

## 1) Scheme background

A temporary one-way system has been in place in Dene Street, Dorking since March 2016. Concerns have been raised that should the existing temporary one-way system be made permanent, cyclists and mobility users will also have to adhere to the one-way system which will create a lengthy diversion for these highway users.

The mole valley local committee have therefore asked for the feasibility of the provision of a contraflow cycle lane be considered as well as facilities to be provided to also allow mobility scooter users to use the one-way system in both directions.

## 2) Brief

Surrey County Council's design team have been submitted a brief to undertake a feasibility study to investigate design options to provide facilities for cyclists and mobility scooter users on the one-way system in Dene Street, Dorking.

### Overview of Site

- The existing carriageway is a one-way road with footway on both sides.
- The maximum and minimum width of the existing carriageway is 3.54m and 3.10m respectively.
- The footway on the southern side of the carriageway varies in width and has a minimum width of 1.00m and a maximum width of 1.95m.
- The footway on the northern side of the carriageway varies in width and has a minimum width of 0.55m and a maximum width of 1.93m.
- Both sides of the carriageway have double yellow line waiting restriction markings.
- Linear drainage gullies, manholes and covers are present along the carriageway.
- Kerbs consist of granite kerbing.
- Two one-way permanent signs are present on the site.
- 30mph speed limit.

## 3) Design Proposals

Below I have briefly outlined two design proposal options. Please refer to Appendix A and B to see the design drawings.

### **Option 1: Cycle lane running in contra-flow to one way traffic**

This option involves creating a 1m cycle lane running in contra-flow opposite the one way traffic.

#### **Benefits:**

- Designated road space for cyclists which motor vehicles should not enter.
- Will remind motorists that cyclists could be present.
- Signs and markings will highlight the presence of cyclists.
- Perceived width of the carriageway is narrowed, which may reduce motorised vehicle speeds.
- Separates cyclists from pedestrians improving safety.
- Encourages cyclist to use the main carriageway and not the existing footway.
- Low cost.

#### **Disadvantages:**

- The road width must accommodate large vehicles and at least 1.5 metres for the cycle lane.
- A 1m cycle lane is insufficient with the remaining carriageway width also being insufficient to accommodate all types of vehicles. This will lead to vehicles overrunning the cycle lane, putting cyclists at risk of collision.

**Estimated total costs: £2,000.**

## ITEM 8

### **Option 2: Widen existing northern footway**

This option involves widening the existing footway on the northern side of the carriageway in order to provide more width for users such as wheel chairs, mobility scooters or push chairs.

#### **Benefits:**

- Provides more space for pedestrians and mobility users.
- Wheelchair users, people with push-chairs and visually impaired people will find it easier to use a widened footway.
- People stepping out of the properties along the proposed widened footway will have more space to avoid other users.

#### **Disadvantages:**

- The existing road is already narrow. Narrowing it further will reduce the space for vehicles and cyclists.
- More expensive option due to the other remedial works required while widening the footway, e.g. drainage works.
- Cyclist will have to dismount to use the footway and continue to use the one-way road with other traffic.
- Unavoidable footway 'pinch-points' will still be present under the existing layout. Physical constraints such as property boundaries mean narrow 1m footways are all that can be achieved for short lengths.

**Estimated total costs: £10,000.**

### **4) Recommendation**

It is not feasible to implement a contraflow cycle lane due to restrictions in the road width. Insufficient carriageway running lanes and cycle lanes mean this option is not safe or practical to introduce.

We have reviewed the arrangement on North Street in Dorking. This layout does not meet current design standards and should not be replicated on Dene Street.

Design option 2 is preferable as pedestrians and mobility users will benefit from a widened footway. However it is not possible to implement a cycle facility in conjunction with this due to width restrictions. Option 2 will also be the more expensive option.

Cyclists will still need to adhere to the one-way system on Dene Street for option 2 but can dismount and use both sides of the footway on foot if desired.

Implementing option 2 will see benefits for all footway users, but will not cater for cyclists travelling southbound along Dene Street.

Option 2 will require a road safety audit before detailed design is complete.

**Appendix A Option 1: Cycle lane running in contra-flow to one way traffic**

New road marking sign to diag no. 1057

New road marking sign to diag no. 1057

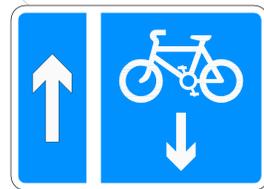
New road markings to diag no. 1049

New road marking sign to diag no. 1057

New road markings to diag no. 1049

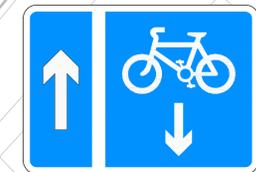
Remove existing sign to diag no. 652 to tip on existing lighting column no. 3

Remove existing sign to diag no. 652 to tip on existing post.



Scheme Ref.	S1	x-height	50.0
Sign Ref.	960.1	SIGN FACE	
Letter colour	WHITE	Width	665mm
Background	BLUE	Height	475mm
Border	WHITE	Area	0.31m <sup>2</sup>
Material	Class R3B Microprismatic		

Install new sign diag no. 960.1 on existing post. Mounting height of 2.1m.



Scheme Ref.	S2	x-height	50.0
Sign Ref.	960.1	SIGN FACE	
Letter colour	WHITE	Width	665mm
Background	BLUE	Height	475mm
Border	WHITE	Area	0.31m <sup>2</sup>
Material	Class R3B Microprismatic		

Install new sign diag no. 960.1 on existing lighting column no. 3. Mounting height of 2.1m.

New markings to diag no. 1009.

- Notes
- Private land
  - Existing drainage
  - Existing cover/manhole
  - Existing road markings
  - Proposed road markings

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Drawn by	NK	Sig.	NK	Date	30/01/17
Checked by	SP	Sig.	SP	Date	30/01/17
Approved by	JD	Sig.	JD	Date	30/01/17

Dene Street Dorking

Design Proposal Option 1

One way & Cycle Lane Contra-Flow

SHEET 1 OF 1

Project No. PC0516

Contract Sheet No. PC0516\_11

Classification DESIGN

**Appendix B Option 2: Widen existing footway**

