

Covid-19 Emergency Cycling and Walking Investment Proposals

Collated by Cllr Jonathan Essex, May 2020

This submission is written in response to the DFT guidance for emergency cycling and walking investment¹ and considers the areas of focus highlighted in the letter to Local Transport Authorities dated 27 May 2020 – namely that the government will not fund measures unless they materially change the status of the road (i.e. not public realm works) and favour investment in areas that materially change how road space is used such as by closing roads to through traffic, installation of segregated cycle lanes and widened pavements.

This submission pulls together comments received from local residents, Sustrans including the rangers looking after the NCN21 route which runs N-S through the borough), and local cyclists.

This submission focuses on these areas through proposals for integration of School Street and Low Traffic Neighbourhoods in Section 1, and widened pavements in Section 2.

Section 3 then sets out emergency cycling improvements which will improve walking and cycling to East Surrey Hospital (3.1 - Asylum Arch Road to Earlswood Lakes link), to schools in Earlswood (3.2 to 3.4), cycling in the Horley to Reigate transport corridor (3.5 – Lonesome Lane) and making permanently allocating road space to cycling along the A25 Redhill-Reigate (3.6 making existing cycle route mandatory). It is not clear if the latter is within the funding guidelines but could be introduced by Surrey County Council using the current experimental traffic orders. These route improvements would be supported by increased cycle parking at set out in 3.7.

Section 4 sets out longer term strategic cycleways that could be included in phase 2 of the funding and be part of the development of a Local Cycling and Walking Investment Plan (LCWIP) for the Reigate and Banstead Borough Council area. The key investments here are those along the A23 (4.1 and 4.2), the prime public transport corridor (with commercial bus routes) in the borough, and running parallel to the Brighton mainline rail route. Other routes, which might form part of Phase 2, are set out in the remainder of Section 4. Section 5 presents general recommendations.

Together, we hope these set of proposals could be useful in Surrey County Council's submission to DFT for funding the initial Phase 1 (£1.6m of funding allocated for Surrey County Council) as well as the latter bid (£6.8m) and to input into the development of a LCWIP for Reigate and Banstead, to set out strategic and local cycling and walking networks for the borough council area.

¹ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

1 Low Traffic Neighbourhood Areas & School Streets

- [Phase 1](#)

1.1 School Streets trials

With schools returning from the start of June, there is an opportunity to trial the 'school streets' approach² which involves closing off an area around the school to motor traffic. This has been shown to aid modal shift and with a limited return offers opportunity to test logistics before wider roll-out in September.

Establishing a 'School Street' is relatively inexpensive as it may simply entail bollards and foldaway gates (and possibly a bus gate with ANPR in some locations). Also, we understand that trials in Croydon recently have shown the greatest success (modal shift) in leafier residential areas with a high car ownership. Therefore, this could be opened up to all schools across the borough to apply, with those which greatest local engagement and support progressing, including at least some schools in each of the main parts of the borough, so parents across each community have the opportunity to experience how it works in practice. Different ways of staffing this (e.g. volunteers, other) could also be trialled.

Sustrans has operated a 'Bike-It' scheme supporting local schools with walking and cycling to school schemes over many years across Reigate and Banstead. This has developed good relationships and strong support for encouraging more walking and cycling at many local schools. School Streets was already proposed to be introduced in one school in Horley this spring. But could be supported in many local schools, such as those noted below:

- **Holmesdale School, in Alma Road, Reigate** has consistently come top of the national league table for the borough's schools with up to 80% young people walking and cycling to school. This is in an area that could be a Low Traffic Neighbourhood.
- **Reigate St Mary's Preparatory and Choir School on Chart Lane, Reigate** has a dangerous road narrowing near the school entrance and nearby **Reigate Parish Church Primary School** at the other end of Blackborough Road backs onto a cycle route from the A25/Reigate Grammar School. As a road parallel to the A25, Blackborough/Lesbourne Roads would appear strong candidates for a Low Traffic Neighbourhood (see below).
- **Micklefield School, Somers Road, Reigate** has previously campaigned for safer road safety in this street. It could be a School Street as part of a wider Nutley Lane Low Traffic Neighbourhood (i.e. to extend the existing Nutley Lane Home Zone).
- **St Johns School, Pendleton Road, Redhill** has long campaigned for safer journeys to schools, including potential works to make Pendleton Road safer.

² See https://www.livingstreets.org.uk/media/4313/school_streets_toolkit.pdf

- **Dovers Green School** is ideally placed for a School Street, together with an improved cycling and walking route to the crossing on the A217.
- **The Earlswood Federation (Junior school on Brambletye Park Road and Infants mainly accessed off Ifold Road)** operate a 'ParkSmart' campaign and are both in a 20mph speed limit area. A School Street/Low Traffic Neighbourhood could focus on the area south of St Johns Road and east of Earlsbrook Road. This could be linked to the proposed Brambletye Park Road - Asylum Arch Road – Earlswood Lakes cycle route set out below.
- **Meath Green School (infant and juniors)** and **Yattendon School** in **Horley** have a strong Bike-It engagement and could be potential candidates as is **Furzefield Primary & Nursery School off Delabole Road in Merstham**.
- **St Anne's Catholic Primary School, Banstead** recently campaigned for better road safety outside their school.
- **Lime Tree Primary School on the Redhill/Merstham** border was designed and proposed as a mainly walk-cycle to school but has cars backing on to the Battlebridge Lane (entrance to industrial estate) to drop-off and pick-up from outside the school itself.

How do you usually (or most often) travel to school?	Car	Walk	Cycle	Scoot/ skate	Park + stride/ park + cycle	Bus/ train/ other
Reigate Parish Church Primary	23%	47%	6%	5%	19%	0%
Micklefield School	55%	26%	3%	4%	12%	0%
Holmesdale Community Infant School	16%	40%	12%	22%	10%	0%
Earlswood Junior School	40%	34%	7%	9%	9%	1%
St Anne's Catholic Primary School	11%	25%	2%	5%	57%	0%
Average	29%	34%	6%	9%	21%	0%

How would you most like to travel to school?	Car	Walk	Cycle	Scoot/ skate	Park + stride/ park + cycle	Bus/ train/ other
Reigate Parish Church Primary	6%	26%	44%	14%	6%	5%
Micklefield School	17%	21%	44%	12%	1%	6%
Holmesdale Community Infant School	10%	21%	32%	19%	3%	14%
Earlswood Junior School	10%	27%	40%	14%	2%	7%
St Anne's Catholic Primary School	3%	29%	32%	19%	13%	4%
Average	9%	25%	39%	15%	5%	7%

Source: Sustrans school surveys at end of 2018-2019 academic year.

There is also be potential to make safety improvements to **Reigate and Banstead's secondary schools** for walking and cycling noting (for example):

- **Reigate Grammar School** is on a cycle route that is generally not-currently functional during school opening times (see item below).

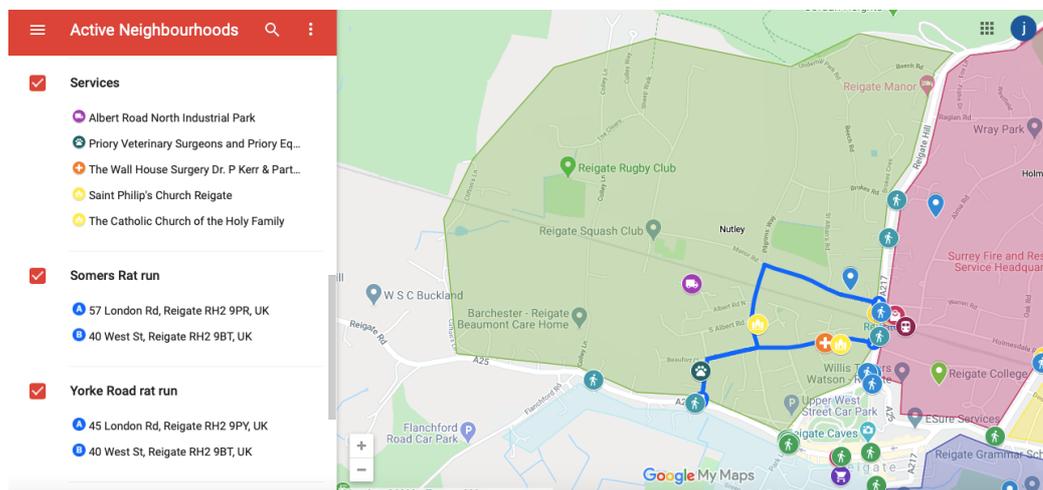
- **Warwick School** in Redhill has double yellow lines to constrain parking on Noke Drive but this is often parked heavily during school pick-up and drop-off.
- **St Bedes School, Redhill** is a faith school, so has around 40% of children arriving on school buses. It is the largest school locally with entrances and exit in the middle of the residential area (Carlton Road and North Mead). It has a problem of safe school access with high levels of start/end time congestion. It may be feasible as a School Street scheme.
- **Reigate Sixth Form College** is at one end of the Redhill-Reigate community cycle route (southern entrance) and on a traffic calmed street close to Reigate station (northern entrance).

1.2 Low Traffic Neighbourhood trials

Experimental traffic orders to trial three low traffic neighbourhood areas with planters as modal filters. The primary aim should be to improve walking and cycling. This could build on and around some or all of the areas selected with School Streets. Particular areas are suggested below but is noted as an approach that can work in urban areas across the borough:

1. **Nutley Lane extending up to and including Somers Road area in Reigate**, used as a cut through, although originally designed as a Home Zone. Includes need for HGV access to the Albert Road North industrial park.

An initial illustration of how this might work highlighting crossing points, schools, shops, businesses and places of worship is included below:



Initial map setting out for potential cells for low traffic neighbourhoods (highlighting Nutley Lane cell), produced as part of Surrey County Council's Greener Futures project in 2019/20. See www.google.com/maps/d/edit?mid=1dk_LegVnKAEPkxBuflkH5si_FYcS6soD,

2. **Lesbourne/ Blackborough/Somerset Road area** (noting this is more complicated as it is a bus route, so might require a temporary bus gate with an ANPR camera or planters as appropriate).

3. **Dovers Green (between A217 and Woodhatch Road).** This includes Dovers Green School and could link to the proposed partial closure of Lonesome Lane (so it is used for access but not as a short-cut all the way from Reigate to Horley).
4. **North Earlswood (between A23 and A25).** This could extend the current 20mph area to include improvements down Redstone Hollow and up Philanthropic Road as far as Sylvan Way (including the nursery and cemetery at the top). Further measures here could help ensure there is not a modal shift back into cars if people feel less able to socially distance on the pavements. A Low Traffic Neighbourhood might be in 3 sections – west of railway line and north and south of St John's Road. The latter could extend through the existing Oakwood Park (Hartspiece Road) residential area to include Royal Hill Park (the new RNIB development, designed as walking and cycling friendly) and the roads off Philanthropic Road and the parallel Sylvan Way and Woodside Way.

Note 1. This could include review and improve existing scheme details, noting current poor and missing signage, and lack of repeater signs along Woodlands and Earlswood Road etc. Can follow-up by sharing a survey of potential locations to add 20mph repeater signs within the existing 20mph area.

Note 2. It was suggested that 'modal filters' are introduced down Redstone Hollow and a bus gate like Royal Earlswood – but note this is a public highway as opposed to private estate and would need to maintain access for HGVs, presumably from Redstone Hollow end. (This would include current construction traffic access for major site off Philanthropic Road, car deliveries to Enterprise Cars, weekly large lorries to Holborn's shop and access to two industrial estates at either end of Hooley Lane.)

These measures (School Streets) and Low Traffic Neighbourhood Neighbourhoods are both proposed through a joined-up approach to tackle short distance journeys (e.g. home to school, work or shop).

We propose these low traffic neighbourhoods are developed in line with the following three principles to guide street reallocation as follows:

- **Prioritise space for essential activity.** Prioritise space for activities, such as essential trips (work and the shops). And focus on making it safe and easy for people to exercise in their own neighbourhood.
- **Get an agreement in place.** Establish an in-principle agreement between high-level representatives of public health, justice (police) and transport, with specific changes devolved to relevant local authority teams.
- **Use your trial for long-term plans.** Integrate trial measures (modal filters, protected bike lanes, wider pavements, widened crossing points,

green man on default) into longer-term plans in order to protect key activities when traffic levels are higher.

Further details on this are included in the Sustrans guidance on street allocation³, and examples on the map of current such initiatives across the country⁴.

They could be started in Phase 1 with extra measures and/or more schools and low traffic neighbourhood areas added in Phase 2.

2 Pavement Widening Measures to aid Social Distancing - [Phase 1](#)

2.1 Reigate Town Centre (Church Street, High Street and Bell Street)

We understand this is already proposed. We suggest that it is considered for all three streets noted above.

- Increase available space for pedestrians. Already issues where queues form to be able to pass.
- Could be achieved by reducing parking or removing carriageway space.
- If former, will need to allow for disabled parking and loading.
- If reduced to single lane best to do throughout as narrowing/widening is more likely to lead to congestion.
- 20mph limit?
- Make sure interventions prioritise the place function of the High Street, permeable so pedestrians can cross informally and attractive (planters, wands rather than water filled barriers)
- Need to consider cycle users, if they are kept in a single carriageway then width should either be >4m or <3m. Ideally measures would also facilitate contraflow cycling in these streets to avoid the need to use the Castlefield Road/Bancroft Road one-way “gyratory”.
- If reduced to single lane will need to consider puffin crossing due to sensor (won't return to green for traffic if people are in the 'reclaimed' part of the crossing).
- Could all be done without any traffic orders

2.2 Clear and reinstate pavement along A217 (west side) from Hookwood to Reigate.

- This would also improve walking access from Westvale Park to Reigate.

3 Strategic Cycle Routes – [Phase 1](#)

³ <https://www.sustrans.org.uk/for-professionals/urban-design-and-planning/re-allocating-road-space-to-make-walking-and-cycling-safer-during-covid-19-and-beyond/>

⁴ <https://www.sustrans.org.uk/space-to-move/>.

These are proposed to be introduced during Phase 1, and then strengthened/regularised in Phase 2 or later.

3.1 New cycle route across Earlswood Common linking to NCR21 at Asylum Arch Road - could sign and trial with temporary crossing in Phase 1 and/or finalise/deliver in Phase 2

- Would link South Park to the NCR21 route to both Redhill and the Hospital.
- Route avoids hills and Three Arch Road/Maple Road junction.
- It will have a leisure use as well.
- High impact and very visible (linking to the NCN which is also lit). It will also have a strong benefit as linking to East Surrey Hospital.
- Would likely need Secretary of State approval for permanent hard surface track across common land (but loose-bound track is understood to be allowable whilst awaiting permission)
- Improve access to Reigate School from Earlswood area east of A23

Resident quote: "It is difficult to cycle from the traffic lights on the A23 – the last quarter of a mile to the hospital, under the railway bridge. There is a [new] shared cycle/walking route down the A23 from Cross Oak Lane, which is useful, but then at the traffic lights controlling the turn to ESH the cycle route just evaporates right at the point where traffic gets complicated and cyclists could do with a proper route. Cycle routes under the railway would narrow the road, but perhaps this could be controlled by traffic lights connected into the main junction traffic lights."

[Note – this would be provided through the proposed Asylum Arch Road to Earlswood Lakes route, together with making the northbound pavement from Maple Arch Road junction to Church Road wider to accommodate walking as well as cycling.]

3.2 Continue above from Asylum Arch Road to Earlswood Junior School on Brambletye Park Road (across field)

- Asylum Arch Road to Brambletye Park Road section links from Earlswood Junior School to intake in Royal Earlswood Park and Whitebushes and the other side of the A23 – and links from Reigate School to children living in Earlswood

3.3 Continue shared footway from Earlsbrook Road to St John's Road junction with Hooley Lane

- This is a route in the Reigate and Banstead Cycle Plan, but until recently running across the entrance of a car rental business (now closed). The pavement is wide enough for a segregated cycle way along its full length. It would continue the existing cycle route to Redhill and take it very close to the entrance of Earlswood Infants School.

3.4 Resurface cycleway across Whitebushes Common south of East Surrey Hospital

- This stretch is on a very poor surface. It would improve access to East Surrey Hospital (rear entrance for staff) and resurface the poorest section of the National Cycle Network improving the desirability of cycling as an alternative mode of transport along the wider Gatwick-Redhill transport corridor.

3.5 Prioritise Lonesome Lane for Walking and Cycling

- Engineering measure introduced to prevent N-S rat running. Close Lonesome Lane at Lodge Lane so can't easily drive all the way North – South from Horley to Redhill (without unduly inhibiting local resident access). This could be developed as part of a Dovers Green low traffic neighbourhood area.
- This road has been recently closed (due to road-works) for an extended time, which has led to increased cycling along this route. It is a parallel route to the A217 (and A23) and would tie-in to a low traffic neighbourhood in Dovers Green.

Resident quote: *“There is a lovely shared walking/cycling path from Westvale Park out to the A217 and then cyclists are just dumped onto the main road. The A217 is really terrifying to cycle along. I think the cycle route here has to be more than white lines on a shared road, because the traffic is so fast and you get big lorries thundering along. Separating cyclists from the traffic with a verge or pavement edge would make cyclists feel safer, which is crucial. **Or, better, make the cycle route out of the “back” of Westvale Park, along Meath Green Lane, avoiding the A217 altogether.** With a safe dedicated cycle route it would be an easy, flat and pleasant cycle from Westvale into Horley for shops, train station and on to Gatwick. Additionally, a new road is being built connecting Westvale Park to the A23 at Cross Oak Lane – I assume this is going to have a dedicated cycling/walking section. (It was crazy that money was put into changing car routes but not for cycling or walking to and from Westvale Park.)”*

3.6 Reinstate Redhill – Reigate A25 westbound cycle lane

- This route is currently not functioning as cars now park in the cycle path running from Redhill towards Reigate.
- Propose that this could be changed to mandatory (no traffic order required) use ‘wand orcas’ (short sections of rubber kerb with a wand attached) to demarcate
- Add DYL later (requiring traffic order)

Resident quote: *“Is there any way to stop cars parking on existing cycle lane on Reigate Road, where the hill goes down to the traffic lights.”*

3.7 Expand Bike Parking at key destinations including East Surrey Hospital

The key destinations for bike parking could be increased. Three suggestions are listed below.

- **East Surrey Hospital.** Bike parking is limited, generally full, and not secure. Introduce new secure bike parking for staff, and general access bike parking for residents (ideally with large covered racks as at Redhill and Reigate stations).

- **Redhill town centre, Station Road.** Only one of the ten stainless steel bike racks remains. Replace with a new covered bike parking, as outside Sainsbury's store at the other end of Redhill town centre.
- **Redhill station.** When commuting numbers scale back up the bike parking at stations (particularly Redhill, Reigate and Earlswood – Merstham generally has surplus capacity) is generally full. Suggest double bike parking at all stations. At Redhill this could continue the current bike parking along underneath the advertising hoardings. *This maybe funded by Network Rail.*
- Could purchase a number of the covered cycle parking units and then deploy them in different locations. East Surrey Hospital would need work place (secure) as well as visitor (just covered) bike parking.

4 Strategic Cycle Routes – [Phase 2](#)

These are proposed to be finalised and then introduced during Phase 2 or in some cases later.

4.1 Continuation of segregated cycle lane along A23 to Horley – [Phase 2](#)

- Quite a lot of people on the Acres and Langshott estates are cycling. This should include measures at the Shell garage roundabout (at least one extra safe crossing is needed).

Resident quote: "The A23 all the way through Horley has some disjointed bits of narrow cycle route painted on the road, but it is mostly a free for all with cars. There are wide verges on the northbound lane that could be used for shared walking/cycling. Horley Park is on this route so a cycle route would also enable families to cycle to the park for recreation. This, coupled with continuation of the shared cycle route going north along the A23 (to Cross Oak Lane junction) would create a continuous commuting cycle route from Horley to East Surrey Hospital, connecting up all the industrial units along the A23."

Resident quote: Woodhatch Road – from A23 in Salfords towards Reigate. There is no cycle route here, but the pathway which runs along the edge of Salfords Common could easily be widened. This would then provide a cycling connection from the A23 cycle path to the cycle path, which goes past Earlswood Lakes, and on into Reigate.

4.2 A23 Cycleway from Merstham to Coulsdon – [Phase 2](#)

A new cycleway (and better, continuous walking) route could be introduced along the A23 from Merstham to Coulsdon (to link up with cycle routes at each end). This could mostly take the form of a set-back segregated cycle way and footpath, remaining along the west (northbound) side of the A23 for the full length of the route.

Most of this route includes set-back pavements which are not well used outside of the areas with housing (i.e. Hooley Village itself). Elsewhere such

pavements have been converted to accommodate walking and cycling. In some areas this could involve realigning the road to reduce the design speed – as was done around 10 years ago on the A25 between Redhill and Reigate. This Redhill-Reigate route on the A25 was introduced within the existing road width. Similarly on the A23 reduction in the road design speed, which could include more pedestrian/cycleway width at the sides and removal of central hatching could help to reduce the design road speed, helping to maintain a more constant traffic flow, and making the A23 safer.

In this case the cycle/walking route could be largely separated from the highway. There is space for this with a set-back footpath and cycleway along the west (northbound) side of the A23. This is mostly set back from the highway. In addition, it is noted that much of the land west of the A23 where additional space might be used is already owned by Reigate and Banstead Borough Council (from Glebe Road to Church Road – including opposite the Dean Lane (Starbucks) junction).

A separated walking/cycle route could be introduced along the A23 from Merstham to Coulsdon (to link up with cycle routes at each end). This could continue to the south to link up with existing cycle routes along the A23 at the Merstham (through adding a path through the woodland fringe next to the road and along parallel side roads). This should be combined with a reduction in the speed limit for the slip road to Glebe Road to 30 mph. Similarly this route should continue all the way to connect with the cycle route that extends south to the crossing before the Coulsdon roundabout.

This would then link to the cycling super-highway into London and act as a spine for local connectivity. This could form a key spine route that links the central and northern part of the borough of Reigate and Banstead as part of the Local Cycle and Walking Infrastructure Plan (LCWIP) for the borough. It would continue the investment in cycling along the A23 going South from the Maple Road/Three Arches Road junction near East Surrey Hospital to improve the overall shift to active transport along the A23 transport corridor.

This would also remove the need to avoid dangerous crossings (as exists on the incomplete existing bits of cycle route along this route, including across the filter to join the M25 motorway at the southern end), turning this into a strategic cycle network.



This improvement of the footway, widening and extending so that it operates as a safe cycle route along the entire length should be done in conjunction to drainage and roadside vegetation improvements along both carriageways.

4.3 Improve the existing Redhill to Reigate community cycle route.-

Phase 2 / Longer term

- Re-route down Doods Park Road (as opposed to Doods Road) and then into East Walk.
- Could also review route from Cromwell Road to Donyings (signage unclear).
- Investigate potential to link from Reigate College with set-back contraflow around Reigate gyratory towards Wills Towers Watson in Reigate (land is protected for development for future highway use). Feed this into LCWIP wider proposals for cycling network proposals in/around Reigate town centre.

4.4 Canada Drive to South Nutfield – Phase 2

- Potential to upgrade existing footpath link from Canada Drive into South Nutfield (at Kings Mill Lane) for both walking and cycling. Would improve access to East Surrey Hospital.

4.5 Holmethorpe Industrial Estate and Watercolour – Phase 2

- Should also address outstanding issues to adopt Watercolour spine route at 20mph (not currently requiring so much consultation so could be expedited).
- Should also add measures through Holmethorpe Industrial estate to make this a 20mph design speed, including extending cycle route and measures to improve the safe route for walking through the estate to Lime Tree School (linking to the School Street proposals above).
- Should review improve (including signage) of route from Redhill town centre past Park 25 to Holmethorpe industrial estate and increase cycle parking on the industrial estate.

4.6 Pavement widening to create A23 shared footway from Redhill Town Centre – Phase 2

- Implement already planned pavement widening on west side of A23 from Memorial Park to Alpine Road, including reallocation of space from Island crossing at Frenches Road/Linkfield Lane junction to pavement. Pavement to be shared walking and cycling.

5 Additional Comments

5.1 Best Practice. Simon Richardson (Editor of Cycling Weekly) also shared this report from Chris Boardman, in his role as commissioner for cycling and walking in Manchester, which sets out in straightforward language the steps required to transform the way people move around:

<https://www.greatermanchester-ca.gov.uk/media/1176/made-to-move.pdf>

5.2 E-bikes are transforming the way people consider cycling. A council loan scheme could be considered to help people purchase e-bikes; the bikes should be purchased from local firms to keep money in the local economy. The council could pilot the scheme for council employees.

5.3 Quick wins (not clear if would be part of funding bid, or matched-funding activities carried out by Surrey County Council).

- **Footway clearance and Hedge Cuts.** Where overgrown on cycle ways and pavements.
- **Remove guard railings except outside schools** including: Reigate high street at crossing outside Red Cross pub (to include measure to facilitate right-turn into Park Lane, across island, for cyclists travelling eastwards along A25); at bottom of Croydon road; end of Rushworth Road on corner with road between Reigate station and Reigate town centre⁵.
- **Redhill Town Centre.** Require contractors on Marketfield Way to move back hoardings now to make walking and cycling safer, rather than wait until site reopens (no cost, enforcement required). **Allow cycling through pedestrianised centre of Redhill.**
- **Signage.** Where missing. Including entrance to Earlswood 20mph area at Redstone Hill and route on St Anne's Drive (unless now reinstated), cycle route around Redhill station including Ladbroke Road to Memorial Park, The Sun pub to the Coop (around town centre), through Marketfield Way car-park, and emergency changes (low cost).

⁵ Research indicates railings don't stop a car and increase the likelihood of pedestrian injuries <http://foi.tfl.gov.uk/FOI-2274-1718/Pedestrian%20railings%20removal%20collisions%20analysis%20%28no%20stats19%29.pdf>