

EPSOM ROAD CONSULTATION - COMMENTS SUMMARY

RESIDENTS
Schools/Elderly. Chaotic and dangerous
Support if safe as is elderly and walks along Epsom Road daily
Unsafe due to speed of cyclists & conflict with elderly and mothers with children
Insufficient cyclists to justify expense
Insufficient use when introduced before, cyclists continued to use the road.
Wide footway, I use it a lot and seldom see many others. Should not be a problem if cyclists are considerate.
Cycle facilities much needed in area
Nearly knocked over twice by cyclist in 3 years. Would support segregated section if the footway were wide enough.
Need traffic calming along Epsom Road. Cars are speeding.
Footway too narrow in places, pedestrians likely to be seriously injured.
Shared use will not require maintenance of markings. Upgrading Linden Pit cycleway advantageous as cheaper to maintain one cycle lane than two.
Outraged at already wasted money and now repeating this mistake. Will write to MP.
Cyclists on footway are inconsiderate to pedestrians and ride too fast.
Keep footways clear of cyclists for pedestrians and disabled users.
Waste of money. Use it to fill potholes in this part of Leatherhead.
Feel it would be impossible to provide 'safe' use for both pedestrians and cyclists in any scheme. Would always be claims for injury due to conflict.
Waste of money.
Would like SCC to consider a xing facility on A246 Young Street as a link for family cycles to access Norbury Park & surrounds. Would benefit many.
Linden Pit Path/St John's Close route.1) Bridge over A243 not suitable for cyclists, parapet not high enough and there are steps to negotiate. Route conflicts with peds. Currents signs indicate 'No Cycling'.Route not clearly defined or signed.
Cycle lanes are well overdue given the number of schools in area.
Cycle Path been and gone. Use funds to repair pavement on south side instead.
Senior citizen uses scooter on footway into Leatherhead with no problems. People very helpful.Traffic signals at busy junction are not clear at times, need cleaning.
Waste of money. Has cycle use in Epsom Road been monitored? There is very minimal use despite number of schools apart from the nursery children on tricycles. The few commuters on the road are confident and with yellow lines in place there are very few obstructions making on-road cycling safer. If cyclists are expected to cross Knoll roundabout, cycle on new cycleway, negotiate side turnings, and cross for the last 100yds to The Crescent, they are likely to continue on the narrow path when the cycle lane ends. Weekends are busiest and the road cyclists are likely to ignore this facility as they do on the Mickleham By-Pass.
Ex. cyclist thinks pedestrians and cyclists do not/should not mix. (Included a cutting from Cycling Weekly 'Lunatic lane scrapped' from the last cycle scheme here). Cyclists would have to cross fast traffic lanes at roundabout and o/s St John's school to use and exit the facility. From the roundabout to Garlands Rd has numerous busy entries including kindergarten, school and old peoples home. All "accident black spots" and SCC must not be accused as generators of such recognised black spot areas.

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Too many vulnerable pedestrians, small children, the elderly and possibly infirm, electric buggies - it would be an error to have shared space. C/Way seems too narrow for dedicated cycle lanes given number and size of HGVs. Experienced cyclists will continue using the road. Safest option Linden Pit Path, Linden Gds and St John's Close.- from a former well travelled cyclist, pedestrian and motorist.

Epsom Rd very busy already. Enough problems with schools and parents insisting on parking outside them, inconsiderately.

Money would be better spent on providing a short term parking facility.

Off road is better. Make cycle section equal size as footway. Markings alert peds of the possibility of cyclists.

Would not support scheme. Risk for cyclists from cars delivering and collecting children from school (Downend) Presumably parking facility o/s school would remain?

Do not want any more equipment used near her flat. Letter attached. Lives in Pegasus Court and claims last works left lounge floor rumbling, and shelves and cabinets rattle when heavy traffic passes. This is noisier than ever before. Wishes to be called back.

More advantageous to repair pot holes than waste further money on unusable cycle routes.

No need to be physically segregated. Didn't work before with markings, works well as it stands.

- 1) A cycle lane alongside the road must be free of parking
- 2) Can the lane be mandatory rather than advisory?

Money already wasted on this facility. Road congestion terrible at times. Installing cycle lane along Epsom Road would make it worse. Foot path not wide enough in places for cycle lane. Dangerous for peds especially the elderly. Money could be put to better use eg pot holes. Would it be possible to make Fortyfoot Lane and St Johns Road one-way?

Continue cycle route through Ashted and towards Epsom Town. Cycle facilities desperately needed for our safety.

Please do not put more ugly lines on the pavement. Bicycles should be kept off the pavement as many children use it. The number of cyclists using Epsom Road is minimal and they can be serviced by a cycle lane if necessary.

In these days of serious cut-backs, annoyed that after work already done on pavement and then abandoning it, you are now thinking of re-establishing the cycle track. Not a good idea to combine peds with cyclists as many peds are elderly and not able to hear approaching cyclists from behind.

Enough money wasted on markings, now eliminated. With a mix of children, elderly and buggies, cycling is not a practical proposition.

Prams on the footway would be a hazard for fast cyclists and cyclists would be a hazard for the elderly. The footway is now vastly improved, why ruin it? Would appreciate a higher fence along Linden Pit Path to prevent personal belongings dropping onto the motorway.

If money to spare it would be better used repairing pot holes.

Footway used by many, elderly, parents with young children. Combined with cycles even with dividing line may cause havoc. Better solution would be to realign the kerb, narrowing the footway and install a cycle facility on the road alongside. New kerb. Realise street furniture may make this difficult but would still be preferable. Please do not re-introduce ridged tiles as last year.

A waste of money. Where will the cyclists go when they pass St John's School or on reaching Knoll roundabout? A cycle lane on Epsom Road is dangerous because the road is too narrow and extremely busy. Money could be better used on proper pot hole repairs.

Further cycle routes would endanger pedestrians and cause further congestion along the roads suggested. The previous cycle lane was not suitable and it was sensible to remove it.

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A waste of money for a few hundred yds of cycle path. Either provide a fully integrated network of cycle paths or leave it as it is.

1) The cycle path on footway was pointless. No one used it and cycling on the footway is still dangerous for cyclists.

2 & 3) Are either really necessary. How many fatal accidents involving cyclists have there been on Epsom Road in the last 5 years? Isn't there better things to do with the money.

Given that the initial cycle lane proved to be a problem, surprised an alternative is being considered. We should improve the path alongside A24 linking Knoll roundabout to first M25 roundabout and barriers along this to protect it plus resurfacing of Melvinshaw which is rapidly deteriorating.

Cyclists and pedestrians need to be segregated as some inconsiderate cyclists speed down paths. Personally had a few near misses walking to/from town. The deaf cannot hear their approach.

A cycle track in Epsom Road would narrow the width. Parked cars have caused problems in past. Cycle track would add to hazards. The previous cycle track on footway caused problems and was removed at considerable cost. Hazardous to pedestrians with cycles coming up behind them. Leave well alone.

1) When overtaking, cyclists need to keep to segregated lanes and use audible bells.

2) Cyclists must retain full rights to use the roads.

3) Linden Pit route is satisfactory now.

1) Cycle lane on northern footway is highly dangerous.

2) Support improvement to Linden Pit Path/St Johns Close if traffic stats warrant it.

3) Support advisory lanes in Epsom Road if traffic stats warrant it.

Either option 1 or 2, not sure which would be safer.