



### 3. CYCLING IN NORTH LEATHERHEAD

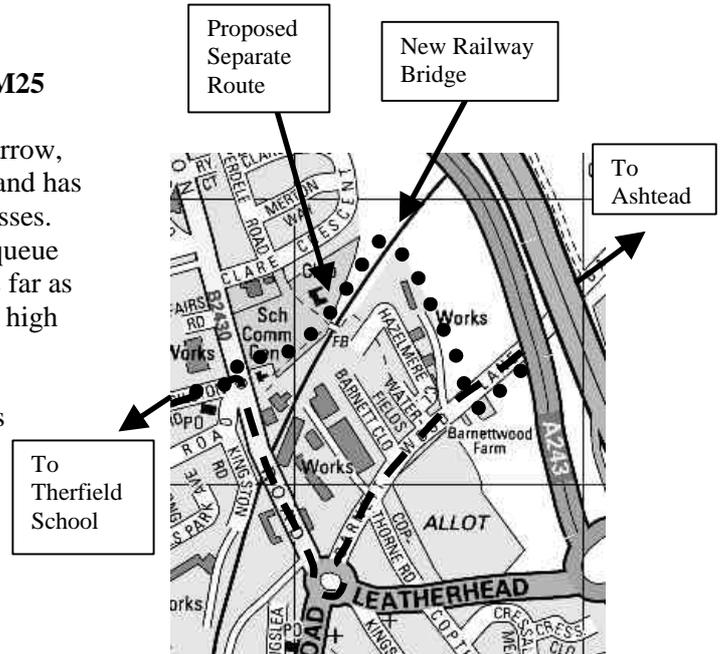
#### 7. Barnett Wood Lane - South-West of the M25



This section of Barnett Wood Lane is narrow, has cars parked along one or both sides and has numerous residential and industrial accesses. During the morning rush hour vehicles queue back from the roundabout, sometimes as far as the motorway. Not surprisingly, it has a high cyclist accident record.

**Suggestion:** We can see no way of making this section of road significantly safer for the many cyclists (particularly those from Therfield School) who use it. The proposed separate route, as suggested by the Therfield parents group, should be considered.

THIS ROUTE WOULD REQUIRE SIGNING



#### 8. Plough Roundabout



All roundabouts are difficult for cyclists, this one more so because of its poor layout which includes parking spaces and private accesses all round.

**Suggestion:** This roundabout needs to be made safer for all users, including cyclists, pedestrians and vehicle drivers. Removing the parking spaces would have the most beneficial effect.

#### 9. Kingston Road - Railway Bridge Section



The roadway across the railway bridge has ghost island markings, about 2m wide, down the middle. This pushes cars out toward the kerbline, making life more dangerous than necessary for cyclists. Therfield parents dropping their children off on the north side of the bridge also creates dangers for cyclists.

**Suggestions:**

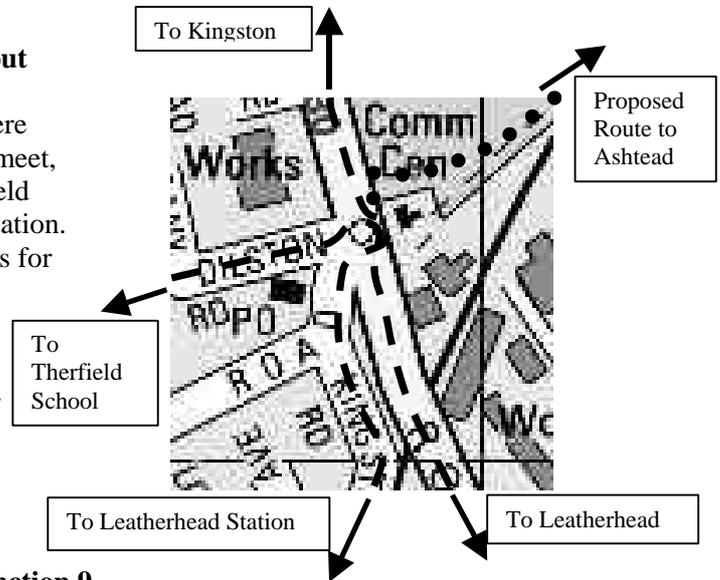
- Replace the ghost island by double white lines and add cycle lanes along either kerblines. It is accepted that the footpath on the west side is also badly in need of widening, which may mean that a cycle lane can only be provided in one direction; if this is the case we suggest that it be northbound.
- Add “no stopping” restrictions on the schools side of the bridge.

**10. Kingston Road – Dilston Road Roundabout**



This mini-roundabout is at the point where four (and potentially five) cycle routes meet, ie those from Kingston, Ashted, Therfield School, Leatherhead and Leatherhead Station. Its unusual shape creates safety problems for cyclists.

**Suggestion:** Consider some other form of junction, or find alternative routes for cyclists.



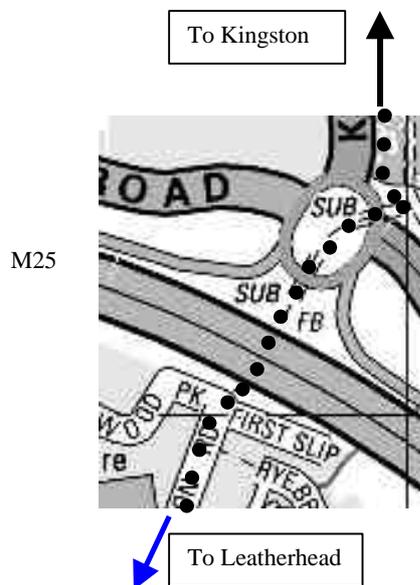
**11. Kingston Road – The Star PH to M25 Junction 9**



The route approaching the underpasses from the north is twisting and the verges have sunk in places; the bridge across the motorway has low parapets; and the access back onto Kingston Road on the south side has a barrier and kerb that are not cycle-friendly. Indeed the barrier is impassable to tandems and disabled cycles. The entire route has no signing.

**Suggestion:**

- Erect “road bends ahead” warning signs to the north and repair the verges;
- erect higher parapets, extend the existing parapets (as was done on Linden Pit footbridge) or erect “cyclist dismount” signs on the bridge;
- amend the barrier and add drop kerbs on the south side; and
- complete the signing of the entire route from Leatherhead Station to the Star PH.



THIS ROUTE REQUIRES SIGNING

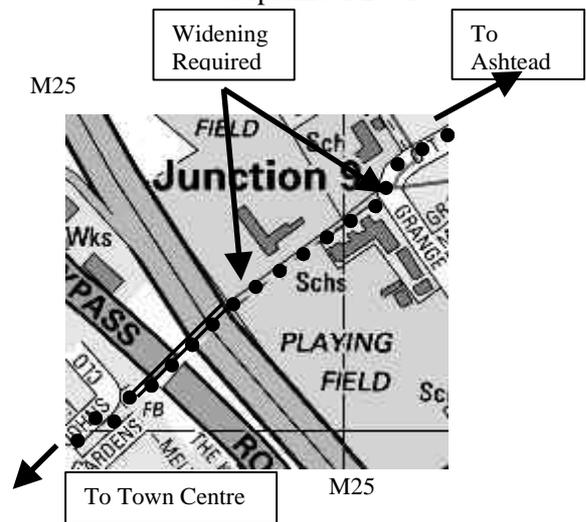
### 12. Linden Pit Footpath



There is no safe legal route for cyclists between Ashted and Leatherhead. Linden Pit Path provides such a route, it is direct, flat and safe, but as a footpath it is not a legal option for cyclists (although many use it illegally).

**Suggestion:** Widen the footpath (using SCC owned land on the north-west side) and legalise its use by cyclists.

THIS ROUTE WOULD REQUIRE SIGNING



### 13. Linden Pit Footpath Bridge



At the south end of Linden Pit Footpath is the footbridge over the M25 and the Bypass. This is too narrow for cycling on, there is a stepped slope at the south end with poor visibility at the bottom and no cycle friendly access back onto St Johns Close.

**Suggestion:**

- Erect “Cyclist Dismount” signs either end of the bridge and slope;
- put a gully along the edge of the slope to allow cyclists to wheel their bikes up it;
- improve visibility at the bottom of the slope; and
- provide a drop kerb on to St Johns Close.

THIS ROUTE WOULD REQUIRE SIGNING

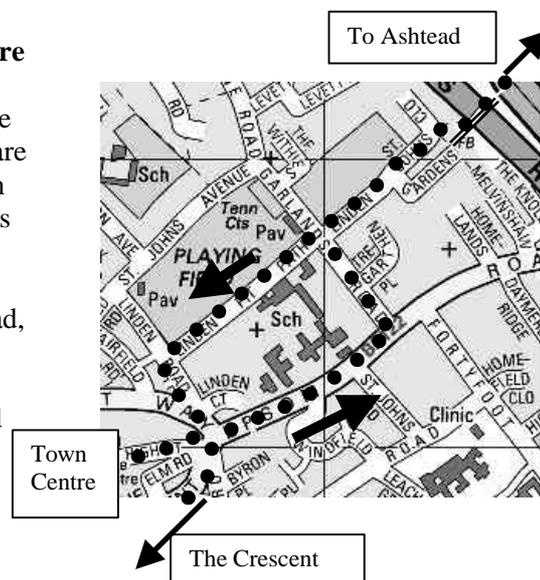
### 14. Linden Pit Bridge to Leatherhead Town Centre



The best route between the footbridge and the town centre is not obvious. The best routes are from the bridge along St Johns Close, Linden Pit Path, Linden Road, then dismount to cross Leret Way at the pedestrian crossing, or continue on road via The Crescent. In the other direction it is best to go via Epsom Road, Garlands Road and St Johns Close.

**Suggestion:** Paint a cycle lane along Epsom Road between Leret Way and Garlands Road .

THESE ROUTES WOULD REQUIRE SIGNING



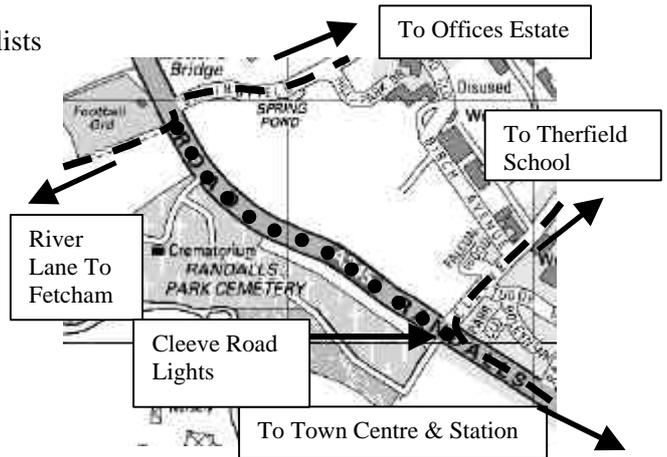
### 15. Randalls Road - Cleeve Road to River Lane



This is a very narrow busy road, used by cyclists from Fetcham (coming via River Lane.) The inherent danger of this road is compounded by the extremely dangerous potholes forcing cyclists out into the road. At Cleeve Road, pedestrians have a problem crossing Randalls Road, as the traffic lights are not visible at the sensible crossing point.

#### Suggestions:

- Road widening is seen as the only complete solution, but as this is unlikely to be possible, proper permanent repairs to the potholes are essential.
- Provide a pedestrian phase to the traffic lights at Cleeve Road.



THIS ROUTE WOULD REQUIRE SIGNING