

BARNETT WOOD LANE AND KINGSTON LANE DESIGNATED CYCLE LANE PHASE 1

**Mole Valley Local Committee
2 April 2003**

KEY ISSUE:

This report recommends that, subject to funding being made available, the implementation of phase 1 of a new cycle track along Barnett Wood Lane and Kingston Road, Leatherhead is progressed. The proposed works extend between Copthorne Road and Dilston Road.

SUMMARY

The report sets out reasons for recommending the scheme, how this phase dovetails with further phases of the route and gives detail of how the route will be constructed..

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) **that subject to funding, the progression of the scheme as detailed in Annexe A is approved.**
- (ii) **that if there is a need for further issues to be presented to this Committee, a Members Working Group is established and authorisation is given to that Group to formally consider those issues.**

1.0 INTRODUCTION AND BACKGROUND

- 1.1 The proposed cycle link is a measure recommended by the North Leatherhead Accessibility Study, which set out to address the problems experienced by children travelling between Therfield School and its major catchment areas. The Accessibility Study followed the findings of the Leatherhead Movement Study and featured in the Therfield Safe Routes to School Challenge Bid.
- 1.2 One issue the Accessibility Study considered the feasibility of providing a cycle link along Barnett Wood Lane from Harriotts Lane to Challenge Court and investigated the options of:
 - (Option 1) Providing a new path through Merton College Field, crossing the railway via a new bridge and tying into the existing recreation area's footpath network to the west of the railway.
 - (Option 2) Upgrading the existing footbridge over the railway in the vicinity of the Waterfields housing estate to accommodate cyclists.
 - (Option 3) Extending the proposed route along Barnett Wood Lane, via the Plough roundabout, along Kingston Road to the junction of Dilston Road and incorporating a link into Leatherhead By-Pass Road.
- 1.3 Previous proposals, considered under the Leatherhead Movement Study, investigated an on-carriageway facility between Harriotts Lane and Challenge Court. However, this was rejected following safety concerns. A design that utilised existing footways was progressed and amended to minimise the impact kerb re-alignments would have on buried plant.
- 1.4 Of the options available to introducing facilities to the south west of Challenge Court, it was thought option 3 offered the greatest benefit to the highest number of cyclists. Within the remit to try and avoid acquisition of non - highway land, the design was developed to include a reduction in carriageway width between Waterfields and Challenge Court to just 4.8 metres. This was necessary to provide adequate space for both a footway and a cycle lane. However, for reasons of safety and due to the impact that this would have on traffic using Barnett Wood Lane, an alternative solution was devised. This will require the compulsory purchase of land at the back of footway, which will likely be a time consuming process.
- 1.5 To obviate further delay and to help maintain momentum, it is proposed to postpone implementation of the cycle route between Copthorne Road and Harriotts Lane and proceed with construction of the route between Copthorne Road (junction of Barnett Wood Lane) and Dilston Road (junction with Kingston Road). An arm linking Leatherhead By-Pass Road will also be included. This will be termed Phase 1, with Phase 2 (comprising Copthorne Road to Harriotts Lane) to be considered for implementation at a later stage, when funds permit.

1.6 A plan of the route proposed for construction is shown in **Annexe A**.

2.0 ANALYSIS AND COMMENTARY

General considerations

- 2.1 The preferred option, that provides off-carriageway cycling along streets that would be the chosen route for the majority of users, is believed to negate the need to pursue further the previously outlined alternative routes for cyclists.
- 2.2 Phase 1 of the route travels along Barnett Wood Lane from Copthorne Road North to the Plough Roundabout and thence along Kingston Road, on the north east side, to the junction with Dilston Road. It includes provision of two new toucan crossings; the first in Barnett Wood Lane, 20 metres from the junction with Plough Roundabout and the second in Kingston Road 40 metres south east of the junction with Dilston Road. The introduction of a toucan crossing at these locations is not expected to cause serious impact on traffic flows.
- 2.3 An additional link to Phase 1 is the extension of the route across the north east side of Plough Roundabout and along the south side of Leatherhead By Pass Road up to Copthorne Road (South).
- 2.4 A possible "bolt on" to this phase of the route is the potential to construct a ramp on the strip of land between Kingston Road cul-de-sac D2540 (leading from the roundabout at Dilston Road to the junction with Cleeve Road) and Kingston Road B2430. This measure would be subject to negotiations to acquire land believed to be owned by Network Rail but would provide a worthwhile link between the proposed toucan crossing and the Cleeve Road Estate.

Advantages

- 2.5 The proposed route complements the County Cycle Network and provides a link to and from Leatherhead Station.
- 2.6 The design provides a degree of separation between cyclists and vehicular traffic.
- 2.7 It will be possible to extend the scheme back into Ashted and further into Leatherhead at a later date by continuing the route along Barnett Wood Lane and Kingston Road as identified in the Leatherhead Area Movement Study Final Report.
- 2.8 The scheme meets the County's Safe Route to Schools objectives and addresses issues raised in the Challenge Bid submitted by parents from the local schools

Disadvantages

- 2.9 There is an element of pedestrian/cyclist conflict although this does not feature in the summary of the Stage 1 Road Safety Audit undertaken.
- 2.10 The route starts in Barnett Wood Lane at arbitrary point where the footway is wide enough to accommodate both pedestrians and cyclists. This is not necessarily where it is 'required' to start.
- 2.11 The route may not attract current users of the existing footbridge (see option 2) due to its more indirect path.

3.0 CONSULTATIONS

- 3.1 No formal consultation was undertaken as part of the Accessibility Study, although it was commissioned following representations made by Therfield School parents about difficulties experienced by schoolchildren cycling through the area.
- 3.2 Further consultation is advisable in advance of constructing the proposed toucan crossings.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The measures outlined in this report and identified in **Annexe A** are expected to cost in the region of £165,000. This sum could be funded from the LTP Capital Budget during 2003/4 (see separate item on this agenda).

5.0 SUSTAINABLE DEVELOPEMENT IMPLICATIONS

- 5.1 The proposed facility is in keeping with the County Council's policy of promoting alternative forms of transport, making our roads safer and safe routes to school.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 The recommended route allows cyclists to avoid the footbridge at the end of Hazelmere Close (see option 2) where an increased risk of crime may exist.

7.0 EQUALITIES IMPLICATIONS

- 7.1 The design of the cycle track and toucan crossings incorporates tactile paving to assist those with impaired vision. The toucan crossings also have an audible signal to advise blind people when to cross. Both measures meet the requirements of the Disability Discrimination Act.

8.0 CONCLUSION AND REASONS FOR RECOMMENDATIONS

The work now proposed fulfils many of the strategic aims of the Council, links with an existing cycle network and complies with the Safe Routes to School policy. The route meets the needs of the majority of potential users and has scope for further development.

The inclusion of the toucan crossings over Kingston Road and Barnett Wood Lane have the added benefit of providing facilities that may be shared by pedestrians.

Consideration has been given to existing buried utility apparatus, as part of the design process, so that unnecessary costs may be avoided. In this, and many other respects, the scheme fulfils the Council's objective of achieving best value.

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BACKGROUND PAPERS:

