



LOCAL COMMITTEE (WAVERLEY)

**PUBLIC QUESTION AND RESPONSE**

**14 DECEMBER 2007**

**From Mr David Kirkham**

I was pleased to read, in your response to the question Ms Rand asked at the last Local Committee meeting (14 September 2007), that Surrey County Council is committed to encouraging cycling. You then list a number of schemes which you claim assist cycling; unfortunately my experience of the schemes is that they all present problems:

- Green Lane, Binscombe

I used to cycle home from work along Green Lane, but after the traffic calming and 20mph zone were introduced I found I had to frequently take evasive action to avoid accidents. Motor vehicles were overtaking me and cutting in dangerously so that the speed cushions could be straddled. Motor vehicles were pulling out of Meades Park and other side roads without looking properly, as unfortunately when cycling to the left of the speed cushion I am in a less visible position. Motor vehicles were trying to overtake me as I approached the chicanes (in the 20mph zone) when I was travelling at 20mph. I now cycle along the B3000 where I've never needed to take evasive action (even when the speed limit was 60mph).

- Summers Road, Farncombe

In a question to the Local Committee in July 2006 Mr McCalden observed that the gap to the left of the speed cushions was so narrow that a cycle's handlebars were at risk of hitting pedestrians and causing an accident.

- Brighton Road, Busbridge

In June 2007 Mr Coombes asked the Committee a question about the positioning of the speed cushions at this location. In your response you stated that the scheme was not built as intended and that the contractor had been instructed to correct the installation. At the time of writing the cushions are still too close to the edge of the road and therefore present a danger to cyclists.

- A3100, Farncombe

In January 2007 I asked a question to the Committee about the shared use cycle path along the A3100. In your response you acknowledged that it didn't meet national recommended standards. Having read the Department for Transport's LTN 2/04 (para. 6.2.14) I would suggest that the majority of the path does not reach the absolute minimum width.

Cycling can, and does, benefit from well designed and built traffic calming and there is plenty of government-backed guidance on how to achieve this, but this guidance also observes that schemes can also create difficulties or even hazards, for cyclists.

Bearing all this in mind can you tell me:

1. Has there been any increase in cycling at these Schemes?
2. Has there been any improvement of cyclists' safety at these schemes?

## **Response**

1. Has there been an increase in cycling at these (four) schemes?

The County Council does not undertake monitoring of cycle use of individual schemes; to do so would be costly and time consuming. Instead over 30 fixed cycle monitoring sites have been established equipped with automatic cycle counters. These sites are concentrated in Guildford, Runnymede and Woking, but there is no site in Waverley.

Surrey's target is to increase the number of cycle journeys being made by 20% between 2004 and 2011, and the fixed sites are used to measure progress. The latest figures for 2007 show a 10% increase since 2004, indicating that growth is on target.

2. Has there been an improvement of cyclist's safety at these (four) schemes?

Overall safety, or sense of security, is subjective. However, speed cushions and road tables do moderate vehicle speeds, as do reduced speed limits. In the case of the A3100, the shared footway surface in the

northbound direction provides a facility for cyclists nervous about cycling on the road.

The following comments relate to the individual schemes mentioned in the question:

- Green Lane

It appears that motorists are driving without heed to cyclists: this will be brought to the attention of Surrey Police.

- Summers Road

The gaps between the speed cushions and the kerbs should be at least 750mm, and this will be checked in the near future.

- Brighton Road

We have reminded our contractor of the need to correct the installation of the speed cushions, and this is now expected to be completed as part of the work currently underway in Brighton Road in the Crownpits area.

- A3100

To repeat the reply given in January 2007: 'It is acknowledged that the cycle facility does not meet with national recommended standards, in that the width is less than 2 metres in places. This is because the route comprises an existing footway, which cyclists are now legally permitted to ride along. This footway is relatively lightly used by pedestrians, and on balance it was felt that allowing cyclists to use it would be of benefit, as some find the A3100 intimidating if they are riding along the road itself... While the facility as it exists is a compromise, it does at least offer an alternative for cyclists which they can elect not to use, where previously it would have been illegal for them to ride a bicycle on this footway.'