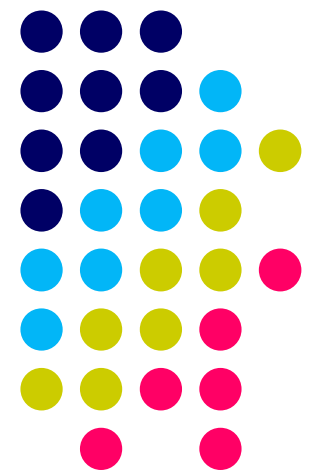
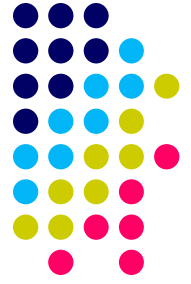


***Mole Valley Cycling Forum***

**Cycling Links  
Epsom Road  
Area**



# Routes Surveyed



Epsom Road/  
Leatherhead Road

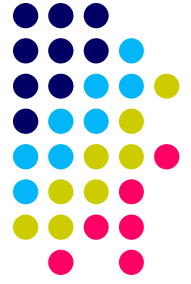
Linden Pit Route

06/02/2011

Powered by  
Ordnance  
Survey

Mole Valley Cycling Forum





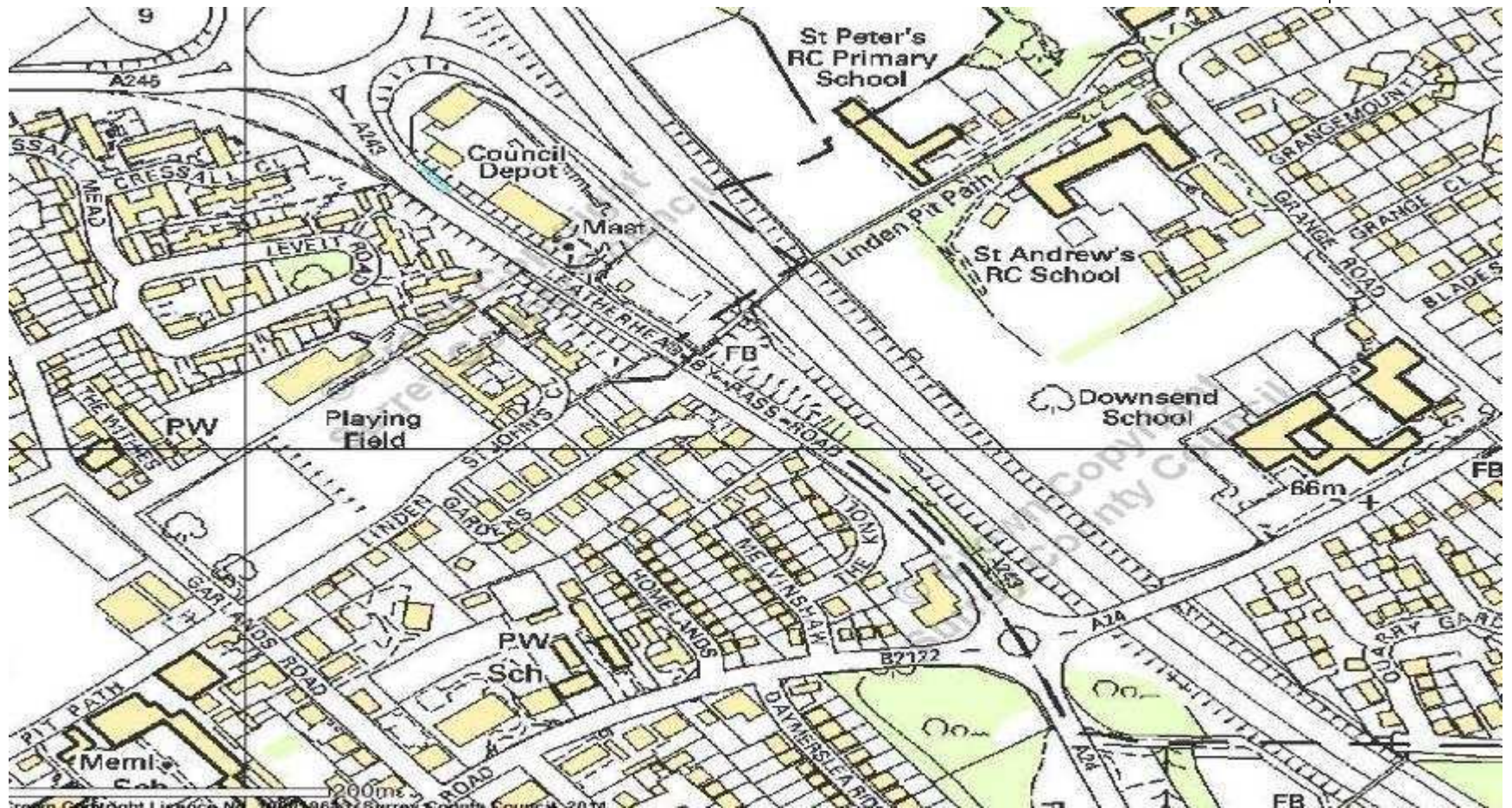
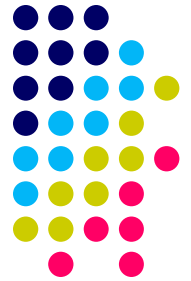
# Objectives

To provide:

- Safe cycling to local schools
- Safe cycling between Ashted and Leatherhead
- Safe cycling into Leatherhead town centre
- Routes to railway stations
- Routes to other cycling links



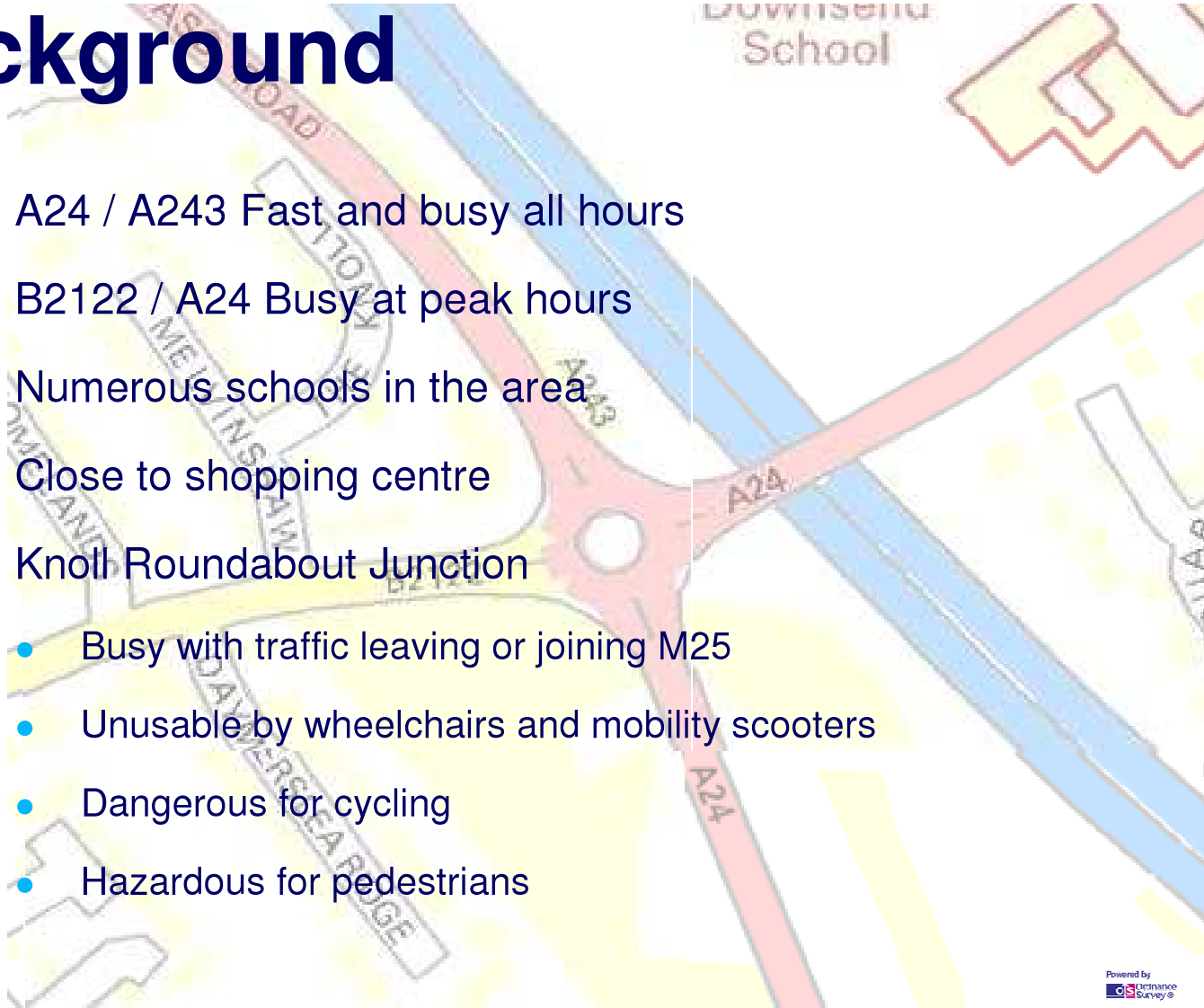
# Local Schools



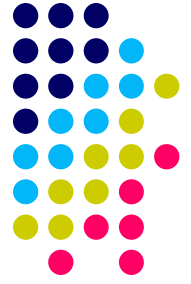


# Background

- A24 / A243 Fast and busy all hours
- B2122 / A24 Busy at peak hours
- Numerous schools in the area
- Close to shopping centre
- Knoll Roundabout Junction
  - Busy with traffic leaving or joining M25
  - Unusable by wheelchairs and mobility scooters
  - Dangerous for cycling
  - Hazardous for pedestrians



# Potential Users



St Peter's RC Primary  
ST Andrew's RC  
Leatherhead Lodge  
Downsend  
St John's

- School Pupils

- Commuters

Leatherhead Main Line  
- London, Horsham,  
Guildford

Cycling, walking and  
wheelchairs

- Shoppers

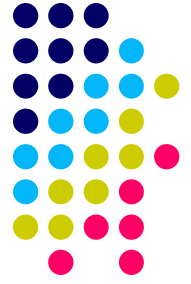
- Cyclists

Ashtead, Leatherhead  
London - Boxhill

Sports grounds and  
Leisure centres

- Leisure

# Epsom Road/Leatherhead Road



- Road way has two traffic lanes with limited parking.
- Pavement on north side up to 3 metres wide.
- Pedestrian controlled crossing at Town Centre end.
- Busy A243 / A24 Junction at Knoll Roundabout.

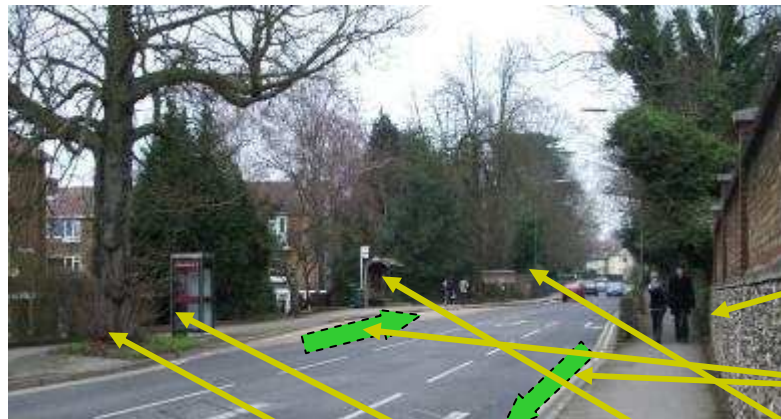






# Epsom Road (1)

Junction with High Street has pedestrian control.



Pavement on southern side of road is insufficient for shared use.

Scope for “dashed” Cycle lanes.

Transformer foot print could be decreased.

Bus Lay-by could be provided with drop kerbs.

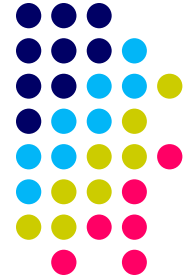
Grass around trees could be cut back.

Pathway has narrow sections at:

- Electricity Transformer station,
- Bus shelter with bus lay-by,
- Telephone kiosk,
- Mature trees.

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# Epsom Road (2)



Pathway has busy bus stop with Enclosed shelter. Cyclists approaching from Ashted direction would be blind sighted by Shelter advertisement panel.

Shelter panel could be reduced in height.

After bus stop, path is about three metres.

One school exit has a blind corner.

Dropped kerbs are of insufficient width.





# Epsom Road (3)



The extent of intrusion of street furniture into pathway varies considerably.

Side road junctions are clear and give good sight lines.

Signage at Knoll Roundabout junction is ill-placed.

All dropped kerbs are too narrow for cycle use and require widening by about 600mm.





# Knoll Roundabout (1)

Corner is walled/fenced and provides limited sight line.

Pathway narrows at crossing approach.



Vehicles tend to avoid outside perimeter of Carriageway.

Roadway at Roundabout has plenty of space for marking out a cycle track.

Fencing could be relocated to provide more room for pathway.







# Knoll Roundabout (2)

Crossing A243 requires agility:

- Traffic converges from three directions at Leatherhead By-Pass Road exit,
- Traffic is in two swift moving lanes at Leatherhead Road side.



Pathway is narrow on approach to Leatherhead Road.



There is space to widen pathway.



Motorway Bridge Parapet needs to be raised by 300mm.

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# Leatherhead Road

Pedestrian crossing adequate at Grange Road Traffic Lights.



Pathway is narrowed by encroaching vegetation and leaning trees.



There is scope for pathway widening.



Footbridge:

- Intrudes into usable space,
- Has no cycle "rail",
- Is not mobility scooter friendly,
- Is in a poor state of maintenance,
- Does appear to be used,



06/02/2011



# Linden Pit Route (1)



Linden Pit Path south west of Garlands Road is quiet and leads towards Town centre and Railway Station.

St John's School is to the south east.

Playing fields and tennis courts lie to the north west.

There are many parked cars.

Linden Pit Gardens north east of Garlands Road is quiet and leads towards Ashted.

Playing fields lie to the north west.

There is an alleyway to other residential roads off Epsom Road.





# Linden Pit Route (2)



The ramp from St John's Close to the pedestrian bridge is fairly steep and stepped.

The pathway is unfriendly to:

- Cycles,
- Mobility scooters,
- Pushchairs,
- Elderly pedestrians.

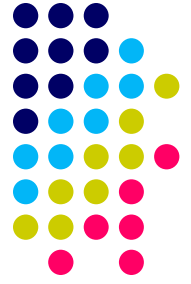


There is scope to decrease the gradient:

- Raise the approach,
- Curve the stairway over adjacent copse.







# Linden Pit Path Bridges

Fencing of the pedestrian bridge crossing the A243 is low by about 300mm.

Bridge width is adequate for the expected traffic.



Fencing of the pedestrian bridge crossing the M25 has been raised. The bridge is safe for cycling.

Bridge width is adequate for the expected traffic.





# Linden Pit Footpath



Footpath has slight bends at bridge approach; sightline is good.

There are schools each side and playing fields.

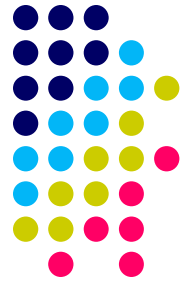
Footpath has good width for most of its length.



Entrance to Footpath from Grange Road forbids cycling. Entrance barriers are mobility scooter unfriendly and would also prove difficult for child buggies.



# Summary



## Improvement

## Benefit

## Issues

1. Dual Use Footpath  
Epsom Road /  
Leatherhead Road  
from High Street to  
Grange Road.

Suitable for children  
attending adjacent  
schools.

Problems reaching footpath  
at Knoll Roundabout  
Limited practical use at  
High Street end  
May need to construct  
crossing points.

2. Cycling lanes on  
Leatherhead Road,  
Knoll Roundabout and  
Epsom Road.

Suitable for experienced  
adult cyclists. Could be  
extended to link Ashted  
with Dorking.

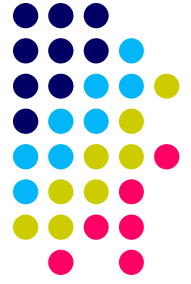
Dedicated cycle lanes  
impractical. Safe Cycle  
Lanes would have to be  
“dashed” and green.

3. Upgrade Linden Pit  
Path.

Suitable for children,  
shoppers, commuters,  
and leisure users.

Indirect route to High  
Street.  
No rear access to  
schools.

**These are not mutually exclusive**



# Recommendations

- Cost all three improvements.
- Check numbers of school users.
- Check school cycle training programme.
- Check with Local Access Forum.
- Carry out public consultation.
- Investigate rights of way issues.
- Consider Cycle-way extension Ashtead/  
Dorking.