

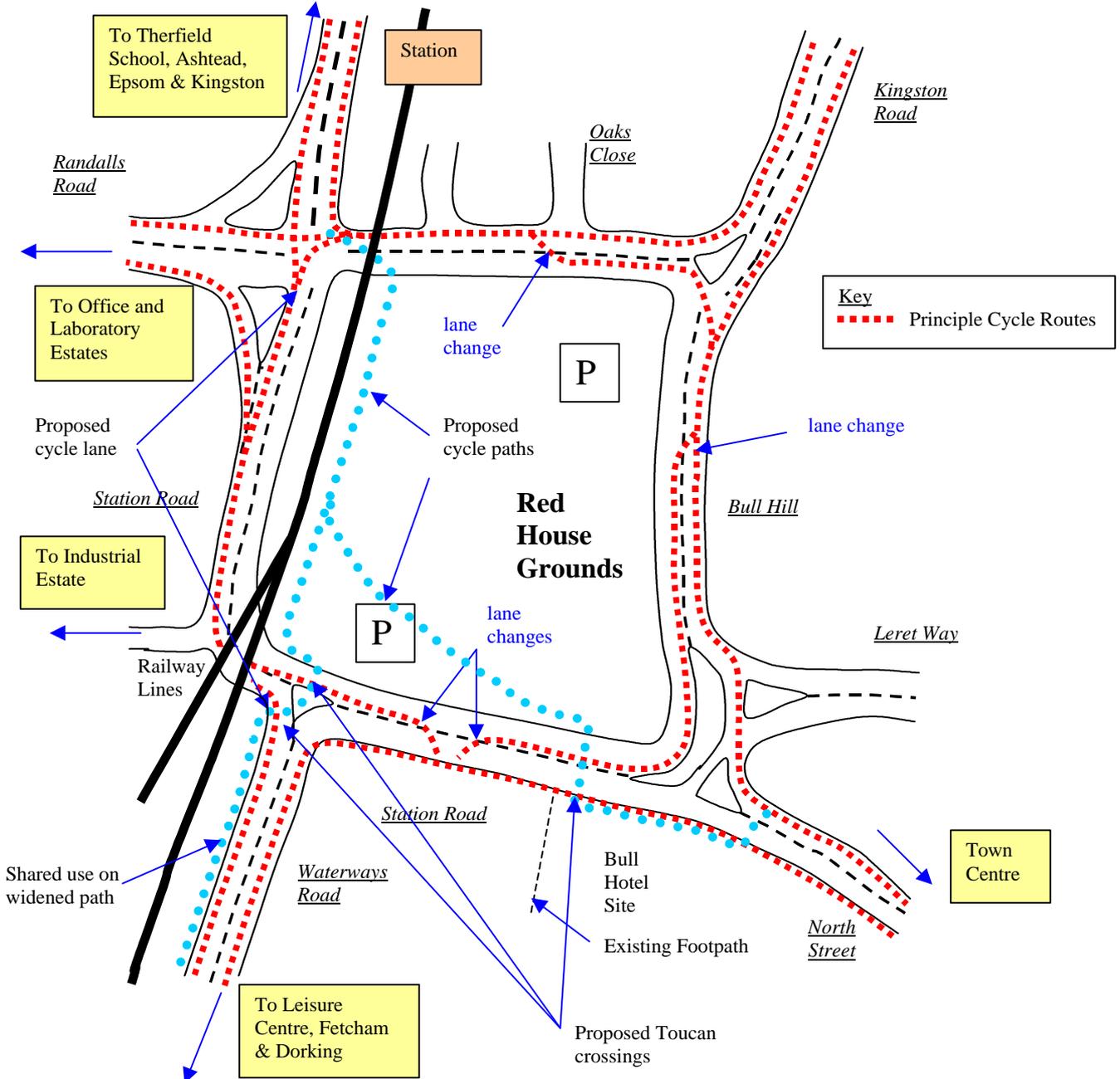


## 4. CYCLING IN LEATHERHEAD TOWN CENTRE

### 16. The Gyratory Traffic System - Randalls Road, Bull Hill, Station Road



Traffic enters and leaves the system from Kingston Road, Leret Way, North Street, Waterway Road, the Industrial estate, Randalls Road, two approach roads to the station, Oaks Close and two Car Parks. (11 entry and exit points). This is illustrated below.



### **The Gyratory Traffic System - Randalls Road, Bull Hill, Station Road (continued)**



The dangers for cyclists in this one way system arise from having to joust with the fast moving traffic which itself has to frequently switch between lanes (of barely adequate width) to follow the variety of routes between the many entry and exit points. Cyclists also have to make these lane changes, moving from left lane to right lane as they approach each exit and then back again after it. This they find intimidating, particularly on Bull Hill where the manoeuvre has to be carried out whilst cycling uphill. Many car drivers are themselves scared of this road layout.

**Suggestions:** Other than the Station Road section described in Section 17 below, we can see no way of making safe on-road provision for cyclists in this one way system. Fortunately, current proposals by MVDC to improve the Red House Grounds offer a vital opportunity to provide some safer off-road routes for cyclists through the Grounds. For these to be of value, good facilities for crossing to and from the Grounds must also be developed. The current re-development of the Bull Hotel site offers the chance to complete the route between the Grounds and North Street by widening the pavement frontage for shared pedestrian/cyclist use. In addition the existing pedestrian crossing would need to be converted to a Toucan.

**The following sections 17 and 18 deal with individual parts of the gyratory.**

#### **17. Station Road - Waterway Road to Station Traffic Lights**



This is the one section of the gyratory system which we believe could be used as part of the Leatherhead cycle network. Particular dangers to cyclists on this section which need to be dealt with include:

- Potential for collision with traffic entering the Industrial Estate;
- cyclists going straight on to the Station at the traffic lights are liable to be cut up by traffic turning left towards Randalls Road; and
- cyclists turning left into Randalls Road are at risk at the corner as the cycle lane ends prematurely.

#### **Suggestions**

- Provide kerb build-outs and improved road markings across the Industrial Estate entrance.
- Construct a cycle lane along Station Road, following demolition of old Station building, giving extra road space (note that there is a planning consent to demolish the old railway embankment between this point and the Industrial Estate entrance)
- Paint a cycle lane across the left filter lane for the use of cyclists going straight ahead to the Station
- Extend the existing cycle lane around the corner into Randalls Road.
- A route through the Industrial Estate to Randalls Road should also be considered.

### 18. Station to Town Centre and Waterway Road via Red House Grounds



As already mentioned, use of most of the one way system roads is not considered a safe option for cyclists. Routes through the Red House Grounds are already used informally by cyclists and we believe that this use should be legalised and encouraged.

#### Suggestions:

- Provide a cycle crossing to/from Station Approach and the Red House Grounds.
- Widen the footpath alongside the railway embankment for shared use (or make separate cyclist and pedestrian provision) and change the steps at the south end to a ramp (as per ongoing SCC design ideas).
- Provide a Toucan crossing across Station Road to the West side of Waterway Road.
- Designate as a shared pedestrian/cyclist route the path along the edge of the south car park, leading to the existing crossing over Station Road. Widen the footpath on the Bull Hotel frontage to allow shared use, and provide a safe route into North Street.
- There is a narrow footpath by the side of the Hotel leading to Belmont Road. Land might be available when the site is developed to allow this to be widened to form a cycle path.

THESE ROUTES WOULD REQUIRE SIGNING

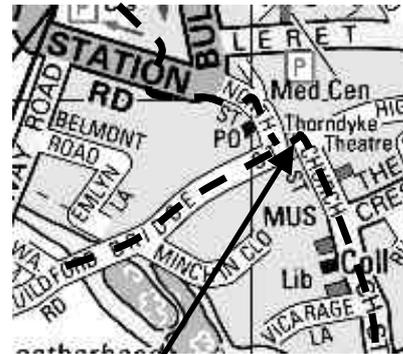
### 19. Church Street - Bridge Street Link



This is an essential link, already much used by cyclists, and should be legalised. This section of the pedestrianised area is due to be upgraded.

**Suggestion:** Designate a 2 way cycle link when the area is upgraded

THIS WOULD REQUIRE SIGNING



Missing  
Link

### 19A. The High Street



The High Street is currently closed to traffic, including cyclists, at all times. This is an unnecessary restriction on cyclists, forcing them to either divert via the busy Leret Way or the Crescent or, as many do, to break the law.

**Suggestion:** Allow cyclists to use the High Street certain times, for example during non-business hours. We do not believe that this would be unsafe for pedestrians using the High Street, as pedestrian flows would not particularly high.

THIS ROUTE WOULD REQUIRE SIGNING

### **19B. Town Centre Parking**



Current cycle parking provision in the Town Centre is poor and there is concern that it receives no mention whatsoever in the redevelopment proposals currently being considered.

**Suggestion:** Ensure that the redevelopment includes cycle parking facilities which are suitably located, of a modern type (ie Sheffield stands) and of sufficient quantity. The Forum should be consulted on the detail of this.