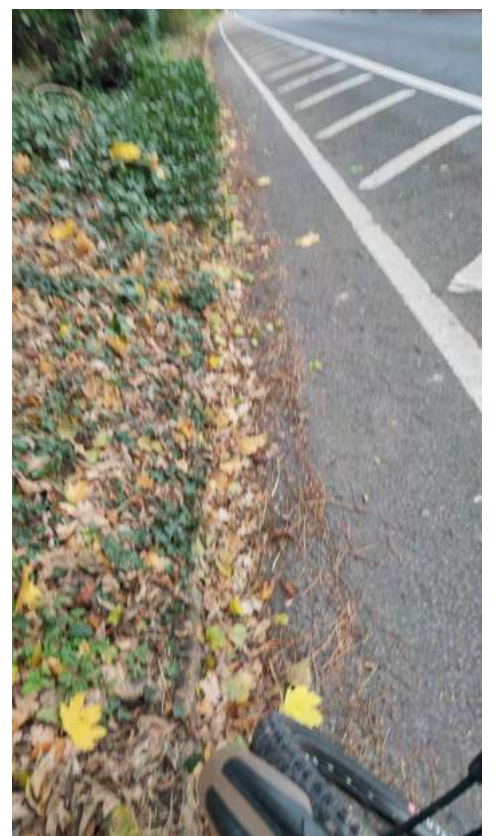


ADJUSTMENT TO NARROW CYCLEPATH ALONG A24 FROM GIVONS GROVE
ROUNDBABOUT TO MICKLEHAM.

The southbound carriageway from Givons Grove roundabout to the junction of Mickleham High Street has a path for cycles roughly about 80 -90 centimetres wide.

In the interests of safety there is no reason why this path could not be 150 -200 centimetres wide with a single raised barrier to protect the cyclists from the motor traffic. This would get closer to the national standard for cycle paths CD195 requiring 2 metres width.



The writer has been a resident of Leatherhead for 20-25 years and the road has been like this for all this time except for a time when the contractors marked it up badly incorrectly. Most errors were corrected quite quickly. The road hatching markings are raised making cycling on them difficult.

An improved cyclepath would assist in stopping cars blocking the cycle path near Mickleham.

Below. This shows "cyclepath" the writer uses two or three times a week. It is unnecessarily narrow to start with and can have stones branches and other detritus and be overgrown as other pictures here show.

Right. The "cyclepath" with the bus/car pull in with a dangerous ceding of the priority to vehicular traffic on the main road





This picture shows a longstanding dangerous junction where the road planners expected the cyclist on the cyclepath to look behind him or her to check the approaching traffic. All approaching traffic but specifically anyone seeking to enter the bus stop or forecourt of the shop has elevated position clear screen forward vision and every easy provision to make adjustments while the cyclist does not. It is quite difficult to understand why this situation has maintained as is since the last contractor marked the road hatching with errors. This error remains.



A24 heading looking southwards towards Mickleham showing car obstructing entry to cycle lane

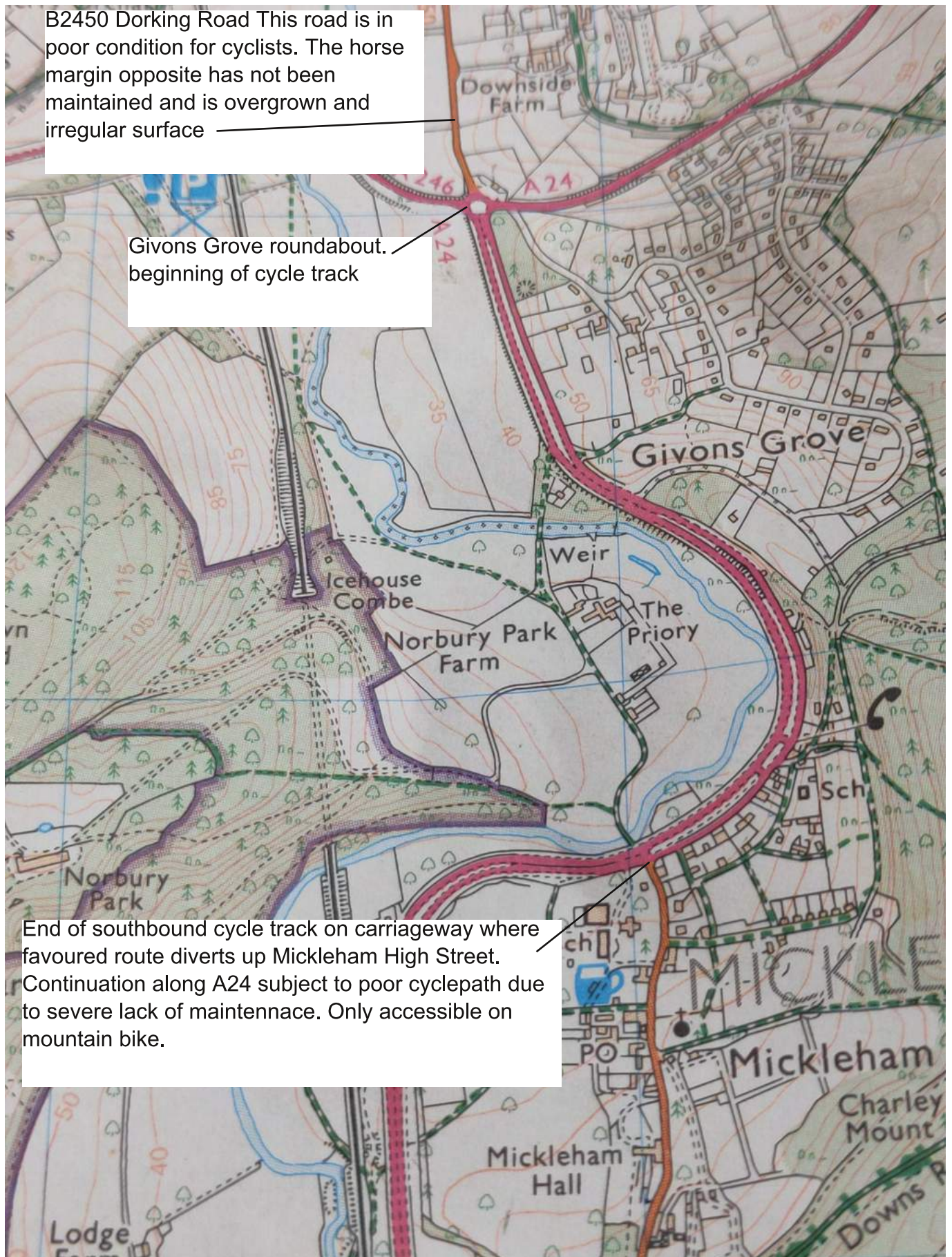


A24 looking northwards from Mickleham showing routine obstruction to cycle lane.

B2450 Dorking Road This road is in poor condition for cyclists. The horse margin opposite has not been maintained and is overgrown and irregular surface

Givons Grove roundabout, beginning of cycle track

End of southbound cycle track on carriageway where favoured route diverts up Mickleham High Street. Continuation along A24 subject to poor cyclepath due to severe lack of maintenannce. Only accessible on mountain bike.



This is a section from Ordnance Survey map 187 showing the A24 Dual Carriageway from Givons Grove Roundabout to the north (top) of the map to the junction of Mickleham High Street where the southbound A24 cycle path has been abandoned and not maintained. This is the section where the cyclepath can easily be improved as space is available.

PROPOSED IMPROVEMENTS TO CYCLE ROUTE ALONG A24

This is an artists version of the re-arranged cycling facilities to improve on the current provision shown in the other photographs. It may well even approach the requirements of the National Standards for cycle path provision.

The most important feature of the new works is the raised kerb separating the cycle lane from the heavy vehicular traffic. This needs to be significant.

