

Cycle Corridor 5: Leatherhead to Epsom (northern corridor)

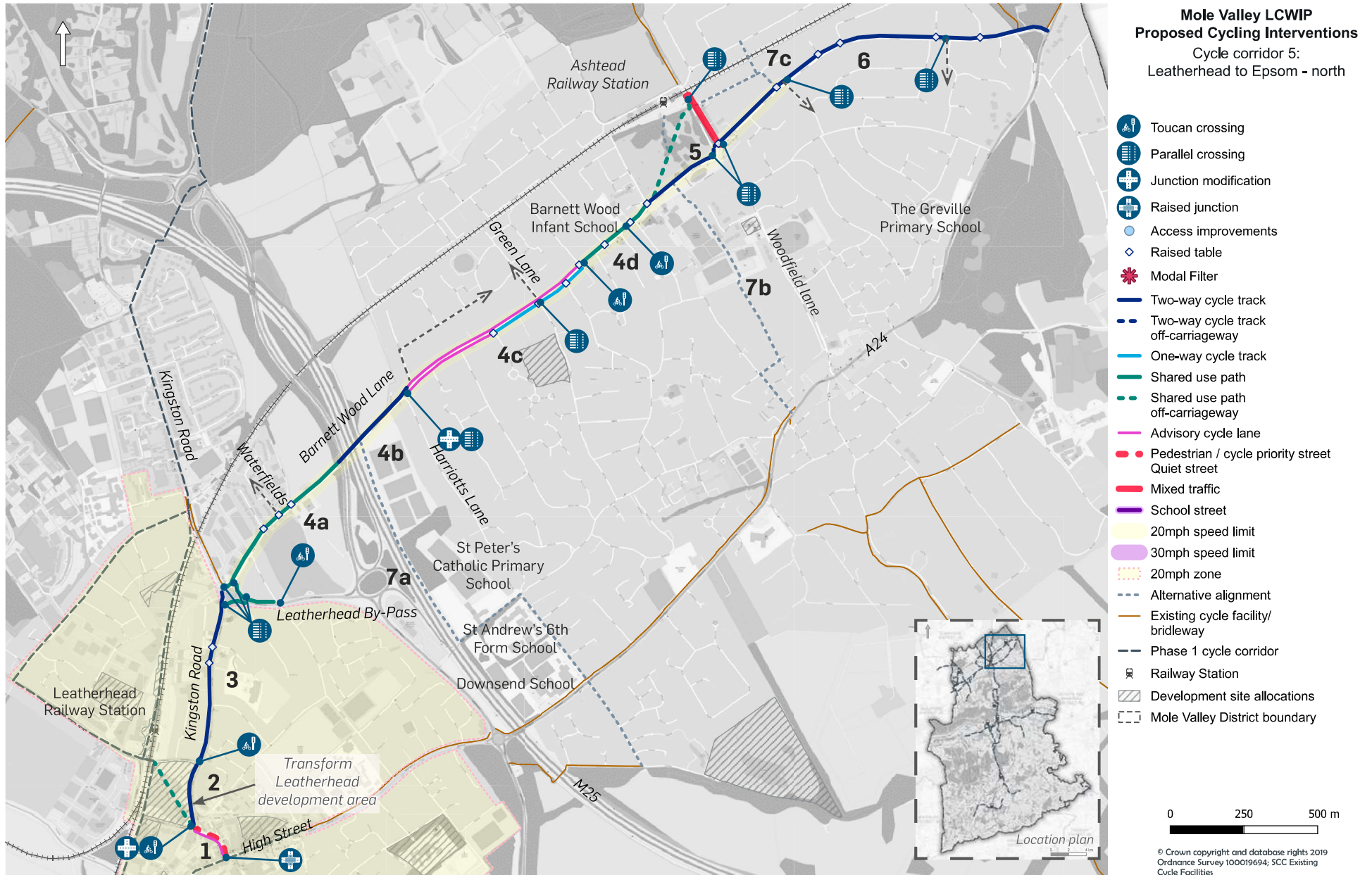


Figure 61. Cycle Corridor 5, Leatherhead to Epsom (northern corridor)

Cycle Corridor 5: Leatherhead to Epsom (northern corridor)

The corridor connects Leatherhead town centre and Ashted Railway Station and the residential area. It serves local schools as an alternative to the A24 and may extend towards Epsom¹. The LCWIP proposals aim to incorporate existing proposals as part of the Transform Leatherhead Master Plan². The proposed interventions aim to provide an west - east active travel corridor which may reduce car use between Ashted and Leatherhead town centre and improve access to schools. See also LCWIP Core Walking Zones 2 and 23 proposals for this area.

Proposed Interventions:

- 1 North Street:** Pedestrian and cycle priority street. Investigate options to improve pedestrian and cycle priority and the public realm. These could include a modal filter (bus gate) to limit general access by private vehicles to certain times of day or even conversion to one-way³. Bi-directional cycle access would be maintained. Improved access to the High Street by providing a raised junction and narrow the carriageway at North Street / High Street / Bridge Street to accommodate a key desire line and better link the commercial areas on High Street and North Street.

¹ Via the existing facilities on the A24

² Some of the proposed measures may be implemented as part of the development, while others would be separate schemes.

³ The proposals for North Street / Bridge Street would be subject to future traffic and access assessments, input from the SCC passenger transport team, and coordination with Transform Leatherhead plans.

- 2 Bull Hill:** (Transform Leatherhead development site) Two-way cycle track parallel along Bull Hill on the west side and a diagonal shared-use path to link Randalls Road to North Street. Introduce a green buffer between motorised traffic and the cycle track where space allows. Additional proposals to include improvements at Bull Hill/North Street junction to simplify the movements and provide cycle crossings to Leret Way and Station Road.
- 3 Kingston Road:** Two-way cycle track on the west side by reallocating space from the carriageway. Investigate potential to widen the footway on the approaches to Leatherhead Trinity School⁴. Introduce a toucan crossing north of Randalls Road to provide access to the railway station. Consider a Dutch style roundabout treatment with parallel crossings at all arms, two-way cycle tracks along Kingston Road and Barnett Wood Lane and shared-use paths on Leatherhead By-Pass/Kingston Road roundabout⁵.

⁴ Proposals are subject to topographic and review of on-street parking requirements.

⁵ Potential proposals along the A245 would need to consider National Highways' M25 junction 9a scheme and potential interactions or impacts.

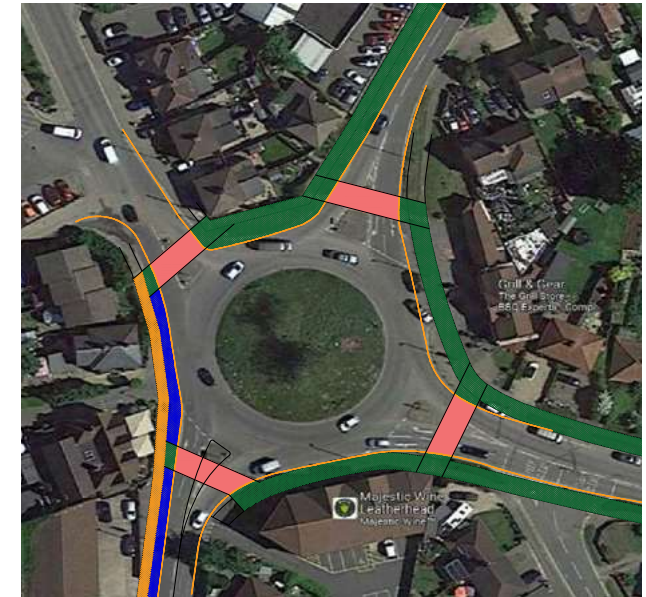


Figure 62. Kingston Road / Leatherhead By-Pass Road / Barnett Wood Lane roundabout proposal: Dutch style roundabout with priority crossings on every arm (pink). New north-south cycle corridor (two-way cycle track - blue) along a widened footway (amber) which links to the existing cycle facility along Kingston Road and the shared use path on Barnett Wood Lane, and shared use paths along Leatherhead By-Pass Road (green) to provide connections to the residential areas. (image: Google)



Figure 63. Existing shared use path along Barnett Wood Lane north of Kingston Road to be upgraded to two-way cycle track by reallocating space from the carriageway.



Figure 64. Existing shared use path along Barnett Wood Lane west of the M25 underpass. Existing facility is constrained and segregation likely not feasible within the public highway boundary.



Figure 65. Existing shared use path along Barnett Wood Lane east of the M25 underpass. Available widths can likely accommodate segregation between users.

4 Barnett Wood Lane: Combination of, shared-use paths (west/north side) and on-carriageway cycle facilities⁶. Introduce 20mph speed limit with additional traffic calming measures.

a. *Between Kingston Road and M25 underpass*: Improvements to the existing shared-use path on the west/north side to include side crossing treatments with raised tables to provide priority to pedestrians and cyclists (Figure 63 and Figure 64). Localised widening of the existing path is proposed where feasible to

achieve the minimum standards for shared use paths.⁷

b. *Between M25 underpass and Harriotts Lane*: Two-way cycle track on the west/north side by reallocating space from the carriageway and the verge on the south side. Additional measures to include converting Barnett Wood Lane/Harriotts Lane roundabout to a priority junction to widen the footways and introduce a parallel crossing (see Figure 65).

c. *Between Harriotts Lane and Taylor Road*: Advisory cycle lanes⁶. At sections where the available width permits, one-way cycle tracks to be introduced. Introduce a parallel crossing on the approach to Green Lane (which provides access to an underpass at the railway lines - footpath #24) and a toucan crossing at Taylor Road.

d. *Between Taylor Road and Woodfield*: Shared-use path by widening the existing footway⁸. Upgrade the existing signalised crossing at Barnett Wood Infant School to a toucan crossing to accommodate cyclist movements.

⁶ The traffic flows along the section are approximately 10,000 vehicles per day (annual average daily traffic - AADT) which is above the recommended threshold for on-carriageway facilities by LTN 1/20. Options for segregation were considered, but likely not feasible due to carriageway and public highway constraints. Alternative alignments are proposed to support access for less confident cyclists. In the next stages of the design, options to reduce traffic would be further investigated. These could include: converting Barnett Wood Lane to one-way, or modal filter/ bus gate.

⁷ The existing shared-use path width does not meet LTN 1/20 guidance. However the facility is provided and it is proposed to be retained as it provides segregation from the motorised traffic (high traffic flows, estimated 10,000 vehicles per day - AADT). Investigate potential widening of the existing shared-use path in the next stages of design, following topographic survey and review of public highway boundary. Longer term aspiration to widen the footway and provide segregation between pedestrians and cyclists, which would likely require land acquisition.

⁸ Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to limited public highway space. The estimated pedestrian flows at the location are high due to the proximity to the school. Longer term aspirational proposal: segregated pedestrian/cycle facilities depending on the available highway land. Proposal to be investigated during the feasibility design stage.

- 5 Woodfield green area: Two-way cycle track on the south side of the green area by reallocating space from the carriageway and the verge and a diagonal shared-use path⁹ (footpaths #40 and #41) to link Barnett Wood Lane to Ashtead Railway Station. Mixed traffic provision on Woodfield Lane service road to link Barnett Wood Lane to Ashtead Railway Station. Introduce a parallel crossing south of the railway station to improve the access for pedestrians and cyclists via the service road (see Figure 66).
- 6 Craddocks Ave: Two-way cycle track on the north side by reallocating space from the carriageway (see Figure 67). Introduce a green buffer between motorised traffic and the cycle track where space allows. Introduce parallel crossing at Woodfield Lane / Barnett Wood Lane / Craddocks Ave roundabout to link the different sections of the route, on the approach to the local commercial area, and at Cray Avenue and Forrest Way to provide access to residential streets and Greville Primary School.

⁹ Segregation between pedestrians and cyclists would be preferred if space allows, due to potential high pedestrian flows to/from station at peak times (subject to pedestrian survey). Woodfield is common land and permissions would be required for path widening and/or upgrade to a cycleway. Ecology survey likely also required to investigate the impact of the proposals. If feasibility is difficult, an alternative alignment for cycle connectivity to the station could consider Woodfield Lane to access the station car park directly (new access link required) or via the existing path at the north edge of the green space.



Figure 66. Potential location for a priority crossing on the approach to the railway station.



Figure 67. Indicative visualisation of proposed two-way cycle track along Craddocks Ave by reallocating space from the verge and the carriageway.

- 7 Additional potential links via quiet residential roads and off-carriageway paths are proposed to enhance local connectivity to the main corridor (Barnett Wood Lane). They would not substitute as a direct east-west cycle corridor through the residential area, but would provide alternate local links and local access:

- a. Upgrade the existing footpaths (#51 and #52) that extend parallel to the M25 south of Barnett Wood Lane to an off-carriageway shared-use path to accommodate access to St Peter's Catholic Primary School, St Andrew's 6th Form School and Downsends School. Introduce street lighting and improve access to the path from Barnett Wood Lane.
- b. Upgrade the existing footpath (#42) through Ashtead Recreation Ground to an off-carriageway shared-use path and a quiet on-street facility via Greville Park Ave/Greville Park Rd to improve cycle access between the Barnett Wood Lane corridor, railway station, Ashtead local commercial area on the A24, and the existing cycle facility along the A24.
- c. Upgrade the existing railway line underpass north of St Steven's Avenue to accommodate cyclists.

Additional interventions along the proposed corridor to include wayfinding posts at key junctions and key destinations and secure cycle parking at the schools, the commercial areas and employment sites.

20mph zone: Implement a 20mph speed limit or zone across the Leatherhead town centre area, including the surrounding local residential streets. The next stage of design to review and assess the extent of the 20mph limit/zone, existing traffic speeds and potential need for accompanying traffic calming measures.