



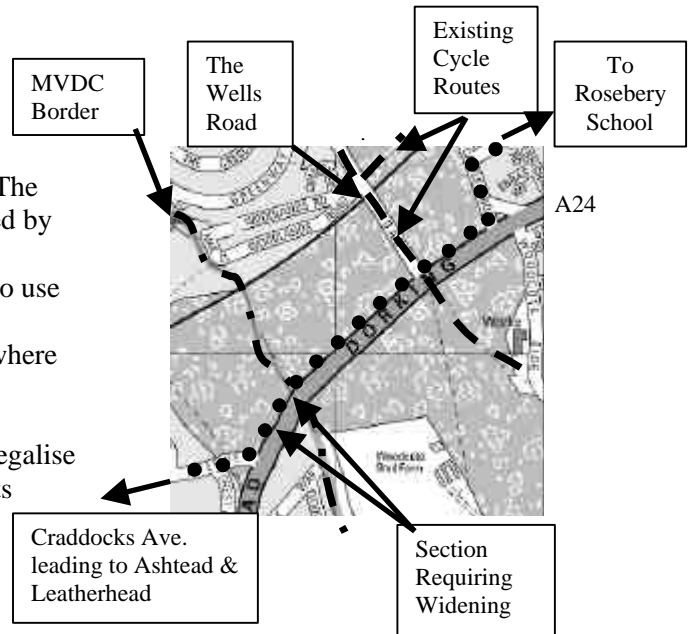
2. CYCLING IN ASHTEAD

1. Wells to Craddocks Avenue



The footpath alongside the A24 between The Wells Road and Craddocks Avenue is used by many cyclists, particularly Therfield and Rosebery School pupils, to avoid having to use the busy main road. This use only causes problems to pedestrians at the south end where the path narrows to about 1 metre wide.

Suggestion: Widen this section of the path and legalise its use by cyclists. Also provide formalised points where cyclists can rejoin The Wells Road and Craddocks Ave at each end.



2. Craddocks Avenue Chicanes



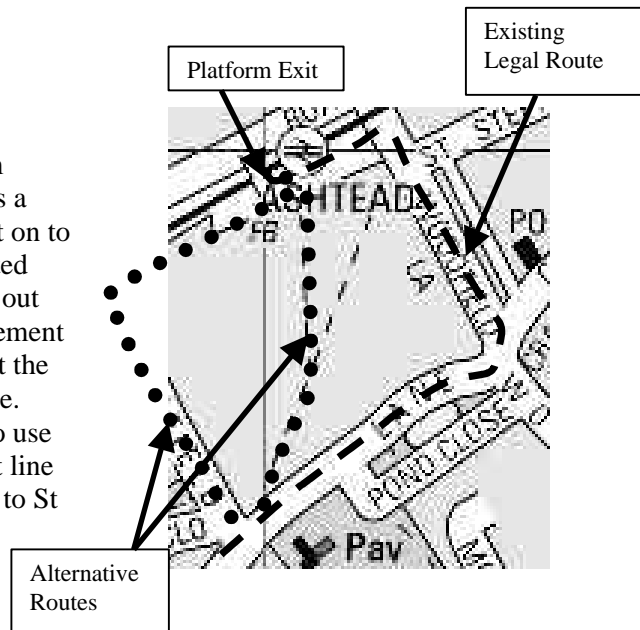
The cycle bypasses constructed around the chicanes in Craddocks Ave are poorly designed and are little used by cyclists. The design faults are many, the worst being the merges back onto the carriageway, which are unsafely designed and located.

Suggestion: Either carry out extensive improvements to bring the chicane bypasses up to standard, or remove them altogether. Cars are happy to follow cyclists through other restricted width sections along the road, so why not at the chicanes? It would also help to slow traffic and so improve safety.

3. Ashtead Station to Barnett Wood Lane



The existing legal route for cyclists from Ashtead Station to Barnett Wood Lane is a circuitous one through the car park, right on to Woodfield Lane (with its well documented parking and congestion problems), right out into Craddocks Avenue (a difficult movement for cars, let alone bikes) and then right at the mini-roundabout into Barnett Wood Lane. Many cyclists instead chose (illegally) to use the footpath which cuts in a near straight line from the station across Woodfield green to St George's Church.



Suggestion: Widen this footpath by about a metre and designate it a shared segregated route, using a painted white line to segregate pedestrians and cyclists. Alternatively, widen the path that runs parallel to the railway towards Woodfield and let cyclists use this. It is slightly longer, but is less used by pedestrians. Either of these is likely to encourage more commuters to cycle to the station, easing (albeit to a small extent) both the congestion and parking problems that the area suffers from.

THIS ROUTE WOULD REQUIRE SIGNING

4. Barnett Wood Lane Humps



In general, the speed humps pose no problems to cyclists. However, this is not the case where there are sunken drainage inlets just off the humps or where the humps have been built with a narrow drainage channel next to the kerb. Both features force cyclists to swerve out towards the centre of this narrow road.

Suggestion: Re-level the sunken inlets and widen the drainage channels to a minimum base width of 1m so that cyclists can ride in them.

5. Barnett Wood Lane - North-East of Harriotts Lane



This is a narrow road, used by many cyclists, in particular Therfield School children. Many Therfield parents refer to this section when talking about the dangers of their children cycling to school. There appears to be no room for on-road cycle lanes nor for off-road cycle paths. Some cyclists also find the narrow approaches to Harriotts Lane mini-roundabout a problem.

Suggestion: Provide signing or road markings to emphasise to drivers that this is a major cycling route. This could either be standard lamp post mounted signs, or preferably large warning signs painted in the road, as recently installed in Somerset. Also consider improvements to the mini-roundabout – or add advanced cycle give-way lines?



6. Ashtead Station Parking



The cycle parking provision at Ashtead Station is a dark and dreary cage located behind the downline platform, ideal for vandals and thieves. It has cycle racks (not fixed down) for a maximum of 16 bikes – about half the number that is needed at present. The station has acute car parking and congestion problems that would be much helped if more commuters cycled to the station.

Suggestion: Ideally provide covered cycle parking for a total of at least 60 cycles at the level crossing end of the two platforms in full view of passers by and covered by the platform CCTV system. Publicise the availability of these facilities and the benefits of cycling to the station. As an interim, add CCTV coverage to the cage.