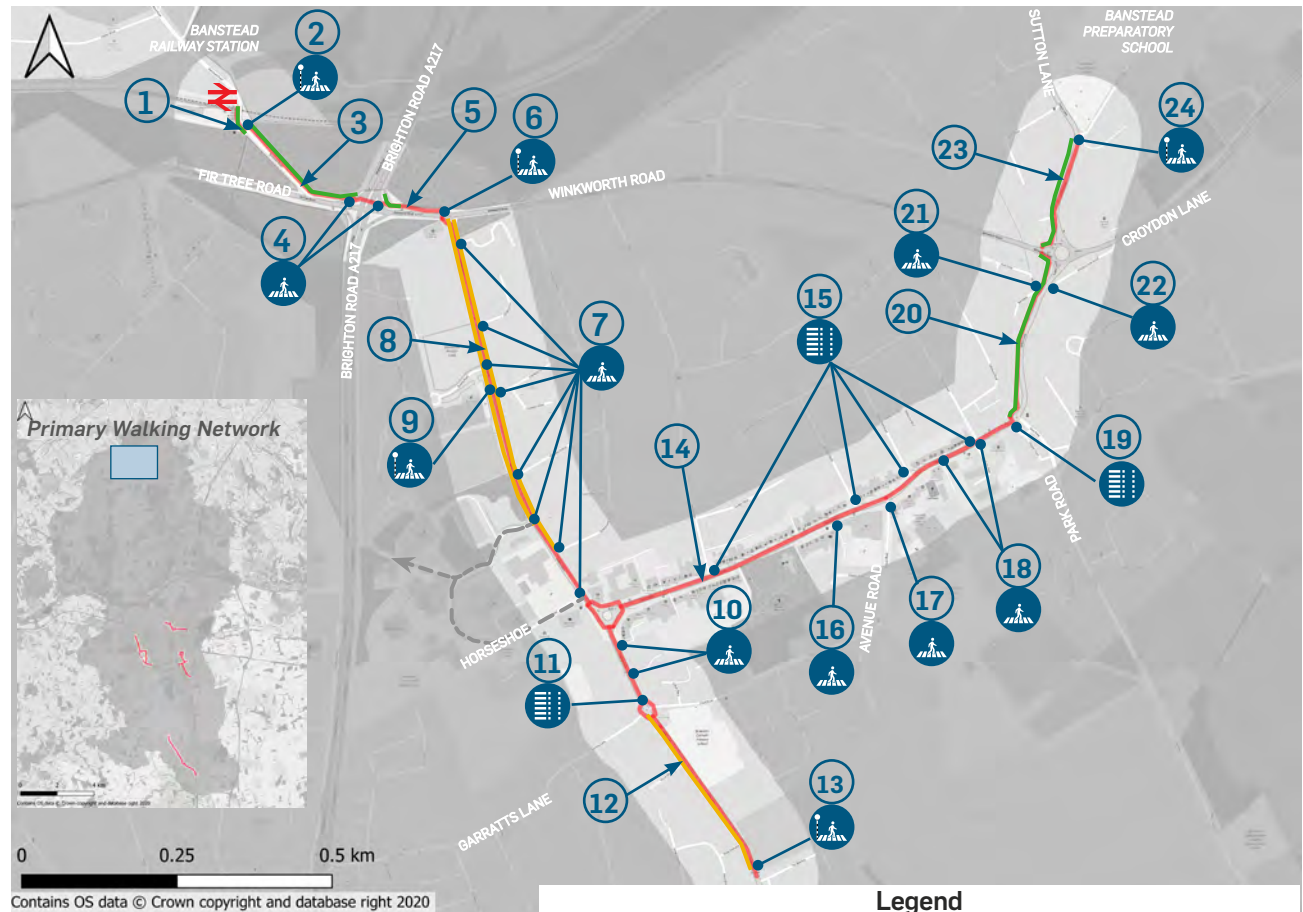
Proposed Phase 1 walking improvements

Walking Corridor 2: Banstead Railway Station to High Street

This corridor serves Banstead High Street, schools and improves the access to Banstead Railway Station. Improvements to this route include elements to improve road safety for all users whilst being mindful of the character of the area. Additional cycle improvements are proposed at Cycle Corridor 2 Option 1: Banstead village to A217 (page 22).

Proposed Improvements

- ① Provide continuous footway at the entry of the industrial site/car park south of the exit of the Railway Station. Reduce bellmouth on the side road to the extent feasible.
- ② Introduce a zebra crossing at the exit of the off-street path and the southern end of the existing footway on the western side to link with the footway on the eastern side. The selected location offers better visibility for people walking.
- ③ Widen and resurface existing footway. Improve lighting at the section.



- ④ Introduce a signalised crossing with countdown at the junction. Add crossings at the slip lanes and where possible widen all existing crossings.
- ⑤ Fill in lay by to improve access to the bus stop and buses' journey times and provide a new bus shelter.
- ⑥ Introduce a zebra crossing at the west arm of the roundabout and dropped kerbs with tactile paving at the south and east arms.
- ⑦ Provide raised side road entry treatment along Bolters Lane. Reduce bellmouth on the side road junctions to the extent feasible. Provide continuous footway on the western footway between the two sections of Horseshoe to improve access to the schools and the crossing on Brighton Road (A217).
- ⑧ Resurface footways, trim overgrown vegetation and remove street clutter to increase the effective width of the footway and improve lighting.
- ⑨ Introduce a zebra crossing at the exit of tennis club.
- ⑩ Provide continuous footway on the eastern side of Bolters Lane.
- ⑪ Introduce a parallel crossing at the northern arm of the roundabout at Garratts Lane.
- ⑫ Trim overgrown vegetation to increase the effective width.
- ⑬ Introduce a zebra crossing to link the off-street paths.
- ⑭ Reduce on-street parking. Restrict freight movements during pedestrian peak hours. Provide uncontrolled crossings on build-outs following the desire lines at key locations. Improvements as proposed for Cycle Corridor 2 Option 1: Banstead village to A217 (page 22).
- ⑮ Provide priority for people walking and cycling over the side roads on the north side with parallel crossings.
- ⑯ Provide continuous footway at the exit of Waitrose car park.
- ⑰ Provide raised side road entry treatment on Avenue Road and introduce tactile paving.
- ⑱ Introduce continuous footway at the side road on the south side of section.
- ⑲ Upgrade uncontrolled crossing to parallel crossing on the west arm of the roundabout.
- ⑳ Widen existing path and remove verge, trim vegetation and improve access to the path by reducing the gradient on the approach to the path from crossing points.
- ㉑ Introduce continuous footway at the side road on the western footway.
- ㉒ Widen existing footway and provide dropped kerbs and tactile paving at the exit of Croydon Lane South path to link with the footway on the western side.
- ㉓ Widen existing path and remove verge, trim vegetation and improve access to the path by reducing the gradient on the approach to the path from crossing points.
- ㉔ Introduce a zebra crossing to improve access to Banstead Preparatory School.

Introduce wayfinding, resting areas with shelter along the route at key locations (to be confirmed on next stages of design).

Additional proposals to improve road safety include reducing the existing speed limit at road sections (Figure 4):

- » Brighton Road (A217) north of junction with Winkworth Road, on the northbound direction: extend the 40mph speed limit for 1/2 mile.
- » Winkworth Road: 30mph in both directions from Brighton Road (A217) to the existing 30mph speed limit on the approach of Sutton Lane.
- » High Street: 20mph in both directions between Bolters Lane and Park Road.
- » Bolters Lane: extend the existing 20mph in both directions to High Street
- » Court Road/Avenue Road: 20mph.

Alternatively a 20mph zone can be introduced in the area east of Brighton Road and South of Winkworth Road.



Figure 4. Walking Corridor 2: Banstead Railway Station to High Street proposed speed limits

Walking Corridor 8: Redhill Railway Station to Wray Common

This corridor serves Redhill High Street, schools and improves the access to the Redhill Railway Station and Wray Common. Improvements to this route include elements for people walking and for people cycling (as part of the route overlaps National Cycle Route 21) and road safety. Additional cycle proposals are presented on Cycle Corridor 8 Option 1: Redhill to Reigate (page 33).

Proposed Improvements

- ① Improve access to the Railway Station to/from the existing crossings. Provide direct and accessible route to the existing toucan crossing on Princess Way with reduced gradient. Provide a ramp at the exit towards the A25 toucan crossing. Move existing toucan crossing to the west, closer to the desire lines. Remove bike stand from the footway and improve existing bike shelter at the exit of the Railway Station. Provide cycle parking for non-standard bikes.
- ② Restrict on-street parking around The Stations' Roundabout.
- ③ Replace uncontrolled crossing at the entrance of Redhill Bus Station with raised table.

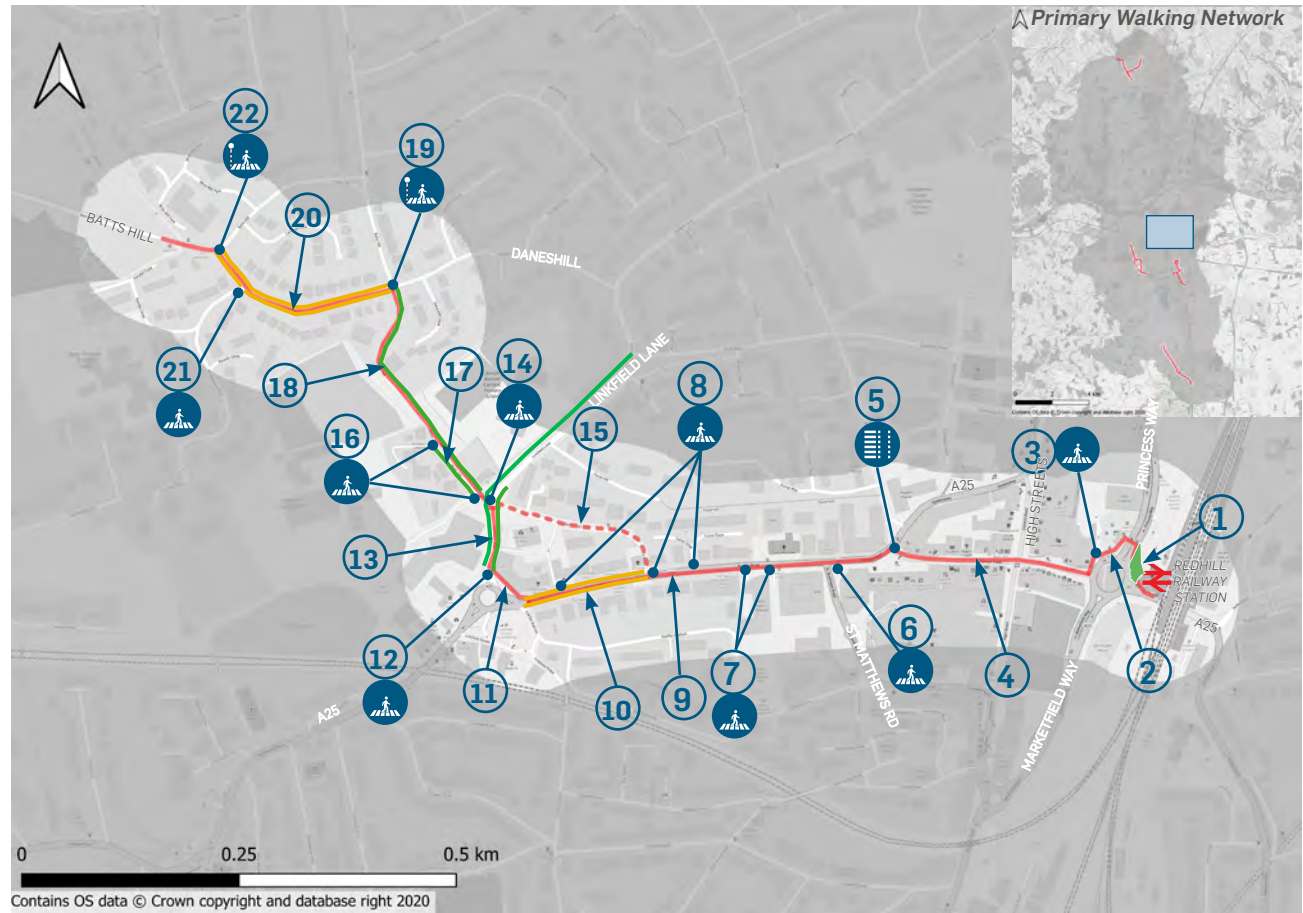


Figure 5. Walking Corridor 8: Redhill Railway Station to Wray Common proposed improvements

Legend

- | | |
|--|---|
| — Proposed corridor | - - - Alternative alignment |
| ① Proposed Intervention | — Footway widening/
New footway |
| Crossing improvement | — Footway resurfacing |
| Zebra crossing | Railway Station |
| Parallel crossing | |

- ④ Provide cycle path along The Stations Road. A sign for pedestrian priority is to be added. Tidy street furniture to increase effective width. At narrow sections, along the Marks & Spencer's shop front, provide a shared-use path with corduroy paving and signs.
- ⑤ Relocate existing crossing on the A25 closer to pedestrian desire line and upgrade it to a parallel crossing. At the proposed location the visibility will be improved by moving the crossing away from the junction with Warwick Road and widening the footways on both sides.
- ⑥ Increase crossing time on crossings on the A25/St Matthews Road junction, add countdown and reduce waiting times.
- ⑦ Provide continuous footway on the vehicles' crossovers on the south footway.
- ⑧ Provide raised side road entry treatment on the north side of the A25. Reduce bellmouth on the side road junctions to the extent feasible.
- ⑨ Provide uncontrolled crossings at key locations on the A25 to follow pedestrian desire lines.
- ⑩ Widen and resurface footways: reduce carriageway width and widen the footways. Additionally, remove street furniture and trim overgrown vegetation in order to increase the effective width.
- ⑪ Remove cycle road markings and signs from the footway on the A25/Linkfield roundabout. Dropped kerbs to be provided on the approach of the toucan crossing. Introduce additional proposals as per Cycle Corridor 8 Option 1: Redhill to Reigate (page 33). There is also the opportunity to modify the junction to improve cycling and walking facilities.
- ⑫ Existing dropped kerbs and tactile paving to be moved further to the north to improve visibility. Refuge island not to be used. Alternative controlled crossing is provided at the junction with Batts Hill.
- ⑬ Widen footways: reduce carriageway width and widen western footway along the verge alongside the Leisure Park up to St Joseph's Catholic Primary School.
- ⑭ Remove guardrail at zebra crossing and introduce dropped kerbs and tactile paving across Batts Hill. Reduce bellmouth on the Batts Hill to the extent feasible.
- ⑮ Alternative alignment: Oxford Road to become pedestrian priority with low traffic speeds. Remove guardrail on the off-street footpath on the approach of Linkfield Lane and widen path.
- ⑯ Introduce raised table on Batts Hill side road and at the northern end of the two-way section of Batts Hill to link the western footway to the eastern one.
- ⑰ Trim overgrown vegetation and review on-street parking needs for opportunity to increase the effective width of the footways.
- ⑱ Trim overgrown vegetation and reduce carriageway width to widen eastern footway and add lighting. Opportunity for contra-flow cycle lane at this section.
- ⑲ Introduce raised table with a zebra crossing on the south arm of the junction. Improve dropped kerbs and tactile paving on the existing uncontrolled crossing on the western arm of the junction.
- ⑳ Remove parking from the footway along Coniston Way. Resurface footways and improve vehicles' crossovers to reduce gradient for people walking.
- ㉑ Provide raised side road entry treatment on Windermere Way. Reduce bellmouth to the extent feasible.
- ㉒ Introduce a zebra crossing east of Coniston Way as the visibility is better than the western arm of the junction towards Batts Hill.

Introduce wayfinding, resting areas with shelter along the route at key locations (to be confirmed on next stages of design).

Additional proposals to improve road safety include reducing the existing speed limit at road sections (Figure 6):

- » A25: 20mph between Linkfield Lane and Princess Way. This will improve safety for people walking and cycling along the section.
- » Linkfield Lane: 20mph between the A25 and Daneshill. The section includes improvements on road safety to access the Leisure centre and St Joseph's Catholic Primary School.
- » Daneshill - Coniston Way: 20mph between Linkfield Lane and Batts Hill.
- » Batts Hill: 20mph between Linkfield Lane and Coniston Way.

Alternatively a 20mph zone can be introduced in the area.

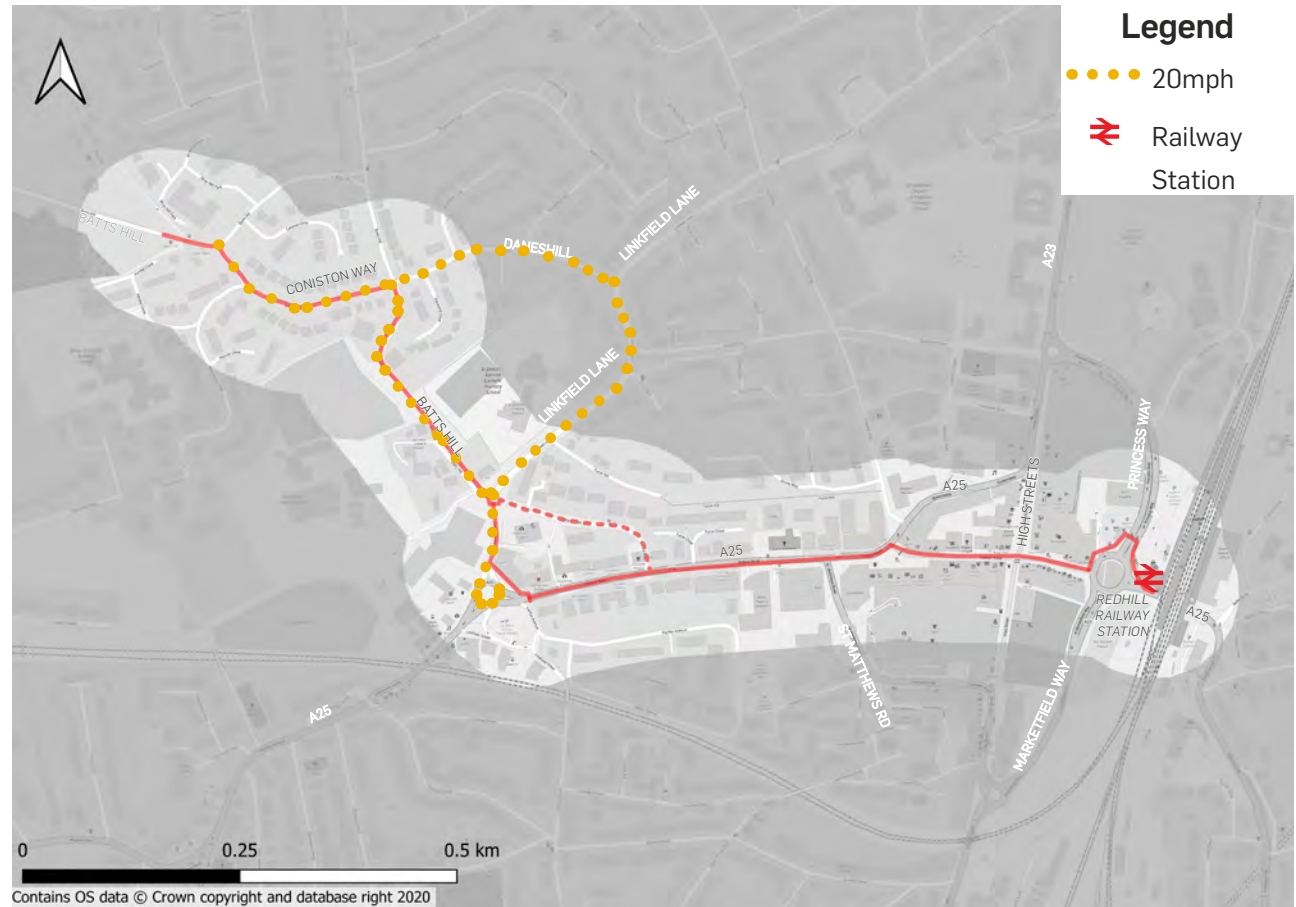


Figure 6. Walking Corridor 8: Redhill Railway Station to Wray Common proposed speed limits

Walking Corridor 10: Earlswood to East Surrey Hospital

Improvements to this corridor include elements for the connection between Earlswood Railway Station and the residential area to East Surrey Hospital and Earlswood Commons. Sections of the proposed walking corridor overlap with the existing sections of the primary cycle network (NCN Route 21). Route to be linked with Cycle Corridor 7 Option 2: Redhill to East Surrey Hospital (page 31).

Proposed Improvements











- Improved access to the Railway Station: widen footway and provide raised table with tactile paving at the entrance. Relocate drop-off point to the western footway. Widen footway along Station Approach West and reduce on-street parking. Widen footway on the Railway Station car park east of the rail lines. Introduce dropped kerbs to entrance of the subway.

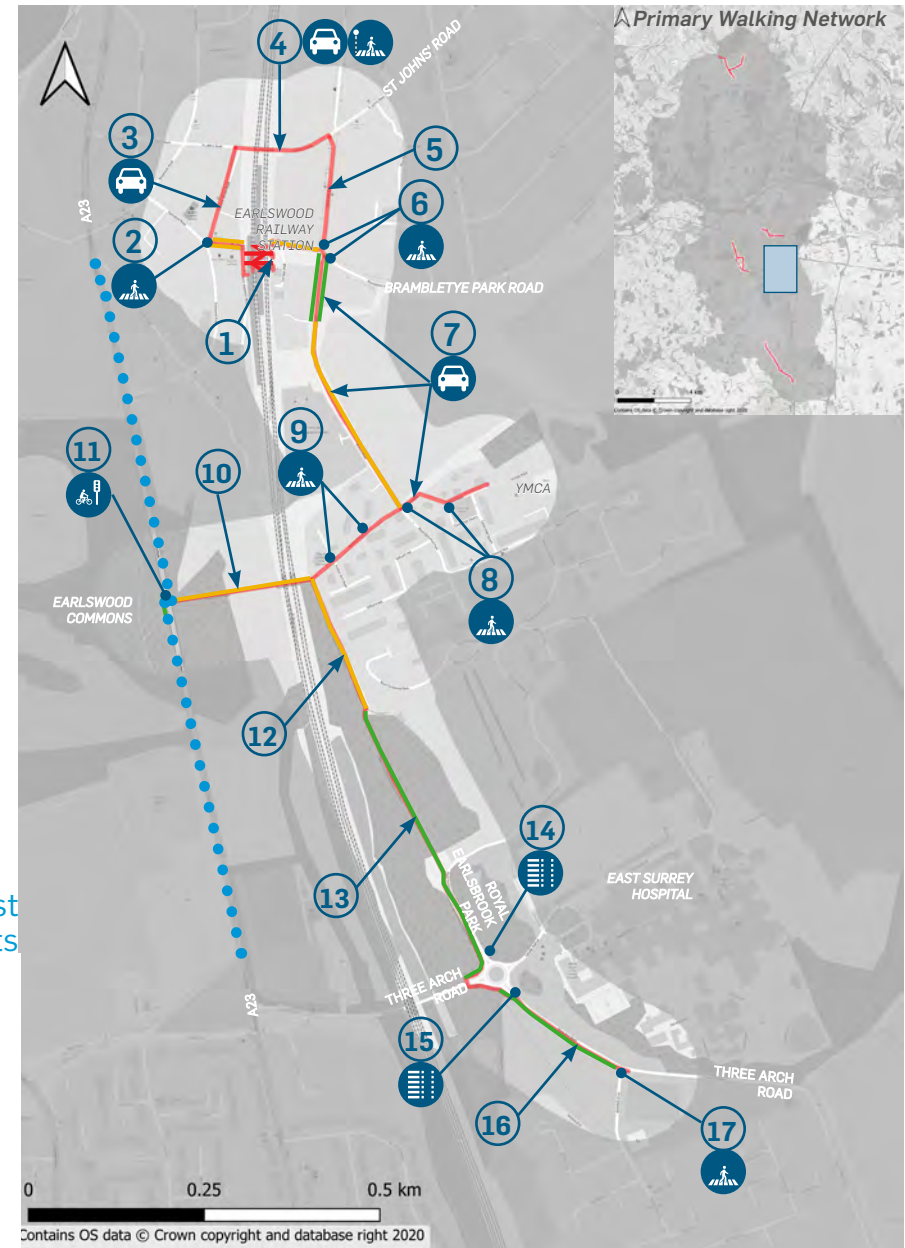
Additional improvements to the subway are proposed as part of the study and should be discussed with Network Rail: In the short term improvements to the subway will include additional lighting, maintenance to improve drainage and reduce flooding, and new ramp at the stairs for cycles. In the long term improvements will include widening of the subway, improved lighting and new ramp to be compliant with inclusive design standards.

- Provide raised side road entry treatment on Station Approach West. Reduce bellmouth on junction with St Johns' Terrace to the feasible extent.

Figure 7. Walking Corridor 10: Earlswood to East Surrey Hospital proposed improvements

Legend

 Proposed corridor	 Changes affecting vehicular traffic	 Toucan crossing
 Proposed Intervention	 Footway/path widening & New footway	 30mph speed limit
 Zebra crossing	 Footway/path resurfacing	 Railway Station
 Parallel crossing		



- ③ St John's Terrace Road: Buses, cycles and access only road. Remove parking from footway and introduce parking bays. Introduce build-outs to reduce speeds and increase visibility. Add dropped kerbs with tactile paving at junctions and reduce bellmouth to the feasible extent. Trim overgrown vegetation at junction with St Johns' Road.
 - ④ St Johns' Road: Renew single file traffic system with signs 'priority over oncoming vehicles' at the pinch point on the rail bridge. Widen footways and upgrade uncontrolled crossing to zebra crossing. Remove on-street parking and parking from footways. Provide dropped kerb on the approach of the off-street path.
 - ⑤ Earlsbrook Road: Remove parking from footway and introduce parking bays. Introduce proposals from Cycle Corridor 7 Option 2: Redhill to East Surrey Hospital (page 31). Widen existing dropped kerbs with tactile paving at junctions and reduce bellmouth to the feasible extent (bus turning movements to be checked).
 - ⑥ Provide continuous footway at the Railway Station car park. Provide a raised table on Brambletye Park Road. Trim vegetation to improve visibility.
 - ⑦ Princes Road: (National Cycle Route 21) Pedestrian and cycle priority street with 20mph speed limit. Introduce the cycle friendly sinusoidal speed humps. Introduce build-outs with resting points to reduce speeds and improve visibility. Trim overgrown vegetation and resurface carriageway. On the northern section of the road review on-street parking needs to widen existing footway and provide new footway on the eastern side.
 - ⑧ Provide raised side road entry treatment on Princes Road east of Royal Earlsbrook Park to link eastern footway on Princes Road with southern footway, and on Cambridge Square.
 - ⑨ Provide continuous footway along the side roads on Asylum Arch Road.
 - ⑩ Asylum Arch path: Introduce shared-use path. Resurface existing path, remove vegetation and add lighting to the underpass and along the path.
 - ⑪ Introduce toucan crossing on the A23 at the exit of the Asylum Arch path to link with the existing paths on Earlswood Commons and the proposed shared-use path along Cycle Corridor 7 Option 1: Redhill to East Surrey Hospital. Reduce speed limit to 30mph on the approach of the proposed crossing.
 - ⑫ Trim overgrown vegetation and improve drainage. Add lighting. Trim vegetation on the approach to the existing cycle track to improve visibility.
 - ⑬ Widen the existing path. Retain light segregation and road markings to indicate the position of the users. Remove guardrail on the approach to the roundabout to increase the effective width.
 - ⑭ Upgrade existing uncontrolled crossing to a parallel crossing on the north arm of the roundabout (on Royal Earlsbrook Park) to link the existing facilities for people walking and cycling.
 - ⑮ Upgrade existing uncontrolled crossing to parallel crossing on the east arm of the roundabout (on Three Arch Road) to link the existing facilities for people walking and cycling.
 - ⑯ Widen existing footway to introduce a shared-use path.
 - ⑰ Provide raised side road entry treatment on Bushfield Drive to link to the path along the park and reduce vehicles' speeds.
- Introduce wayfinding, resting areas with shelter along the route at key locations (to be confirmed on next stages of design).

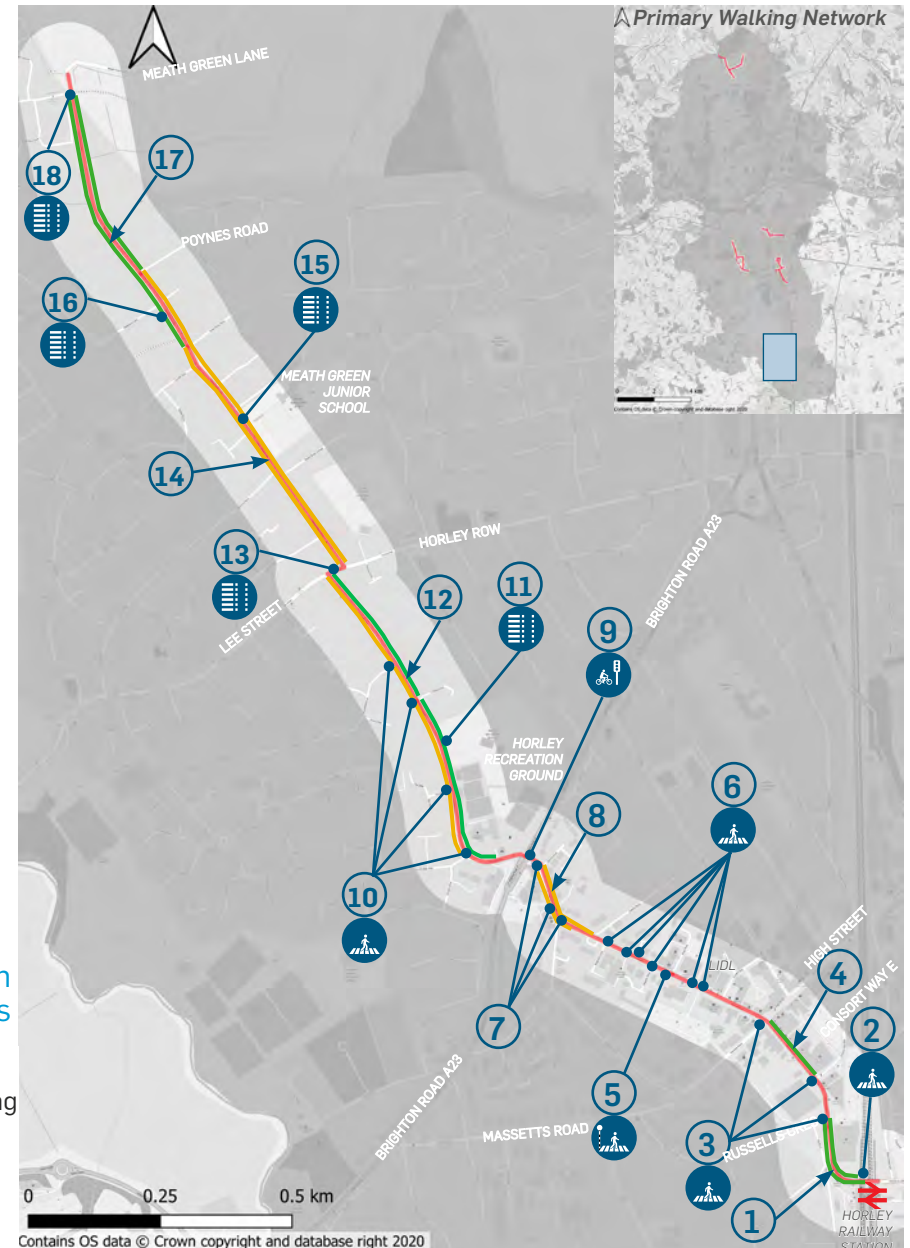
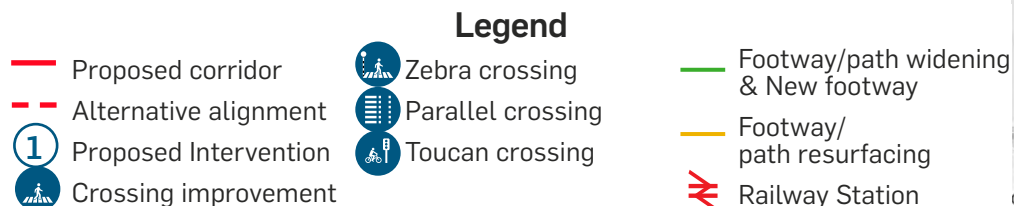
Walking Corridor 16: Horley Railway Station to Westvale Park

Improvements to this route include elements for the connection between Horley Railway Station and Westvale Park development area. The corridor overlaps with Cycle Corridor 18 Option 1: Horley to Westvale (page 37).

Proposed Improvements

- ① Widen footways along Victoria Road on the approach to the Railway Station from Russells Crescent to the existing pelican crossing.
- ② Reduce waiting time on the existing signalised crossing and add countdown information.
- ③ Review timings of the traffic signals to review the number of existing traffic lanes, whilst retaining all vehicle movements, and the crossing distance for people walking at Victoria Road/Russells Crescent and Victoria Road/Massetts Road junctions. Introduce a single stage crossings, widen existing facilities, increase crossing times and reduce waiting times at crossings. Add countdown information on every traffic light. Provide an additional crossing east of Consort Way East.
- ④ Remove on-street parking to improve buses' journey times and remove guardrail and widen existing footway on the southeast direction.
- ⑤ Review location of existing zebra crossing: to be relocated closer towards Lidl to follow pedestrians' desire lines.
- ⑥ Provide continuous footway along the side roads on Victoria Road.

Figure 8. Walking Corridor 16: Horley Railway Station to Westvale Park proposed improvements



- ⑦ Provide raised side road entry treatment on Queens Road, Church Road and Victoria Close. Tighten bellmouth to the feasible extent to reduce the crossing distance.
- ⑧ Remove on-street parking, trim overgrown vegetation and resurface footways to increase effective width of the existing footways. This compliments proposals on Cycle Corridor 18 Option 1: Horley to Westvale.
- ⑨ Victoria Road/Brighton Road junction: Review timings to reduce waiting time at the traffic lights. Upgrade crossings to single stage toucan crossings, widen existing facilities, remove guardrail and add countdown information on the traffic lights.
- ⑩ Provide raised side road entry treatment on Court Lodge Road, The Glebe, Chantry Close, and Blundell Avenue. Tighten bellmouth to the feasible extent to reduce the crossing distance. Add parallel crossings on the raised tables on the side roads on the northeast side along the shared-use path.
- ⑪ Introduce a parallel crossing on the approach of Horley Recreation Ground and The Glebe bus stops.
- ⑫ Widen the northeast footway (by Horley Recreation Ground) to provide a shared-use path (as per Cycle Corridor 18 Option 1: Horley to Westvale). Remove on-street parking, trim overgrown vegetation and resurface footways to increase effective width of the existing footway on the southwest side.
- ⑬ Introduce a parallel crossing on Lee Street to link Vicarage Lane to Meath Green Lane.
- ⑭ Resurface existing footways: Trim overgrown vegetation, improve vehicles' crossovers, and remove parking from footway. Introduce raised side road entry treatment along Meath Green Lane with parallel crossings and tighten bellmouth to the feasible extent to reduce crossing distance. Introduce build-outs along Meath Green Lane to reduce speeds. Incorporate cycle proposals from Cycle Corridor 18 Option 1: Horley to Westvale.
- ⑮ Introduce parallel crossing on the approach of Meath Green Junior School.
- ⑯ Introduce a parallel crossing on Warren Street south access to link Meath Green Lane proposals with the Westvale Park development site.
- ⑰ Introduce new footway and a shared-use path on Meath Green Lane. Proposals to be in line with Westvale Park development and Meath Green Conservation Area limitations.
- ⑱ Introduce parallel crossing to link the proposed facilities to the existing shared-use path on Webber Street.

Introduce wayfinding, resting areas with shelter along the route at key locations (to be confirmed on next stages).

Additional proposals to improve road safety include reducing the existing speed limit at road sections (Figure 9):

- » Victoria Road: 20mph between the Grove and Brighton Road.
- » Vicarage Lane: 20mph.
- » Meath Green Lane: Extend the 20mph speed limit south of Meath Green Junior School to Lee Street. Extend the 30mph speed limit from Poynes Road along the development site.

Alternatively a 20mph zone can be introduced in the town centre and along the residential area west of the A23.



Figure 9. Walking Corridor 16: Horley Railway Station to Westvale Park proposed speed limits

Walking Corridor 17: Woodhatch to Reigate

The corridor serves Reigate commercial area, Woodhatch residential area and links to Priory Park, Surrey County Council's Woodhatch Place offices and the new development which will include the relocation of a primary school.

Two alignments are proposed for the south section of the corridor:

- » An alignment using off-street paths and quiet routes along Isbells Drive, Smoke Lane, the green area east of SCC's Woodhatch offices and Hornbeam Road, which will link Bell Street to Woodhatch Road.
- » An alternative alignment along Cockshot Hill and the service road to directly link to Woodhatch Road.

Proposed Improvements

- 1 Propose footways of substantial width that cater for pedestrians' needs. Improve waiting times at the traffic lights and add cameras to enforce the correct use of the traffic lights. Incorporate cycle proposals from Cycle Corridor 8 Option 1: Redhill to Reigate (page 33) and Cycle Corridor 8 Option 2: Redhill to Reigate (page 35).
- 2 Provide continuous footway along Bell Street on both sides of the road. Review on-street parking needs for opportunity to widen existing footways on the east side. Incorporate cycle proposals from Cycle Corridor 8 Option 1: Redhill to Reigate and Cycle Corridor 8 Option 2: Redhill to Reigate.
- 3 Improve waiting times at the pelican crossing on Bell Street and introduce a pelican crossing on Lesbourne Road. Introduce speed cameras to enforce the correct use of the traffic lights. Widen the footway on the approach to the crossing.
- 4 Alternative alignment: off-street path along Priory Park. Path be widened to create a shared-use path. Improve lighting and access to the path from Bell Street car park and from the south end of the section.

Legend			
	Proposed corridor		Crossing improvement
	Alternative alignment Proposed Intervention		Parallel crossing
			Toucan crossing
			Footway/path widening & New footway
			Footway/path resurfacing

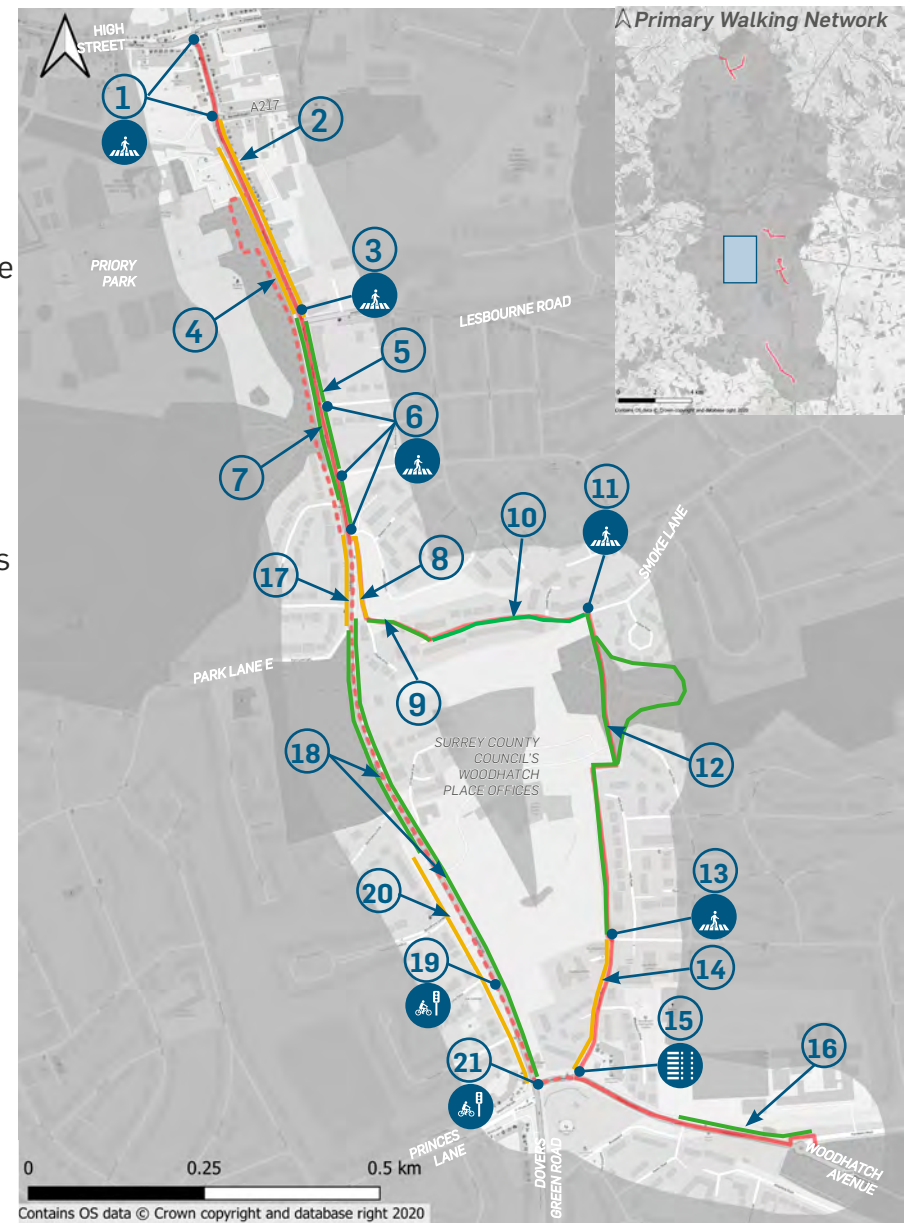


Figure 10. Walking Corridor 17: Woodhatch to Reigate proposed improvements

- ⑤ Reduce carriageway width to widen the eastern footway.
- ⑥ Provide raised side road entry treatment on Parkgate Road, St Marys Road, and Lynden Gardens. Tighten bellmouth to the feasible extent to reduce the crossing distance.
- ⑦ Introduce a new footway on the west side of the road. Trim vegetation and improve lighting. Highway boundary to be confirmed.
- ⑧ Resurface existing path along the Isbells Drive. Trim overgrown vegetation and add lighting.
- ⑨ Explore opportunity to widen existing off-street path and improve lighting.
- ⑩ Widen footway, remove parking from footways and improve lighting along Smoke Lane.
- ⑪ Introduce a raised table on the access to the off-road path.
- ⑫ Upgrade existing off-road path: Provide two new paths: one which utilises the steps along SCC's Woodhatch offices, and one with a smooth gradient suitable for all users.
- ⑬ Restrict on-street parking on the approach to the path and introduce dropped kerbs and tactile paving.
Resurface footways and provide a continuous footway on the western side of Hornbeam Road. Remove parking from the footway and improve lighting.

- ⑭ Provide a raised side road entry treatment with a parallel crossing on Hornbeam Road whilst also providing dropped kerbs with tactile paving with a refuge island on Woodhatch Road.
- ⑮ Resurface and widen existing shared-use path along Woodhatch Road. Remove guardrail to increase effective width.
- ⑯ An alternative alignment exists along Cockshot Hill where the footway could be resurfaced and complimented with trimming vegetation.
- ⑰ Reduce carriageway width to create space for a new footway on the western side and widened footway on the eastern side. Provide uncontrolled crossings on the existing central islands by adding dropped kerbs with tactile paving.
- ⑱ Introduce a signalised crossing at the exit of the new primary school.
- ⑳ Resurface existing footway along the service road on Cockshot Hill. Trim overgrown vegetation and improve lighting.
- ㉑ Cockshot Hill/Woodhatch Road junction: Add a signal phase for people walking and cycling on every crossing with countdown information. Upgrade existing crossings to single stage toucan crossings. Remove guardrail to increase effective width.

Introduce wayfinding, resting areas with shelter along the route at key locations (to be confirmed on next stages).
Additional proposals to improve road safety include reducing the existing speed limit on Bell Street by extending the 20mph speed limit south of Lesbourne Road up to Park Lane East - see opposite.

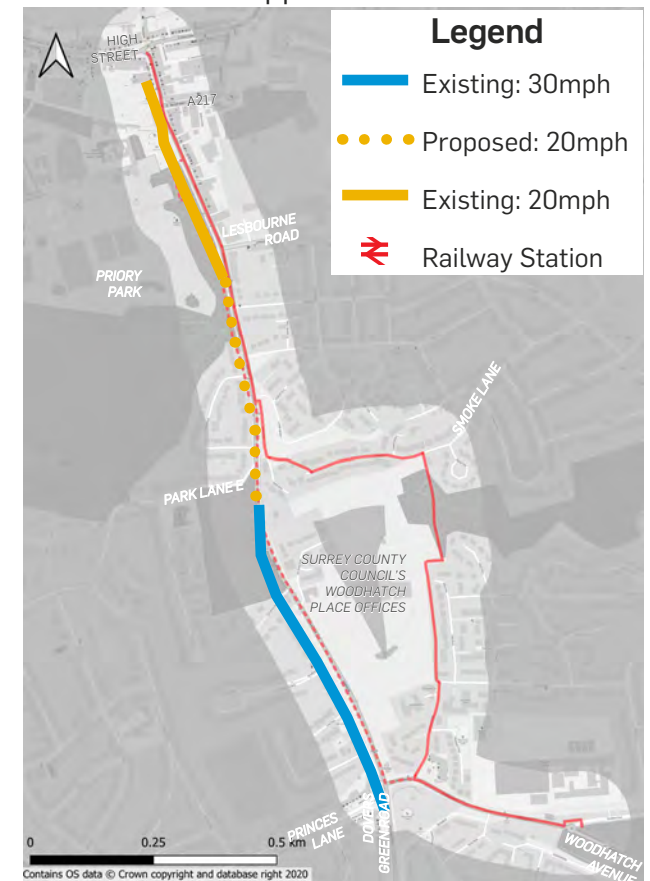


Figure 11. Walking Corridor 17: Woodhatch to Reigate proposed speed limits

Concept cycling proposals

Proposed Phase 1 cycle improvements

Corridor 2 Option 1: Banstead village to A217

This corridor helps to bring people cycling to the centre of Banstead through upgrades to the current provision. Proposals include a number of crossing treatments and improvements to routes. This route in particular serves a strategic function in bringing people to the High Street, the centre of Banstead.

Proposed Improvements

- ① It is proposed to introduce a two-way segregated cycle track by reallocating space from the existing grass verge on the northern side of Garratts Lane.
- ② A short section of shared-use path is proposed due to width limitations along the southern section of Bolters Lane on the west side.
- ③ A two-way segregated cycle track is proposed along the northern part of Bolters Lane, on the western side. This would be achieved through reallocation of space from the existing wide grass verge.
- ④ Proposals include a parallel crossing suitable for all users. This will be on the northern (Bolters Lane) arm and allow people cycling to travel safely and continuously in both directions via this arm.

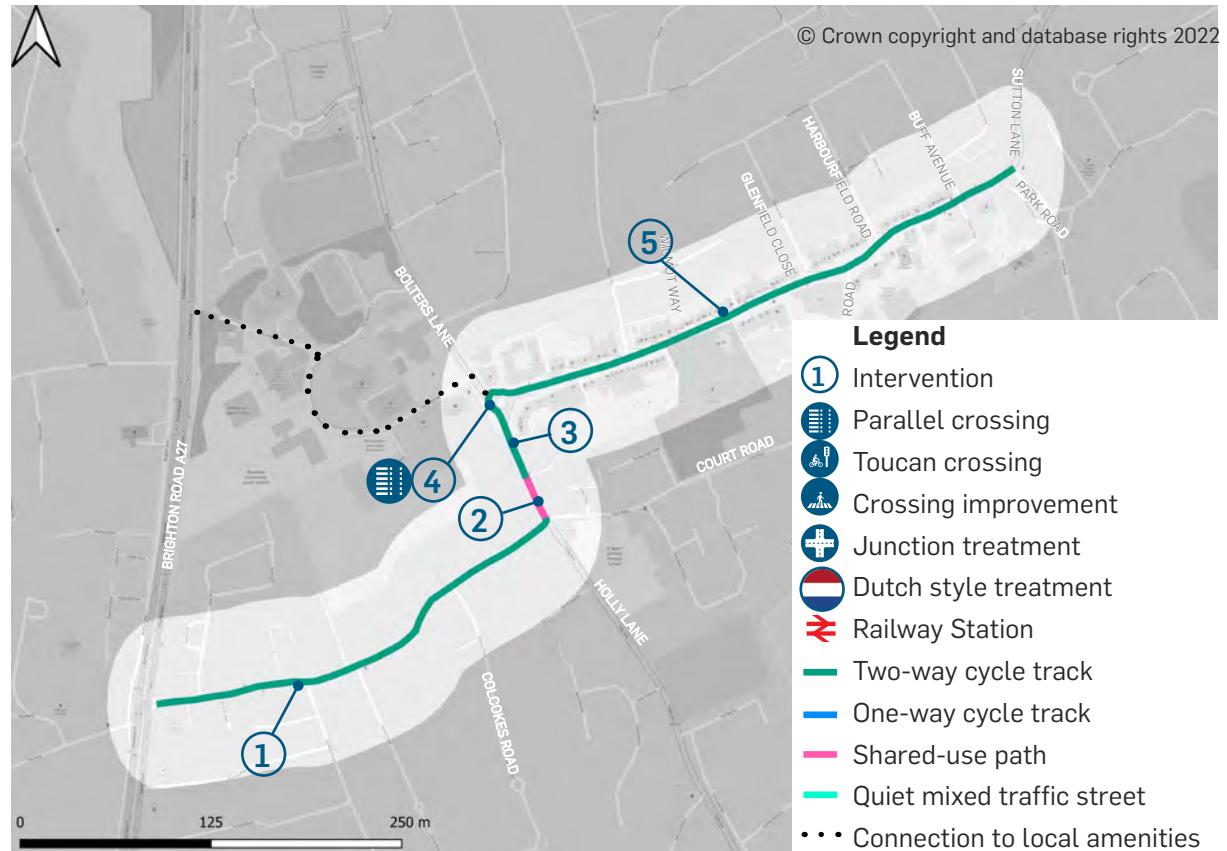


Figure 12. Cycle Corridor 2, Option 1: Banstead village to A217

- ⑤ The existing carriageway includes parking lay-bys on both sides of the carriageway. It is proposed to remove parking space on one side of the carriageway to accommodate a two-way cycle track. Locations for cycle parking to be provided and traffic calming measures such as raised crossings or a reduced speed limit to be considered on High Street to improve safety for all users.

Corridor 2 Option 2: Banstead village to A217

This corridor helps to bring people cycling to the centre of Banstead through upgrades to the current provision. Proposals include a number of crossing treatments and improvements to routes. This route in particular serves a function in bringing people to the centre of Banstead via a quieter route with less conflict with other road users, motorists included.

Proposed Improvements

- ① It is proposed to introduce a two-way segregated cycle track by reallocating space from the existing grass verge on the northern side of Garratts Lane.
- ② A parallel crossing is proposed across this roundabout to enable people walking and cycling to cross safely. Crossing facilities at this location should also consider safe access to St Anne's Primary School.
- ③ Due to width limitations along Court Road a quiet mixed traffic street is proposed. This will be supported by targeted parking restrictions to improve visibility for all road users.
- ④ A one-way cycle track is proposed in both directions along Avenue Road. This would involve re-purposing the existing footpath and reallocating all parking to the western side of the carriageway.

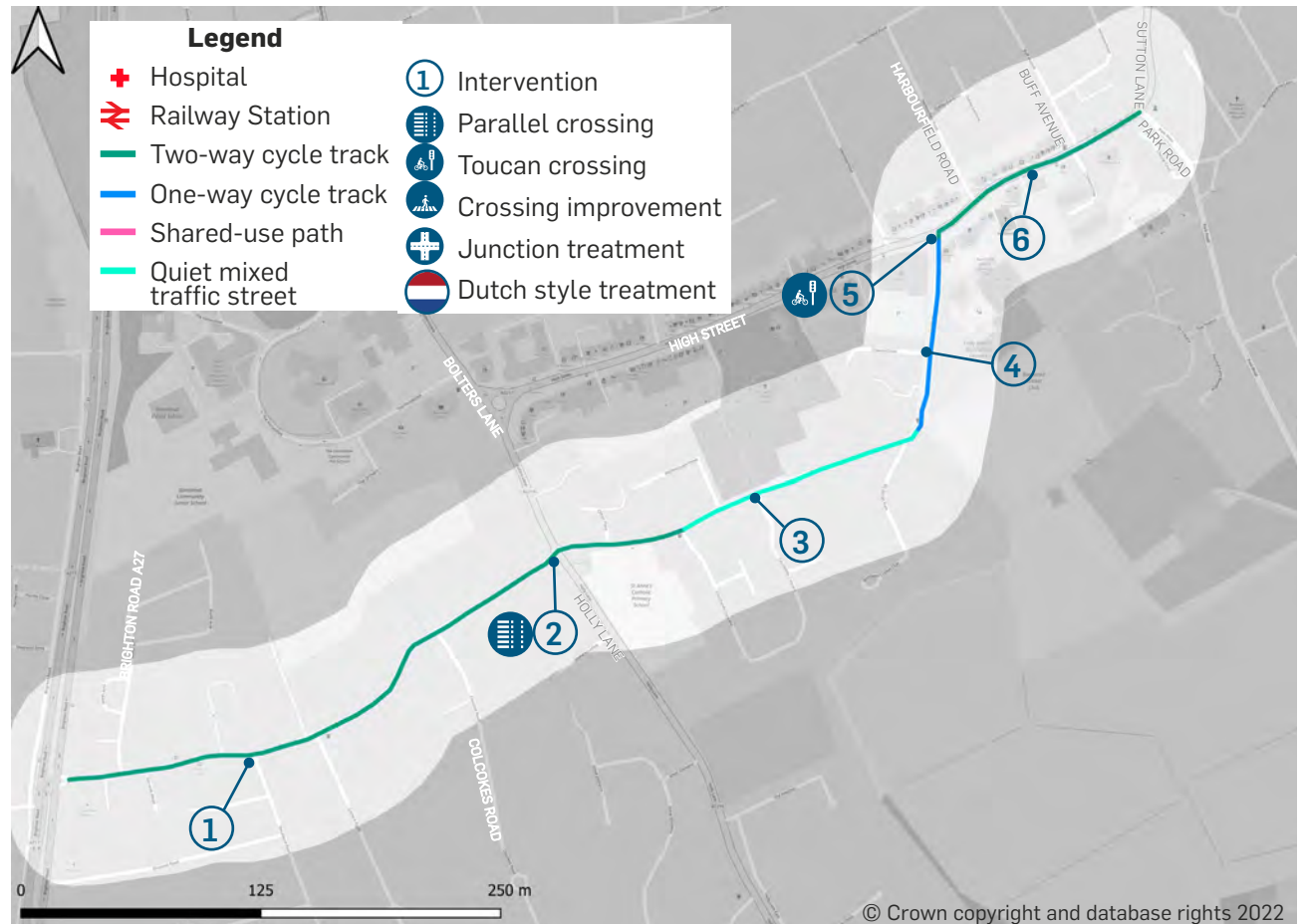


Figure 13. Cycle Corridor 2, Option 2: Banstead village to A217

- ⑤ Existing signalised crossing on High Street to be upgraded to a toucan crossing.
- ⑥ It is proposed to remove parking space on one side of the carriageway to accommodate a two-way cycle track.

Locations for cycle parking will be provided and traffic calming measures such as raised crossing or a reduced speed limit to be considered on High Street to improve safety for all users.

Corridor 5 Option 1: Redhill to Merstham

This corridor serves both Redhill and Merstham town centres and looks to improve existing cycle facilities and introduce new ones where possible. This route provides a relatively direct route between the two centres and seeks to align with current guidelines, including LTN 1/20.

Proposed Improvements

- ① A one-way cycle track is proposed in both directions from the railway station to the existing off-road path adjacent to St. Annes Drive, to replace the existing shared-use path.
- ② Improvements are proposed to the existing cycle track to include physical segregation rather than simple white-line segregation.
- ③ Wiggie Lane is a comparatively quieter road and so it is proposed that this section be treated as a quiet mixed traffic street.
- ④ Due to width restrictions and whilst acknowledging this is a bus route, proposals feature a quiet mixed traffic street up until the southbound bus stop adjacent to the junction with Gordon Road.
- ⑤ Until the junction with Trowers Way it is proposed to create a two-way cycle track on the eastern side. This will necessitate the reallocation of the existing narrow footpath.

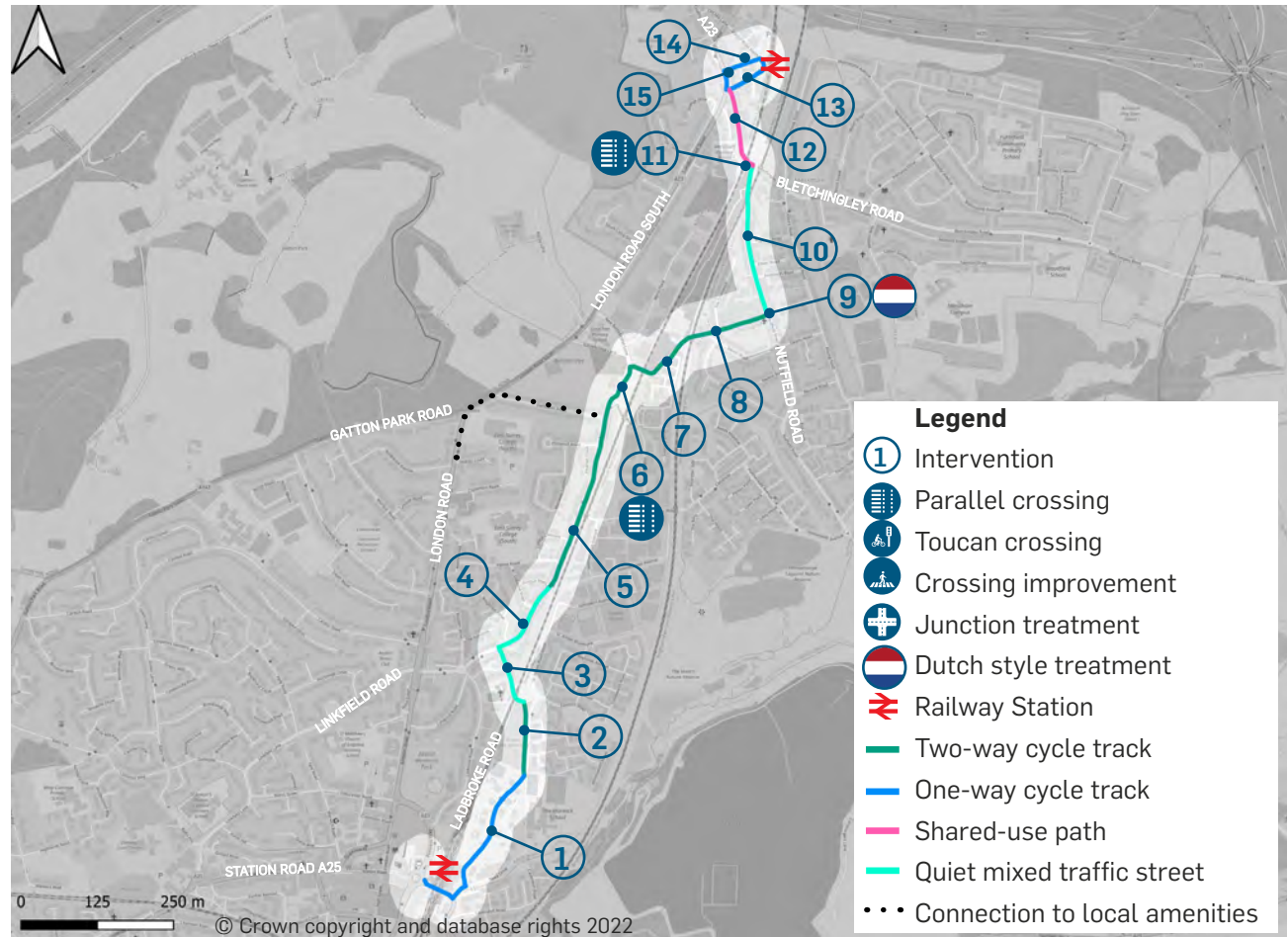


Figure 14. Cycle Corridor 5, Option 1: Redhill to Merstham

- ⑥ It is proposed to upgrade the existing uncontrolled crossing to provide a parallel crossing on Ormside Way for safe access to a two-way cycle track on the eastern side.
- ⑦ Subject to review of vertical clearance, proposed reallocation of carriageway space below existing railway bridge with retention of existing shuttle traffic signals. Reallocated space to provide segregated two-way cycle track, allowing people cycling to safely bypass the signals.
- ⑧ The two-way cycle track continues along the length of Battlebridge Road, on the eastern side and supported by reallocating parking.
- ⑨ A 'Dutch style' treatment is proposed for the Battlebridge Lane roundabout. Options include an orbital cycle track or parallel crossings.
- ⑩ Nutfield Road is also a bus route and so limits cycling proposals to a quiet mixed traffic street in both directions.
- ⑪ Reduce the radii of the School Hill/ Nutfield Road junction whilst turning the existing zebra crossing into a parallel crossing to enable right turns from School Hill.
- ⑫ Metal guard-railing will be removed as well as proposals to introduce traffic calming in conjunction along School Road with minor widening to create a shared-use path.
- ⑬ Provide a one-way cycle track in an easterly direction alongside existing parking.
- ⑭ In a one-way direction, provide a linear hatching adjacent to the parking to reduce conflict whilst cycle symbols are placed on the road opposite.
- ⑮ Along the High Street a one-way cycle track on the eastern side is proposed between the parking and the footway in the existing space.

Corridor 5 Option 2: Redhill to Merstham (Part 1/2)

This corridor serves both Redhill and Merstham town centres and looks to improve existing cycle facilities and introduce new cycle facilities where possible too. Additionally, this route provides a less direct and quieter route between the two centres. Where possible proposals seek to align with current guidelines, including LTN 1/20.

Due to the length of this route it spans two pages; see overleaf

Proposed Improvements

- ① A one-way cycle track is proposed in both directions from the railway station to the existing off-road path adjacent to St. Annes Drive, to replace the existing shared-use path.
- ② Improvements are proposed to the existing cycle track to include physical segregation rather than simple white-line segregation.
- ③ Suitability of existing uncontrolled crossing of Wiggie Lane to be reviewed - existing vehicle barriers anticipated to lead to low vehicle speeds on the eastern end of Wiggie Lane.
- ④ It is proposed to provide a new two-way segregated cycle track along the western side of St Annes Drive North by reallocating the existing verge.

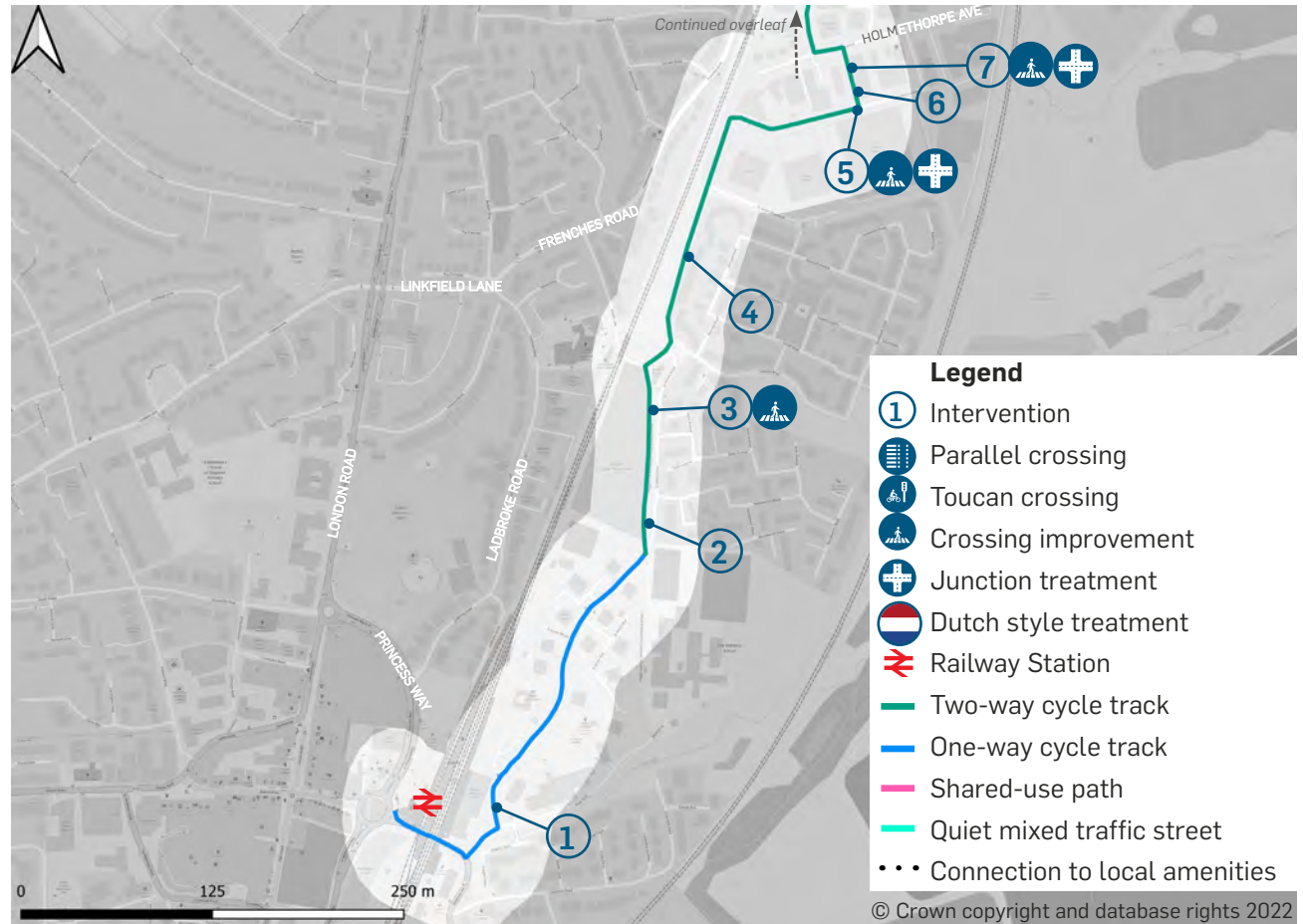


Figure 15. Cycle Corridor 5, Option 2: Redhill to Merstham (Part 1 of 2)

- ⑤ A crossing facility / junction treatment is required to provide a safe crossing to the opposite footway.
- ⑥ Proposed conversion and widening of eastern footway to provide a two-way segregated cycle track.
- ⑦ A crossing facility / junction treatment is required to provide a safe crossing of Holmethorpe Avenue.

Corridor 5 Option 2: Redhill to Merstham (Part 2/2)

- ⑧ Proposed two-way segregated cycle track to continue on Trowers Way.
- ⑨ Due to limited space it is proposed to convert the existing footway to shared-use. Additionally, a 'Dutch style' treatment is proposed for the roundabout on Trowers Way. Options include an orbital cycle track or parallel crossings.
- ⑩ Proposed one-way cycle tracks to be supported by parking restrictions and traffic calming measures.
- ⑪ One-way cycle tracks will follow the footway on either side of Holmesdale Avenue to retain the existing separate north/southbound carriageways.
- ⑫ Parking restrictions are proposed alongside reallocating space from the carriageway and traffic calming to enable a one-way / non-segregated route in both directions.
- ⑬ A 'Dutch style' treatment is proposed for the Battlebridge Lane roundabout. Options include an orbital cycle track or parallel crossings.
- ⑭ Proposed parking restrictions, reallocation of carriageway space and traffic calming to provide one-way non-segregated routes in both directions.

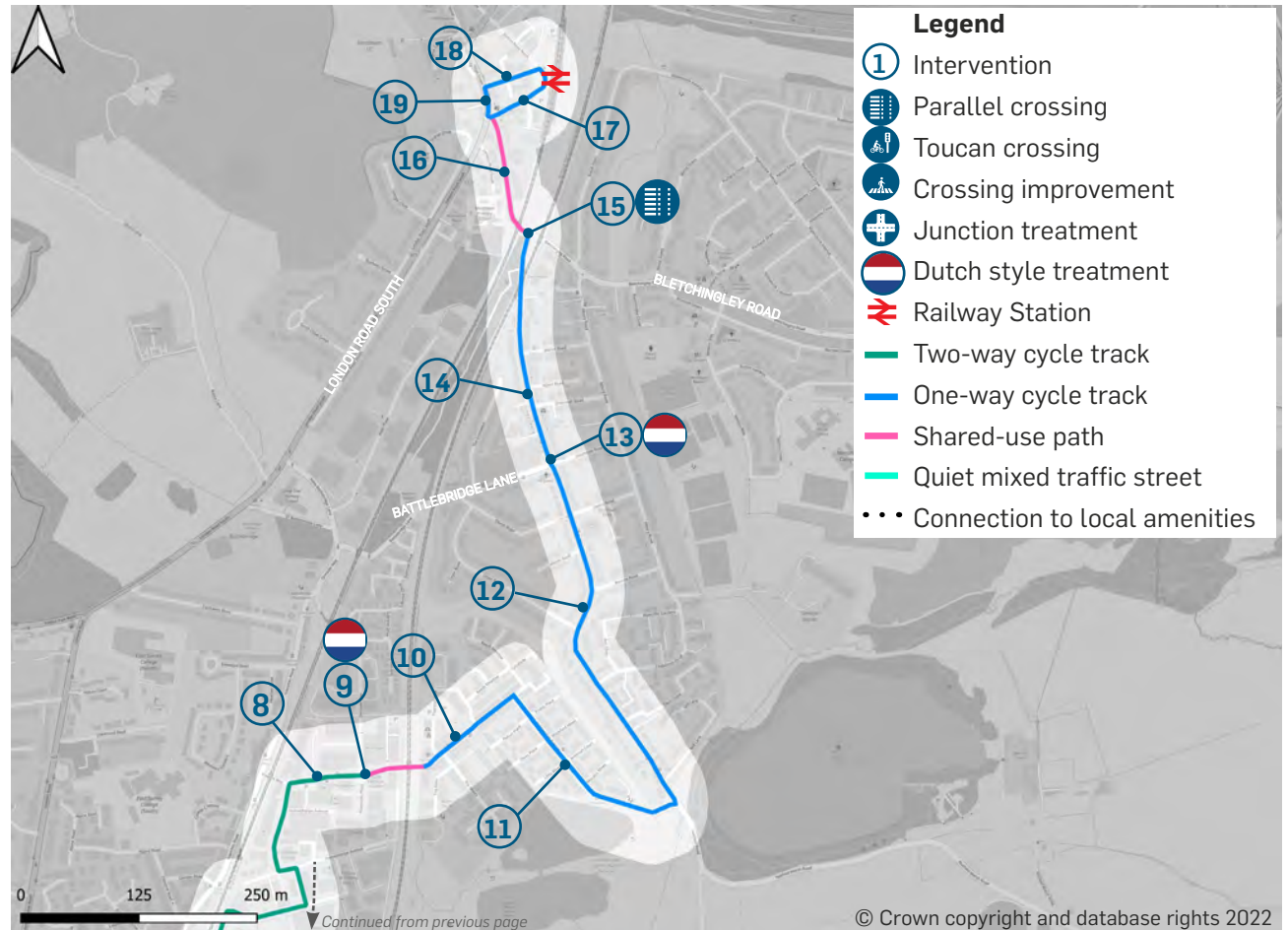


Figure 16. Cycle Corridor 5, Option 2: Redhill to Merstham (Part 2 of 2)

- 15 It is proposed to reduce the radii of the School Hill/Nutfield Road junction whilst upgrading the existing zebra crossing into a parallel crossing to enable connectivity to /from School Hill.
- 16 Appropriate traffic calming measures and removal of guard-railing are proposed to improve the effective width of the footway for a proposed shared-use path.
- 17 Propose a one-way cycle track towards the railway station in an easterly direction alongside existing parking.
- 18 A narrow strip of hatched road markings is proposed alongside existing parking bays to reduce the risk of conflict with cyclists.
- 19 Proposed reallocation of the existing footway and parking space to provide a dedicated one-way, southbound cycle track on the eastern side of High Street. A one-way track is to be located between the parking bays and the footway.

Corridor 7 Option 1: Redhill to East Surrey Hospital

This corridor serves Redhill as well as East Surrey Hospital. Additionally, this route provides a direct link between the two through Earlswood. Interventions have been carefully developed considering best practise, guidelines and formal requirements.

Proposed Improvements

- ① A two-way cycle track is proposed on the eastern side for Redhill Railway Station, linking with the existing toucan crossing.
- ② By reallocating space, a two-way cycle facility is proposed alongside Brighton Road on the eastern side.
- ③ Space is reallocated from the highway to provide a two-way cycle track along Brighton Road on the eastern side.
- ④ A toucan crossing is proposed to create a safe and continuous link for users as the route moves from the eastern to western side of the carriageway.
- ⑤ A shared-use footway is proposed on the western side of the carriageway. The footway will be lowered to carriageway level to provide kerbed segregation between the carriageway and shared-use path.

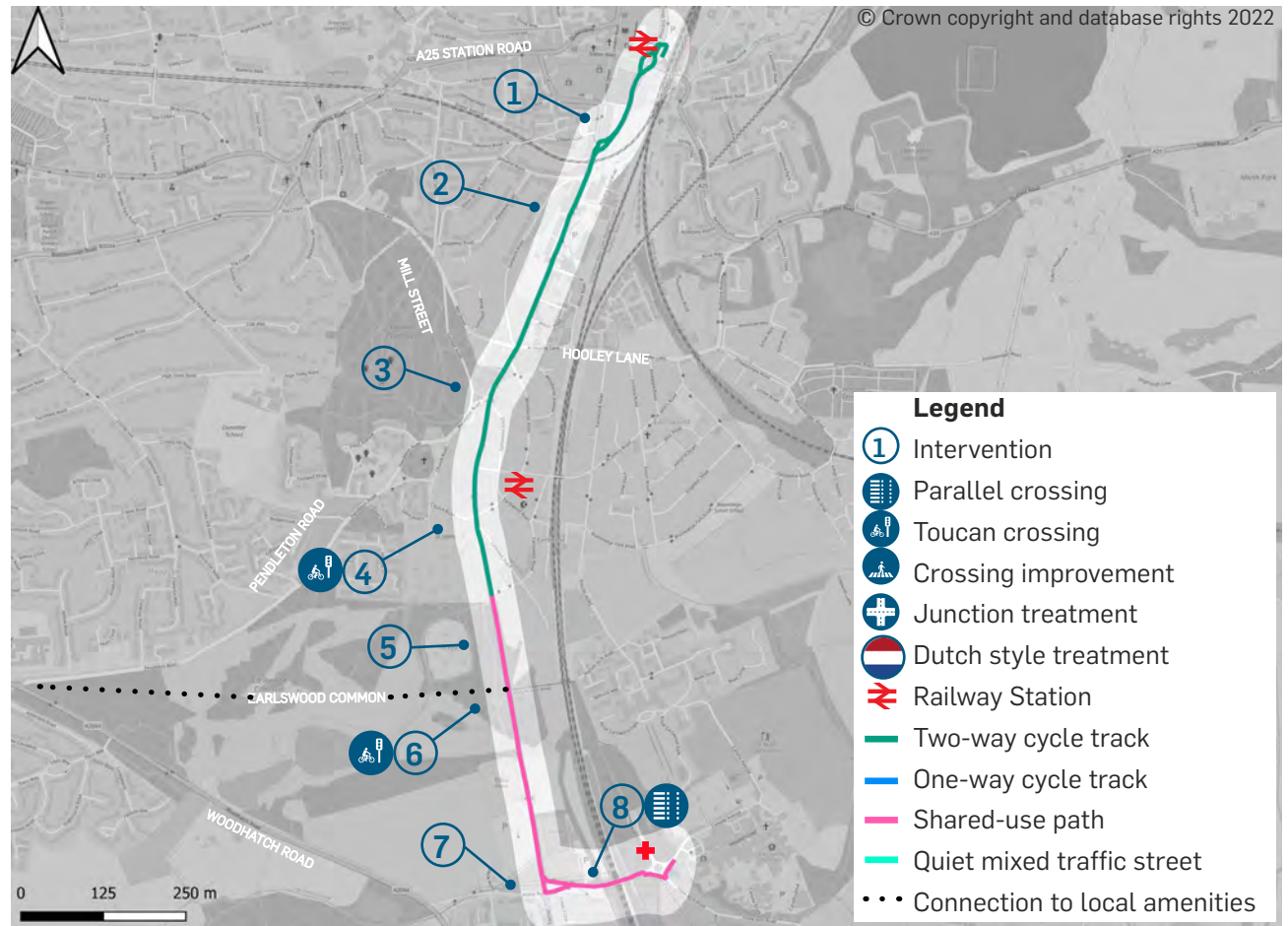


Figure 17. Cycle Corridor 7, Option 1: Redhill to East Surrey Hospital

- ⑥ Proposed toucan crossing and reduction of speed limit to 30mph on the approach, to provide safe access to/from Earlswood Common and Asylum Arch Road.
- ⑦ It is understood that proposals are being developed which include upgrades to the active travel crossing facilities. Additional measures may be required, to be confirmed during the next design phase.
- ⑧ It is understood the proposals for upgrading Three Arch Road junction include the creation of new sections of shared-use path within the extent of the junction. It is proposed to extend these further east to provide links to the Hospital. Proposals include upgrading the uncontrolled crossing on the southern arm of Three Arch Road to provide a parallel crossing.

Corridor 7 Option 2: Redhill to East Surrey Hospital

This corridor serves Redhill as well as East Surrey Hospital. Additionally, this route provides a direct link between the two through Earlswood and whilst passing close to Earlswood Railway Station. This route takes a quieter route than Option 1.

Proposed Improvements

- ① A two-way cycle track is proposed on the eastern side to serve Redhill Railway Station via the existing toucan crossing on Princess Way.
- ② By reallocating space, a two-way cycle facility is proposed. This will extend along Brighton Road on the eastern side until the junction with Brook Road.
- ③ It is proposed to upgrade the existing two-way cycle track along Brook Road to align with current guidance. Proposed improvements include footway widening and physical segregation between people walking and cycling.
- ④ Proposed improvement to the two-way track on the northern side of the carriageway. Footway widening opportunities below the rail bridge are anticipated to be restricted due to overhead clearance required for general traffic, as such a section of shared-use path may be required below the bridge.

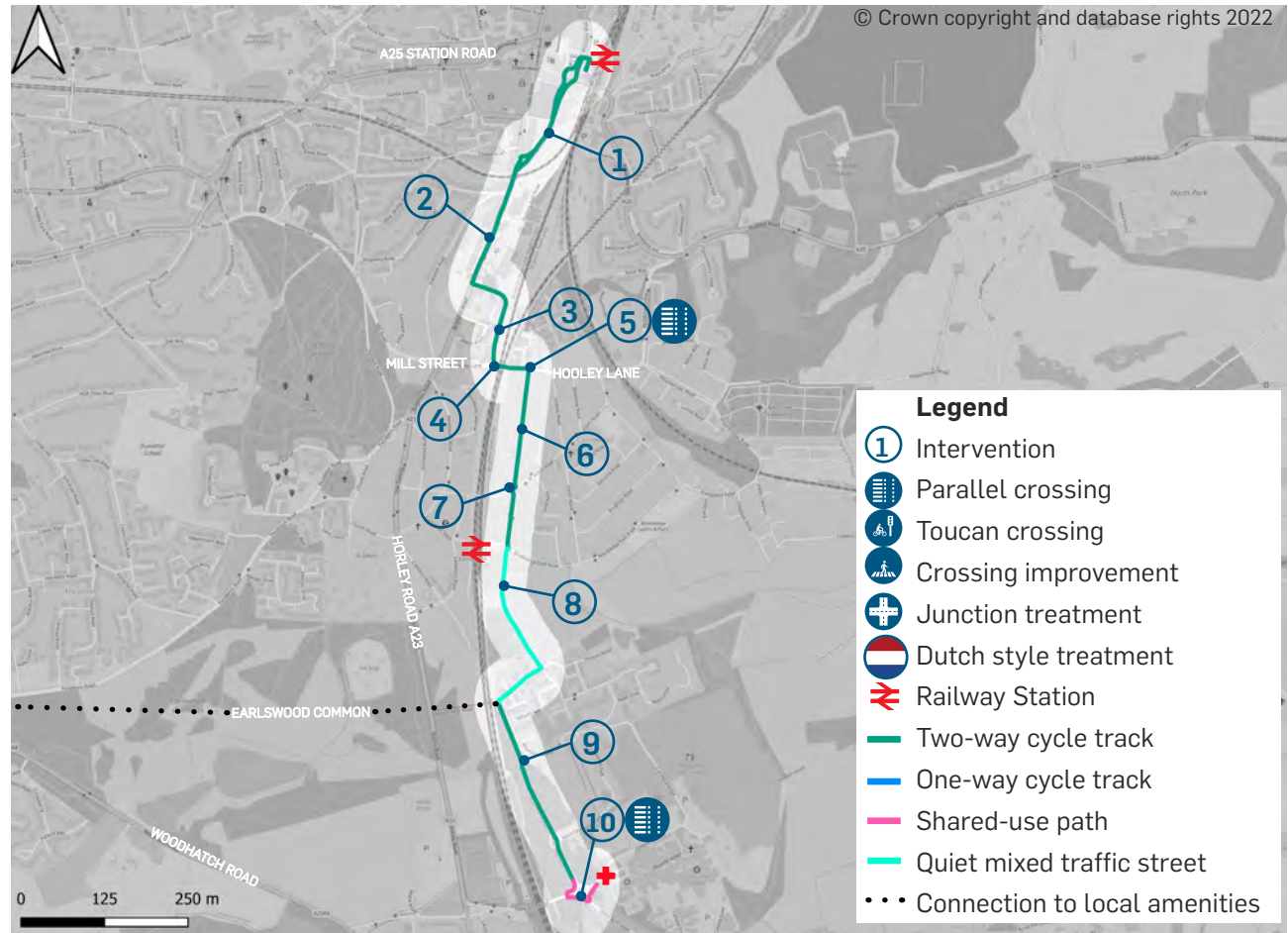


Figure 18. Cycle Corridor 7, Option 2: Redhill to East Surrey Hospital

- ⑤ Existing raised junction table, 20mph speed limit and nearby traffic calming anticipated to result in low traffic speeds.
- ⑥ Opportunity to provide a parallel crossing facility for safe access at Earlsbrook Road.
- ⑦ It is proposed to provide a two-way cycle track along Earlsbrook Road by limiting parking to one side of the carriageway and undertaking footway widening. Improvements are proposed to give priority to traffic from Earlsbrook Road rather than St. John's Road.
- ⑧ Pedestrian and cycle priority streets to be implemented on Princes Road and Asylum Arch Road, with a reduced speed limit, physical traffic calming measures and a review of existing on-street parking. This will be in the form of a quiet mixed traffic street, as per LTN 1/20.
- ⑨ It is proposed to upgrade the existing cycling facilities along Worth Way and Royal Earlswood Park to provide improved connectivity. Proposed is a two-way cycle track with improvements such as widening the existing path to accommodate segregation for pedestrians and cyclists.
- ⑩ Existing proposals are understood to exist to upgrade the Three Arch Road junction including the creation of new sections of shared-use path within the extent of the junction. It is proposed to extend these links further east to provide connectivity to the existing cycle provision at Canada Avenue roundabout and the Hospital. Proposals include upgrading the existing uncontrolled crossing to a parallel crossing.

Corridor 8 Option 1: Redhill to Reigate

This corridor represents a strategic connection between Reigate and Redhill where currently cycle provision is inconsistent, or in some areas non-existent. Proposals have been careful to consider the existing environment whilst also seeking to align with current guidance, best practise and regulations. This route takes a direct alignment between the two places, providing a comparatively quick connection.

It is important to note that future design activities will take account of the conservation areas and the setting of the listed buildings along this route particularly in the Chart Lane Conservation at Reigate (2,3 &4) and the Shaws Corner (7) midway along the route.

Proposed Improvements

- ① A two-way contraflow will take people cycling along Bell Street providing a connection between the centre of Reigate and Priority Park. This will be placed on the eastern side of the carriageway. This facility will be dedicated and segregated from motor vehicles.
- ② It is proposed to upgrade the existing pelican crossing opposite Tunnel Road to a toucan crossing to help facilitate safe crossing for both people walking and cycling and facilitate connectivity.

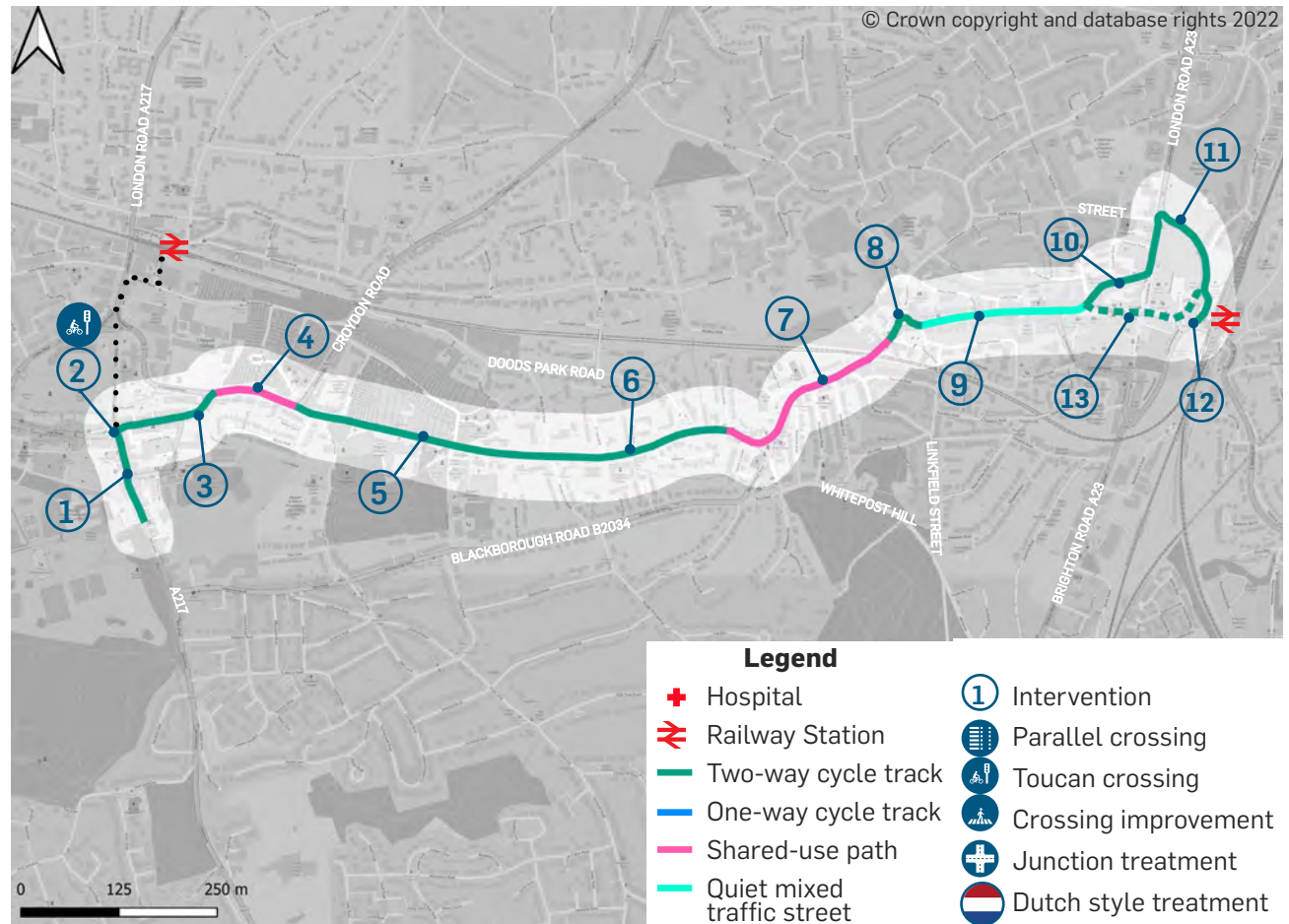


Figure 19. Cycle Corridor 8, Option 1: Redhill to Reigate

- ③ A two-way cycle track on the southern side of the Church Street carriageway is proposed to provide a connection to Tunnel Road which provides subsequent connectivity to Reigate Railway Station.
- ④ Proposed shared-use path on the southern side of the A25 carriageway, including footway widening where achievable.
- ⑤ Proposed two-way track on the southern side of the A25 carriageway by reallocating space from the existing foot and cycle ways (subject to review of their use).
- ⑥ Proposed two-way track on the southern side of the A25 carriageway to be implemented by reallocating space from the existing advisory cycle lanes.
- ⑦ Upgrade the existing southern / eastern footway to provide a safe and continuous cycle route via a shared-use path if width is restricted – otherwise continue two-way cycle track.
- ⑧ A two-way cycle track is proposed on the southern side of the roundabout. An alternative option would be to provide a Dutch-style treatment to the roundabout - an orbital protected cycle track and zebra-style crossing on each arm.
- ⑨ Due to restricted space along the A25 corridor, mixed traffic / on-carriageway cycling is proposed, supported by physical traffic calming and a speed limit reduction.
- ⑩ Proposed conversion of the southern footway to provide a two-way cycle track along Queensway. The existing toucan crossing at the southern end of London Road would provide connectivity with the existing high-quality provision towards the A23 / A25 roundabout. Minor improvements such as side-road treatments are to be proposed to bring facility in line with latest design guidance.
- ⑪ A two-way cycle track is proposed, supported with highway space reallocation. Additionally, the existing toucan crossing north of The Stations roundabout would enable people cycling to safely cross the A23.
- ⑫ A 'Dutch style' treatment is proposed for The Stations roundabout. Options include an orbital cycle track or parallel crossings.
- ⑬ The route via Princess Way / London Road roundabout has been proposed to provide a strategic route this is aligned with the highway alignment. This also provides the opportunity for improved access via potential future schemes such as A23 London Road. There is also an opportunity to provide an additional two-way cycle track along Station Road, providing a direct connection between the A25 and the rail / bus station.

Corridor 8 Option 2: Redhill to Reigate

Option 2 presents a less direct variant which looks to reduce conflicts with other road users by reducing the extent of the route which follows the heavily trafficked A25.

It is important to note that future design activities will take account of the conservation areas and the setting of the listed buildings along this route particularly in the Chart Lane Conservation at Reigate (2,3 &4) and the Shaws Corner (7) midway along the route.

Proposed Improvements

- ① A two-way contraflow will take people cycling along Bell Street providing a connection between the centre of Reigate and Priority Park. This will be placed on the eastern side of the carriageway. This facility will be dedicated and segregated from motor vehicles.
- ② It is proposed to upgrade the existing pelican crossing opposite Tunnel Road to a toucan crossing to help facilitate safe crossing for both people walking and cycling and improve connectivity.
- ③ A two-way cycle track is proposed along the southern side of this road.
- ④ It is proposed to convert the existing footpath into two parallel alignments for walking and cycling. The cycle part of this is proposed to be bi-direction.

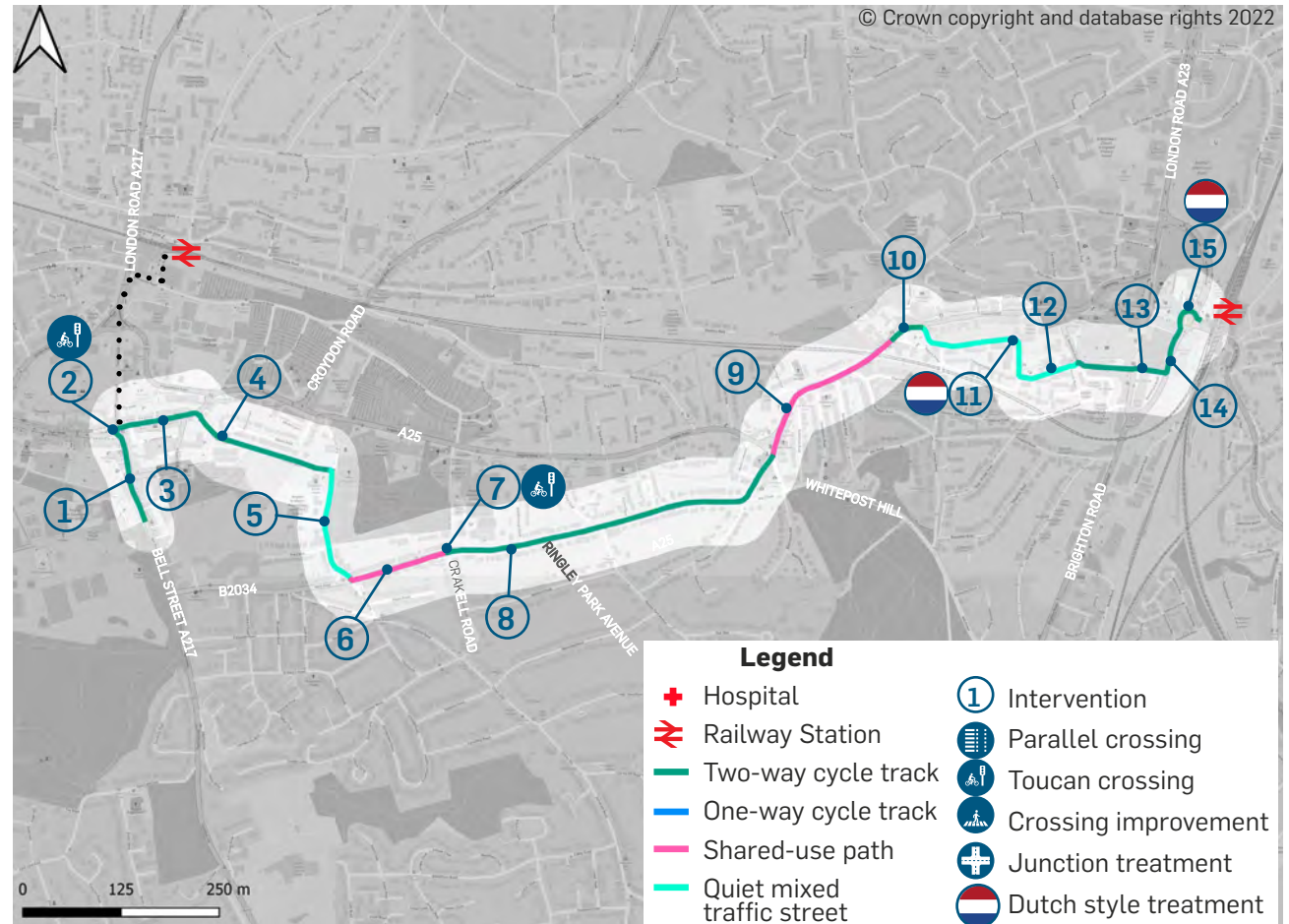


Figure 20. Cycle Corridor 8, Option 2: Redhill to Reigate

- ⑤ Chart Lane is currently a quiet street and as a result the conflict with other users is considered low. Considering this, proposals are to transform this into a quiet mixed traffic street.
- ⑥ Proposed shared-use footway on the northern side of Blackborough road, including junction treatments and localised widening, where practical.
- ⑦ Existing signalised crossing to be upgraded to a toucan crossing to provide safe access across Blackborough Road. If the width is restricted a shared-use path will be introduced on the southern/eastern footway. If the width can afford a two-way cycle track then this will be proposed.
- ⑧ Proposed two-way cycle track to be provided on the southern side of the carriageway by reallocating existing carriageway space.
- ⑨ Upgrade the existing southern / eastern footway to provide a safe and continuous cycle route via a shared-use path if width is restricted – otherwise continue two-way cycle track.
- ⑩ A two-way cycle track is proposed on the southern side of the roundabout. An alternative option would be to provide a Dutch-style treatment to the roundabout - an orbital protected cycle track and zebra-style crossing on each arm.
- ⑪ It is proposed to upgrade Fairfax Avenue and Holland Close to provide an improved signed back-street route. Interventions are proposed to include a change in junction priorities (e.g. at the Holland Close / Fairfax Avenue junction) and a Dutch-style residential street treatment to provide a single track two-way road that is also a quiet mixed traffic environment to help encourage cycling.
- ⑫ It is proposed to provide a dedicated two-way cycle track on the southern side of the carriageway to reduce the potential conflict with other footway users.
- ⑬ Proposed two-way cycle track along Marketfield Road, providing effective active travel connectivity with the on-going Marketfield Way redevelopment.
- ⑭ Proposed two-way cycle track to be implemented through a balanced approach to reallocating space from the existing northbound advisory cycle lane, centre hatching and existing footways.
- ⑮ A 'Dutch style' treatment is proposed for The Stations roundabout. Options include an orbital cycle track or parallel crossings.

Corridor 18 Option 1: Horley to Westvale

This corridor serves the new Westvale development and seeks to develop a cycling link between the development and Horley town centre. Different alignments were reviewed although directed people cycling away from the core desire line. Considering this, only one route is presented.

Proposed Improvements

- ① It is proposed to reallocate existing carriageway space to provide a two-way cycle track on the eastern side of The Drive leading to Horley Railway Station's existing cycle parking.
- ② It is proposed to implement a toucan crossing at the eastern end of Russells Crescent to enable people cycling to safely cross Russells Crescent.
- ③ It is proposed to remove the right turn lane at the junction with Consort Way East to provide space for a cycle track.
- ④ It is proposed to provide a two-way cycle track on the western side of Victoria Road. Proposed interventions include reallocation of carriageway space to widen footways, junction treatments, parking restrictions and upgrading crossing facilities.
- ⑤ Carriageway space to be reallocated to enable the creation of a two-way cycle path on the western side. Additionally, space from the verge will be required to accommodate these interventions.

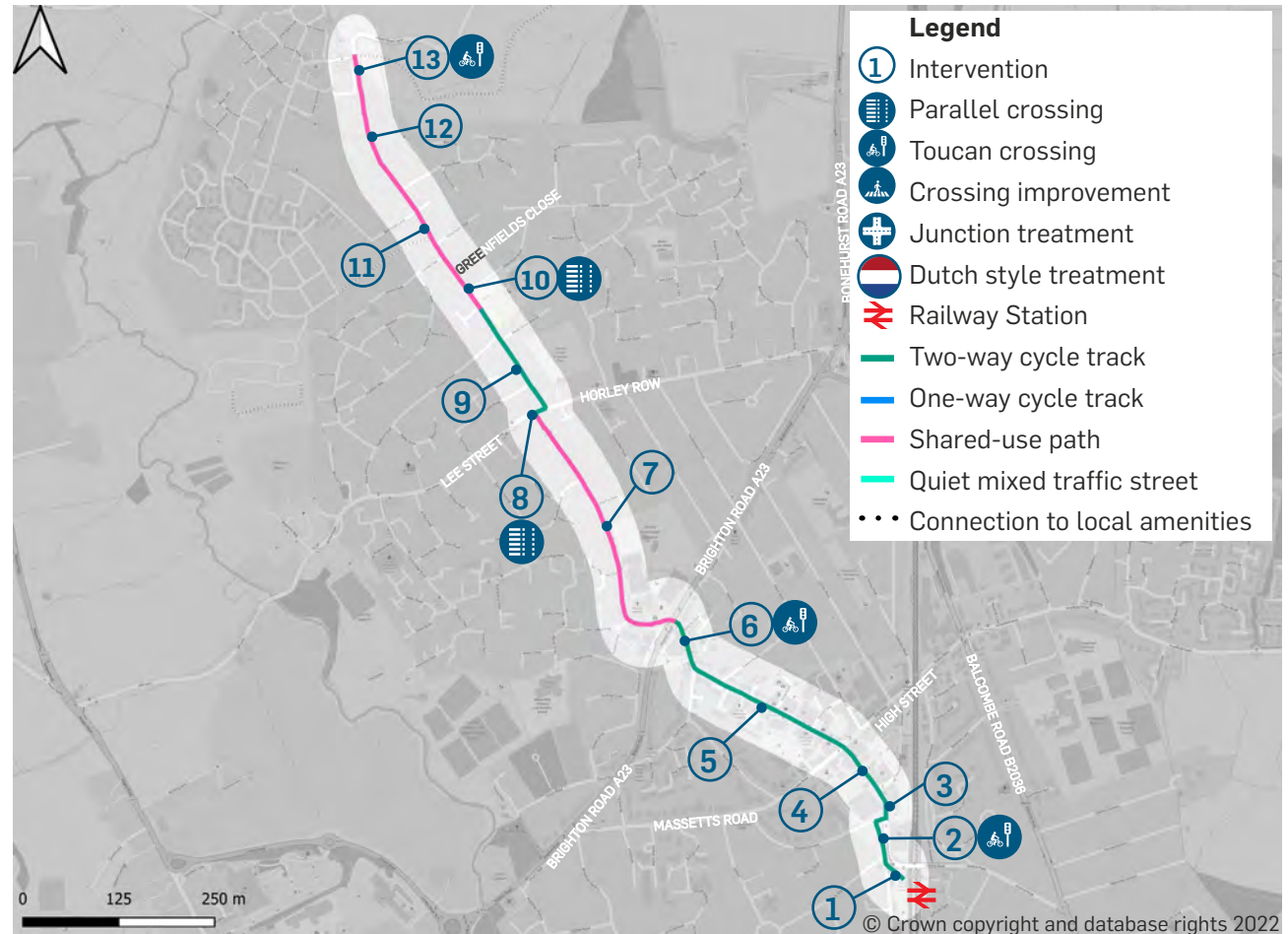


Figure 21. Cycle Corridor 18, Option 1: Horley to Westvale

- ⑥ A two-way cycle track is proposed through this junction in the same phase as parallel pedestrian movements. This will be supported by upgrading the crossings to toucan crossings.
- ⑦ Footway improvements are proposed along Vicarage Lane to provide a shared-use footway that balances the needs of both people walking and cycling. Proposed improvements include parking restrictions and the reallocation of existing carriageway and verge space.
- ⑧ A parallel crossing is proposed across Lee Road to facilitate the safe crossing of people cycling to/from the eastern side of Meath Green Lane.
- ⑨ Through reallocating the verge a two-way cycle track is proposed to run along the eastern side of Meath Green Lane up to the junction with Greenfields Close.
- ⑩ Due to an absence of a footway north of the junction with Greenfields Close, it is proposed to provide a shared-use path along the western side of Meath Green Lane. Additionally, crossing facilities would be required to enable people walking and cycling to cross to / from the western footway.
- ⑪ It is proposed to widen the existing footpath to provide a shared-use path. Proposals will be in line with Westvale Park development and Meath Green Conservation Area.
- ⑫ A shared-use path is proposed to provide connectivity to the existing shared-use path on Webber Street. This will require the creation of new sections of footway. Proposals to be in line with Westvale Park development and Meath Green Conservation Area.
- ⑬ Crossing facility to be provided for access to Webber Street. Consideration to be given to visibility for southbound vehicles on Meath Green Lane.

Example active travel design tools



Uncontrolled crossing

Added tactile paving and dropped kerbs at the side roads and at points following the desire lines where the visibility is good and the speed limits and the traffic flows are low. Additional refuge island can be provided if the carriageway width allow it.



Zebra or parallel crossing

Provide priority for people walking and cycling at a crossing location, minimising the delay, improving the directness of the route, and connecting off-carriageway cycle facilities.



Toucan crossing

Provides a controlled crossing for people cycling and walking, improving user comfort and safety, reducing delay at busy streets where there are limited gaps in traffic, and connecting off-carriageway cycle facilities.



Raised table (side road entry treatment)

Encourages motorists to reduce speeds, indicates pedestrian activity, and encourages more driver attention and care when turning. Also enhances priority for people walking and makes the side road crossing easier and more convenient for people walking by maintaining the continuity of the route at footway level.



Continuous footway (side road entry treatment)

A variation of a raised table that utilises the footway material across the side road, further suggesting that drivers are entering a pedestrian priority zone and must wait to cross the pedestrian path. A continuous footway is recommended on areas with high pedestrian flows due to the difficulties of the implementation.

Image source: Google Street View



20mph traffic speeds

Improves safety for all road users and fosters a more comfortable environment for cycling and walking. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. A town-wide policy could also be considered rather than changes on a street by street basis.



Review on-street parking

Create a more attractive and safer walking environment and allow safer and easier informal crossings, improved visibility and provide wider footways. This will be informed by parking utilisation surveys during feasibility design.



Priority systems at narrow sections

Improves walking environment by reducing carriageway width and speeds at pinch points.

Image source: Google Street View



Buses, cycles and access only road

Reduces vehicular traffic on the street by restricting through movements.

Image source: Google Street View



Segregated cycle lane / cycle track

Provides raised, physical separation between people cycling and motor vehicles, providing a more comfortable, more attractive, and safer facility for people cycling of all ages and abilities.



Lightly segregated cycle lane

Provides some physical barrier between people cycling and motor vehicles to improve comfort for people cycling. May be applicable where space constraints limit segregation options. Types of segregation could include kerbing, bollards, planters, or armadillo humps (as shown above).

Image source: transport-network.co.uk



Dutch-style facility

Provides a dedicated and segregated space for people cycling within the carriageway that seeks to prioritise people cycling over motor vehicles.



Shared use path (along carriageway)

Provides an off-carriageway facility shared with people walking. While segregated from motor vehicles, conflicts between people walking and cycling may arise, depending on the relative flows of each. People cycling also lack priority at side road junctions, requiring them to give way and causing delay to cycle journeys.



Pedestrian/cyclist priority street

Reduces vehicle dominance of the street and prioritises people walking and cycling. Elements may include a shared space environment, raised carriageway and removal of kerbs to provide a more flexible space for all users, materials to delineate space for different users, and low traffic speeds (e.g. 10mph).



Quiet mixed traffic street

Where traffic flows are light and speeds are low, people cycling are likely to be able to cycle on-carriageway without segregation. Traffic calming and traffic management measures may be required to reduce traffic flows and/or speeds to provide appropriate conditions for an inclusive and attractive facility.



Off-street path

Provides an off-carriageway facility protected from vehicular traffic mainly through parks or green areas. While segregated from motor vehicles, conflicts between people walking and cycling may arise, depending on the relative flows of each. If space allows, light segregation may be considered to encourage separation of people walking and cycling. Along the sections, in order to improve personal safety and create a more comfortable walking and cycling environment, it is important to consider lighting whilst preserving the natural environment.



Wayfinding System

Improves the coherence of the walking network, making it easier for people navigate through the town and encouraging more trips to be taken by foot. A consistent system should be applied town-wide.



Cycle wayfinding

Improves the coherence of the cycle network and provides indicative journey lengths or times, making it easier for people navigate through the town and encouraging more trips to be taken by cycle. A consistent system should be applied county-wide.



Hard segregation

Encourages motorists to reduce speeds whilst also indicating activity of people cycling. It also encourages greater attention and care from drivers when turning.



Soft segregation

Encourages people walking and cycling to remain on the respective side of the path whilst also reducing conflict between each party.