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Report
by the Transport and Parking Advisory Committee (TPAC) to the Environment, Highways and Transport (EH&T) Committee of Claygate Parish Council (CPC) on the desirability, or otherwise, of the request for a 20mph speed limit on a stretch of Hare Lane, Claygate

Contents

1. Introduction and Objective of this Report

A request for a 20mph speed limit along Hare Lane between The Swan and the railway bridge ("the Hare Lane stretch") has been made by residents of that stretch of road. The objective of this report is to analyse, in a transparent way, the issues underlying the request for a 20mph limit, and to propose solutions that we feel reasonably balance the desires of all stakeholders.

2. Background to this Report

At the CPC meeting held on 25 September 2025, agenda item 18 "To discuss whether our position on requests for speed restrictions on Hare Lane has changed following a recent traffic incident there" resulted in the CPC resolving that it "not vote on this currently but for the Transport and Parking Advisory Group to investigate this further and report back to the EH&T Committee".

3. Sources for this Report

In preparing this report, we have, inter alia:

1. Met with several residents of the Hare Lane stretch to understand their desire for a 20 mph speed limit
2. Observed the Hare Lane stretch
3. Consulted CrashMap for accident data relating to Claygate and its relevant border area with Esher
4. Submitted a Freedom of Information request to Surrey County Council ("SCC") for information on the latest relevant speed surveys
5. Reviewed information from the March 2024 Claygate Village Association ("CVA") survey by the "Claygate: The Way Forward" campaign relating to Claygate residents' views on speeding and speed control measures (the "CVA Survey")
6. Reviewed information from Surrey County Councillor Andrew Burton's May 2025 survey relating to the state of roads and pavements around the Claygate and Esher borders ("AB's Survey")
7. Reviewed a draft of the August 2019 SCC Feasibility Report into "Hare Lane, Claygate, Speed Limit & Traffic Calming" provided by a resident of the Hare Lane stretch (the "SCC Feasibility Report")
8. Reviewed the May 2025 Transport Statement report relating to the Proposed Residential Development Land North of Raleigh Drive Claygate prepared for Claygate House Investments Limited and MJS Investments Limited (the "Transport Statement"), provided by the EH&T Committee, for any relevant information
9. Reviewed SCC's website for relevant policies and information relating to the use of 20mph speed limits
10. Reviewed the website www.20splenty.org for relevant information
11. Discussed the request, and in particular alternative options to a 20mph limit, with Councillor John Burns of CPC for his specialist highways technical knowledge

4. Over-arching Principles and Approach

It is appropriate that requests by groups of residents be carefully considered, and their impact on all stakeholders be assessed. The outcome of such assessment could be one of three alternatives:

- Agree to the request
- Implement an alternative solution that, on balance, better addresses the interests of all stakeholders
- Do nothing

The decision process likely involves trade-offs and value judgements between competing wishes of various stakeholders.

We have attempted here to analyse in a transparent way the issues underlying the request for a 20mph limit, and to propose solutions that we feel reasonably balance the desires of all stakeholders. Others may, or may not, consider that different solutions provide better balance according to their value judgements. Ultimately, that weighing-up of competing stakeholder interests is the responsibility of Surrey County Council as influenced by elected officials who may, or may not, agree with the balance adopted here. In particular, we note that SCC's policy requires that the local County Councillor approve any proposal for a 20mph limit.

5. Executive Summary: Overall Conclusions and Rationale

5.1 In forming our overall conclusions, we have considered the interests of all stakeholders, including the residents of the Hare Lane stretch, pedestrians, cyclists and motorists. We set out in this section our conclusions and rationale; the sections in the remainder of the report provide additional data and details that have helped form our views.

5.2 We have sought to understand the underlying issues for which a 20mph limit might be a solution. The Hare Lane stretch has several issues specific to it, chiefly:

- A pavement which is narrow and only on one side of Hare Lane; this is suboptimal for pedestrians for collision risk and experience by virtue of its narrowness and therefore proximity to passing traffic

- A bend creating reduced visibility, and thereby increased collision risk, for:
  - Hare Lane residents' driveways on the inside of the bend (13 houses)
  - the junction with Loseberry Road
  - pedestrians wishing to cross from the north side of Hare Lane between Loseberry Road and the railway bridge

- The road itself is narrow, increasing collision risk

5.3 Our assessment of the magnitude of these underlying issues is as follows:

- accident data and anecdotal evidence suggest that collision risk resulting in personal injury is low. Accident data is discussed more fully in Section 9, but in summary:
    - CrashMap records 13 incidents in the last 25 years (ie one every two years), and only 10 of these involve cars
    - Anecdotal evidence from Hare Lane residents adds a further 5 incidents in the last 9 years

- there is little data on the subjective experience of pedestrians, but anecdotally and intuitively, it is reasonable to assume it is suboptimal and may even deter some pedestrians from using that stretch of pavement.

  We may be able to infer the extent of the suboptimal experience by considering the alternative pedestrian route which avoids the narrow pavement, via Raleigh Drive and Loseberry Road, which is estimated to be about 10-15% longer, but goes via much quieter streets with ample pavements. (There is also a somewhat even shorter alternative route via a good footpath which cuts the Raleigh Drive/Loseberry Road corner). Since this is an available alternative which avoids the narrow pavement on Hare Lane, it may be reasonable to infer that those who choose to use Hare Lane do not feel the experience to be so uncomfortable as to justify a 10-15% extra walking distance.

  We consider that this alternative route could be further improved by the addition of crossings on Hare Lane at each end (see further below).

5.4 We have considered the use of a 20mph limit to address the above issues and do not consider it to be the most appropriate, balanced approach that takes into account the interests of all stakeholders. This is because:

- a 20mph limit will likely require traffic calming (ie through physical engineering measures) as the current speeds on Hare Lane are likely to be sufficiently above 20mph to trigger this.

  Specifically, SCC's Feasibility Report gave average speeds between 25.1mph and 31.3mph (see Section 10.1) and SCC's approach to implementing new 20mph speed limits (see Section 11.4) requires "signs alone" if the average speed is 24mph or less; "light touch" measures if 25mph to 28mph; and "physical engineering measures" if over 28mph.

  Traffic calming significantly increases the harm to motorists versus a signed-only 20mph limit, where the harm would be limited to increased journey times and frustration at driving at a subjectively unnaturally slow speed. Specifically, in the case of speed tables and bumps, it creates discomfort for motorists, increases wear and tear on vehicles, and is also not preferred by emergency services and

buses. In the case of chicanes (if these were feasible on such a road bend), it also creates congestion, particularly at peak times.

- although there would be a benefit to pedestrians and to traffic joining Hare Lane from Loseberry Road and Hare Lane properties, we consider that the existing low collision rates, the concentration of pedestrian movements only at a rush hours, together with existing alternative pedestrian routes make the benefits disproportionately small compared with the harms. This is especially the case given the alternative solutions that would address the underlying issues with fewer harms and additional benefits – we discuss these below.

5.5 We consider that alternative solutions are available which would better address the underlying issues, generate additional benefits and be preferable to a 20mph limit especially with the likely traffic calming. These include:

1. Pedestrian crossings across Hare Lane at both ends of the alternative route

   These would benefit not only pedestrians using the alternative route, but could also benefit other pedestrians wishing to cross Hare Lane for bus stops at either end and/or the train station. This could include those attending the Christian Science Church and patrons of The Swan. We note the challenge of siting these crossings, but believe their benefits should enable suitable locations and designs to be found which will improve pedestrian safety and convenience. See section 13.2 for more details.

2. Improved road markings and signage

   Better markings and signage would indicate to drivers the need to be alert and slow down on the bend and the existence of concealed driveways. Although the low accident rates indicate a low risk of collisions, improved signage would be a simple low-cost solution that would have few if any disadvantages and may reduce the likelihood of excessive speed and improve driver focus by warning them of specific hazards. See section 13.2 for more details.

3. Widening the Hare Lane pavement

   A potential solution that should be explored is whether it is possible to widen the narrow pavement on Hare Lane by removing some of the hedgerow on the pavement's side away from the road. We do not know whether the ownership of the land adjacent to the pavement extends right up to the pavement or stops at the fence on the other side of the hedgerow. If the latter, this could provide significant room to widen the pavement. This would need further investigation and may require consultation with the relevant landowner(s).

4. Correcting the pavement's slope

   The pavement slopes towards the road, and it would be more comfortable and safer if this were corrected.

5.6 We highlight that the above solutions differ to some degree to the proposed Pedestrian Enhancements and Offsite Mitigation in the Transport Statement, but we believe they provide greater benefits, possibly at a reduced cost, and therefore urge that they be considered if and when the Raleigh Drive Development progresses. See section 13.2 for more details.

5.7 We have considered the environmental impact of implementing a 20mph limit with traffic calming, and we consider it to be not a significant factor in the decision. Specifically, it is unclear to us whether a motor vehicle travelling at 20mph for 50% longer a period of time versus at 30mph, and experiencing acceleration and deceleration at traffic calming, produces more or fewer emissions than a vehicle travelling at a constant 30mph. We also consider that this is not the main underlying reason for the request and so have not examined it in more depth.

5.8 By way of comparison with elsewhere locally, we note the difference in circumstances between the 20mph limit implemented in Oxshott and the proposal for Claygate: the 20mph road through Oxshott passes through the shopping centre of Oxshott with shops on both sides and pedestrian traffic throughout the day. That is a very different situation to Hare Lane.

5.9 By way of background on residents' opinions, surveys suggest:

- in Claygate overall, from the 2024 CVA survey:
  - there was no majority in support of reduced speed limits either "blanket" or "on certain roads". That said, although there was no majority, there was a sizeable minority (39%) supporting "on certain roads"; however, there was no clarity on whether those supporting "on certain roads" refers to main roads such as Hare Lane or to backstreets
  - despite the 39% support for reduced speed limits on certain roads, road engineering measures such as chicanes and speed tables had very little support (only 20%)
  - opinion was divided on whether "speeding" was an issue, and there was no clarity on what was meant by "speeding" for those who did consider it an issue (eg was the issue exceeding the 30mph limit, or was the 30mph limit itself too high?)

- from AB's survey, there is some support for a 20mph limit in Hare Lane from a number of nearby roads, although this survey had a very narrow response base and did not explore the topic in detail

- from information provided by the Hare Lane residents requesting the 20mph limit, there is likely good support for a 20mph limit in that stretch of Hare Lane, although this information was not independently obtained

Our conclusion overall is that opinion is divided, with those in close proximity more likely to support, and those in less proximity more likely to object to, a 20mph limit. We also note the unpopularity of traffic calming measures such as chicanes or speed bumps.

5.10 Any measures adopted will require funding, and we note the potential availability of S106 funding from the proposed development at Raleigh Drive. We highlight that this is a one-off opportunity to make valuable improvements that might otherwise struggle for funding.

5.11 Our conclusions are based on existing evidence. We understand that SCC will need to seek local opinion on any proposed works. We believe such a consultation that specifically examines the underlying issues relating to Hare Lane would be valuable, and should include representation from all stakeholders who use Hare Lane, including pedestrians, cyclists, motorists and residents. An up-to-date traffic survey would also be valuable, as would a survey of the timing and extent of pedestrian movements.

6. Claygate Residents' Views - Data from the CVA Survey

6.1 Background and Results

The Claygate Village Association (CVA) organized a survey of Claygate residents on various topics related to the village between 4 March and 2 April 2024, with the results being presented in a report dated 10 May 2024 which gave the results of the 1,528 respondents who lived in Claygate (for context, there are approximately 7,263 residents or 2,806 households in Claygate per the 2021 Census). Two questions in the survey were directly concerned with traffic speeds, with the following responses:

Q18 Do you think that speeding is an issue in Claygate?

Mark only one oval.

- *Yes – 43%*
- *No – 30%*
- *Maybe – 23%*
- *I don't know – 4%*

Q19 Which of the following would you support as speed control measures in the village? (Select all that apply)

Check all that apply

- *Reduced speed limits on certain roads – 591 respondents in support – which is 39% of all respondents*
- *More Vehicle Activated Signs (VAS) that illuminate when exceeding the limit – 515 – 34%*
- *Blanket reduced speed limit across the whole village – 467 – 31%*
- *Road engineering measures eg chicanes or speed tables* – 298 – 20%*
- *Speed cameras – 236 – 15%*
- *None of these – 297 – 19%*

** Definition: a speed table is a raised section with a flat top that spans the width of the road*
(NB in the above, the first figure is the number of respondents in support for each option, the second is the percentage of the total 1,528 survey respondents in support)

The results for these questions were also analysed by respondents' driving frequency in the village, which suggested that: those who drove frequently tended to see speeding as less of a problem than those who did not; and that low frequency drivers tended to be more in favour of speed control measures than high frequency drivers.

In addition to the specific speed-focused questions above, the survey also asked a relevant free-form question:

Q21 What else, if anything, would you like to tell us about traffic or public transport in the village?

The survey report only presented a summary of the first 100 responses to this question, and illustrated the diversity among responses but did not constitute an exhaustive list of all respondents' answers. The responses to the topics relevant to this report are as follows. We stress that the fact that this is compiled only from the first 100 responses from a survey which received 1,528 responses, and therefore may not necessarily be representative, but is given here for transparency:

Topic	Positives	Negatives	Suggestions
Driver behaviour	None indicated	- Speeding - Parking where not allowed - Drivers disrespectful: pavement parking; school runs	- Road narrowing - Police/other enforcement
Active travel	None indicated	- Lack of pedestrian crossings - Lack of safe routes to school - Speeding and close passes off-putting for cyclists	- Pedestrianise Parade - Cycle Lanes - Safe cycle and footpaths to schools - Lollipop person
20 Zone	- Disadvantages outweighed by safety	- "completely unnecessary" (2 of 10 opposed)	- Solution for speeding for individual roads
No change needed	- "it's not so broken so don't try to fix it" - people making too much fuss about parking	None indicated	None indicated

6.2 Conclusions and Caveats

6.2.1 The community is divided on whether speeding is an issue, and there is not a resounding majority either way. At least a sizeable minority believe it is (Q18: 43% "yes"), and at least a sizeable minority believe it is not (Q18: 30% "no"). Many others think it may be (Q18: 23%).

6.2.2 It is unknown what type of speeding is believed to be an issue. For example, it could be:

- Exceeding the 30mph limit on straight main roads
- Excessive speeds on curved main roads with poor sight lines at junctions
- Cornering too fast and cutting across the centre line on sharp bends

- That the 30mph limit is too high on quiet back roads with lots of parked cars where children might be playing
- That the 30mph limit on main roads is too high and uncomfortable for other non-car road users

6.2.3 The community is also divided on what type of speed control measures are supported: there is no overall majority for any single type of speed control measure. The most popular speed control measure, although even this was without majority support, was reduced speed limits on certain roads (39% support).

However, it is not known for which type of roads reduced speed limits were supported (eg main roads, or back roads?), or whether at certain times (eg school pick-up/drop-off times only). This re-emphasises the lack of information about what type of speeding is believed to be an issue.

6.2.4 The extent of support for each of the two enforcement measures (road engineering measures at 20% and speed cameras at 15%) is individually low, especially when compared with the 39% who support reduced speed limits on certain roads. It is possible that roughly half of the 39% support each measure, but nevertheless each measure is itself poorly supported.

7. Claygate/Esher Border Residents' Views – Data from AB's Survey

7.1 Background and Results

In summer 2025, prior to his election as Surrey County Councillor for Hinchley Wood, Claygate and Oxshott, Andrew Burton performed a survey of residents on the Claygate and Esher borders. He delivered a questionnaire to 625 households in that area, receiving 101 responses

The survey contained 9 "yes/no/not sure" highways questions specifically relating to Milbourne Lane, Littleworth Lane, Arbrook Lane and Hare Lane, together with a free form question ("Are there any other highway concerns or requests in the area that you would like to raise?"). The relevant question relating to Hare Lane was:

Q8 Would you support a 20mph limit in Hare Lane from the railway bridge to The Swan?

	Road	No. of House holds	Response Rate	No. of Responses	Yes	No	Don't Know
1	Arbrook Lane	65	32%	21	20	1	0
2	Milbourne La/Bracondale	73	22%	16	14	1	1
3	Brendon Drive/Close	25	28%	7	7	0	0
4	Rythe Road/Close	54	13%	7	6	1	0
5	Loseberry Road	22	27%	6	5	1	0
6	Hare Lane	32	22%	7	5	1	1
7	Esher Park Avenue	47	13%	6	5	1	0
8	Littleworth Avenue	13	31%	4	4	0	0
9	Station Road	42	10%	4	4	0	0
10	Milbrook	14	21%	3	3	0	0
11	Littleworth Lane	21	19%	4	3	0	1
12	Lynne Walk	12	33%	4	2	1	1
13	Littleworth Road	22	14%	3	2	1	1
14	Raleigh Drive/Chadsworth	25	8%	2	2	0	0
15	New Road	18	17%	3	1	2	0
16	Littlemead	10	10%	1	1	0	0
17	Heatherset Close	6	17%	1	0	1	0
18	Sandown Avenue	18	6%	1	0	1	0
19	Oaklands Park	74	1%	1	0	1	0
20	Orchard Way	15	0%	0	0	0	0
21	High Garth	17	0%	0	0	0	0
	Totals	625	16%	101	84	13	5
				100%	83%	12%	5%

Total Households	Un-responsive	Responded Yes	Responded No	Responded Don't know
625	524	84	13	5
100%	84%	13%	2%	1%

7.2 Conclusions and Caveats

7.2.1 There is a very high degree of support (83% "yes") for a 20mph limit in Hare Lane from the survey respondents; however, the very narrow response profile must be considered when interpreting this result. The response rate was only 16% overall, and the responses themselves were concentrated on certain roads.

Specifically, as the table above shows, of the 84 "yes" responses, the top 6 roads (Arbrook Lane, Milbourne Lane/Bracondale, Brendon Drive/Close, Hare Lane, Rythe Road/Close) accounted for 57 of the 84 (68%); the top road itself, Arbrook Lane, accounts for 20 (24%) of the 84 "yes" responses. The top 6 roads have an average response rate of 24%; the remaining 16 roads have a response rate of only 10%.

7.2.2 These may be roads that include many of the pedestrians using Hare Lane either commuting to the train station or Claygate shops. The results of the survey may therefore indicate the concerns of those specific respondents, which is a useful adjunct to the Claygate CVA survey which would not have included residents outside of Claygate (broadly speaking, those west of The Swan). Given the narrow response profile, it is difficult to extrapolate with confidence much beyond this.

7.2.3 The survey did not probe the reasons why people might want a 20mph limit in Hare Lane, nor provide detailed scenarios or alternative options. For example, the question was a straightforward "would you support a 20mph limit…"; it did not ask "would you support a 20mph limit if it involved traffic calming?", nor did it ask "would you prefer alternative xxx over a 20mph limit"; nor did it ask "give your reasons". This is not a criticism of the survey, as its purpose was broader than this one issue, but rather a caveat that the result does not necessarily mean that a 20mph limit is the best outcome to satisfy respondents' concerns.

7.2.4 A further caveat is that the survey was produced with a Liberal Democrat look-and-feel during an election campaign. It is possible, but by no means certain, that this may have introduced bias into the profile of respondents.

8 Hare Lane Residents' Views – Survey by Hare Lane Residents

8.1 We have been informed (by email on 26 November 2025) by a Hare Lane resident who is amongst those spearheading the request for a 20mph limit that:

"…we held a Hare Lane residents' meeting on Tuesday, 4th November to which all residents between The Swan and the railway bridge were invited. 14 of the 32 properties were represented at the meeting, which was also attended by Andy Burton, Mary Marshall, Anthony Sheppard and Stephen Ellis.

Since the meeting, we have been contacting neighbours who were unable to attend. We have also been in touch with the Christian Science Church, The Swan and Elmbridge Tree Services. To date, we have 100% support for 20mph, having managed to contact 30 out of the 32 households on our stretch of Hare Lane. We have also had full support from members of the Christian Science Church congregation who have serious concerns about the speed of traffic on Hare Lane.

So far, without exception, everyone is in favour of a 20mph speed limit on this section of Hare Lane. All residents feel very strongly that the implementation of a 20mph speed is long overdue. We all believe that it would significantly improve safety for all road users, particularly residents coming in and out of their properties, the pedestrians who walk along the narrow path and all those attempting to cross the road, as well as cyclists and motorists. Not only that but it would significantly improve the environment."

We were also informed that the latest position on support is now 31 out of the 31 occupied houses, with the one remaining house being vacant.

8.2 We were not party to the discussions held by the spearheading Hare Lane residents with their neighbours. However, the process of obtaining support likely differs from a best practice survey which would involve confidentiality of responses and questions designed to probe rationale and consider alternative options, administered by an independent third party.

8.3 Nevertheless, the high degree of support means it is a useful data point for this group of stakeholders, albeit requiring careful consideration.

9. Accident data – CrashMap and Other Evidence

9.1 Hare Lane Accidents in the Context of Claygate Overall

We analysed CrashMap data for the main roads in Claygate for the 24-year period 1999-2022, to gain an insight into the relative frequency of accidents by different stretches of road. Note that CrashMap data only includes incidents with personal injury that have been reported to the Police, and accordingly does not capture all accidents, and can also take time to be updated. However, it may provide some insight into the relative, as opposed to absolute total, numbers of accidents and therefore the relative riskiness of various locations.

Hare Lane from The Swan to Loseberry Road is approximately half way down the list of accidents per year.

*Number of accidents per CrashMap over 24 years 1999-2022**

Location	% of Total Incidents	No. of Incidents per Year (=Raw Count/24)	24 Years Raw Count Data			
			Total Number	Of which:		
				Slight	Serious	Fatal
Woodstock La: Clayton Rd jcn	8.9%	0.58	14	13	1	0
Hare La: Loseberry Rd to Co-op	8.3%	0.54	13	11	2	0
Hare La/Oaken La/St Leonards Rd: Champions double roundabout jcn	8.3%	0.54	13	11	2	0
Woodstock La: Red La to Clayton Rd (excl Clayton Rd jcn)	7.6%	0.50	12	8	4	0
Milbourne La: Copsem La to Swan jcn (excl. Copsem La and Swan Jcns)	7.0%	0.46	11	8	3	0
Milbourne La: Swan jcn (ie Arbrook/Milbourne/Littleworth/Hare)	7.0%	0.46	11	8	3	0
Oaken La: Champions to Manor Rd Sth (excl Champions and Manor Rd jcns)	6.4%	0.42	10	8	2	0
Oaken La: Manor Rd Sth to Littleworth Rd (excl Manor Rd Sth and Littelworth Rd jcns)	6.4%	0.42	10	7	3	0
Hare La: Swan to Loseberry Rd (excl. Swan jcn)	5.7%	0.38	9	7	1	1
Oaken La: Littleworth Rd jcn	5.7%	0.38	9	7	2	0
Hare La: Foley jcn	5.1%	0.33	8	8	0	0
Red La: St Leonards Rd to Stevens La (excl. Woodstock La/Stevens La jcn)	4.5%	0.29	7	7	0	0
Littleworth Rd : Oaken La to A309 excl. jcns	3.8%	0.25	6	5	1	0
Littleworth Rd: Swan to Oaken La jcn (excl. Swan and Oaken La jcns)	3.2%	0.21	5	5	0	0
Hare La: Co-op to Champions (excl. Foley and Champions jcns)	3.2%	0.21	5	4	1	0
Red La: Woodstock La/Stevens La jcn	3.2%	0.21	5	5	0	0
Oaken La: Manor Rd Sth jcn	3.2%	0.21	5	2	3	0
St Leonards Rd: Double roundabout to Red La (excl Champions jcn)	2.5%	0.17	4	4	0	0
	100.0%	6.54	157	128	28	1
		No. per year =	6.5	5.3	1.2	0.04

** the data excludes the last 2 years as this was unavailable at the time of the analysis some time ago; although now available, we do not believe it would materially change the overall conclusion so have not updated the analysis.*

9.2 Hare Lane Accident Details from CrashMap

We obtained the detailed crash reports from CrashMap for the 26 years through 2024: there were 13 such incidents, approximately one every two years. CrashMap data does not give root causes of incidents; however, the following table summarises the incidents recorded:

Hare Lane Accident Data, 1999-2024, chronological with X-ref to map location

X-ref to map	Date	Severity	Cars/ mtrbikes involved	Cyclists involved	Pedestrians involved	Notes on cyclist/pedestrian incidents from CrashMap; also (*italics*) from SCC Feasibility Report; also (*italics* item 12) from Transport Statement.
1.	8 Mar 2024	Slight	1	-	1	11-15 yr old pedestrian on footway or verge. Walking along in carriageway, back to traffic.
2.	3 Apr 2022	Slight	3	-	-	*Motorcycle skidded and in collision with two cars*.
3.	23 Nov 2018	Slight	1	-	-	*Loss of control*.
4.	13 May 2017	Slight	1	-	-	-
5.	23 Apr 2016	Slight	3	-	-	*Motorist lost control and hit another vehicle travelling in the opposite direction – impaired by alcohol*.
6.	11 Mar 2016	Slight	-	1	-	21-25 yr old cyclist commuting to/from work. *Cyclist lost control and sustained slight injury falling off bike*.
7.	1 Mar 2010	Slight	-	1	-	21-25 yr old cyclist hit kerb on journey as part of work. Frost/icy road.
8.	20 Nov 2009	Serious	-	1	1	Cyclist commuting to/from work; 11-15 yr old pedestrian crossing road. Wet/damp road. Between Loseberry Rd and railway bridge.
9.	14 Feb 2005	Serious	3	-	-	-
10.	21 Aug 2004	Slight	1	-	-	-
11.	25 Jul 2004	Slight	1	-	-	-
12.	22 July 2002	Slight	2	-	-	-
13.	6 Sep 1999	Fatal	1	-	1	Using private drive/entrance (appears to be to farm). Over 75 yrs old pedestrian fatality crossing carriageway.

Source/Acknowledgements: www.CrashMap.co.uk/Google Maps/Dept for Transport

Note: the numbers in boxes refer to the numbers in the Accident Data table above.

9.3 Conclusions and Caveats re CrashMap Data

9.3.1 Only two accidents with pedestrians involving cars have been reported in 26 years (items 1 and 13), which suggests the pavement, while narrow, is not unduly unsafe and/or drivers and pedestrians take appropriate action to mitigate risks (eg driving with awareness of pedestrians/not walking too close to traffic).

9.3.2 None of the incidents involving cyclists also involve cars, which suggests that when drivers and cyclists meet they take the appropriate action for safety, such as not overtaking when there are poor sightlines around corners.

9.3.3 3 of the 13 incidents (23%) involve cyclists but no cars, for which a reduced speed limit is unlikely to have any effect.

9.3.4 The total number of reported incidents is also relatively low, 13 in 26 years, ie one every two years, and even lower for incidents involving cars (10 in 26 years).

9.3.5 Overall, in purely casualty reduction terms, the evidence to support a reduction in speed limit to 20 mph is therefore not compelling.

9.3.6 We note that the SCC Feasibility Report comes to a similar conclusion:

> "4.6 …With no reported accidents in the last three years, for which a pattern of behaviour has been identified, works in purely casualty reduction terms could not be justified when compared to other locations."

Although we also note, in the interests of transparency, that the Feasibility Report goes on to give works options to address "concerns within the community regarding driver behaviour and safety, which are supported by surveys and observations…" We give our consideration of surveys and observations elsewhere on this report.

9.3.7 We note that the Transport Statement comes to a similar conclusion:

> "3.18 The analysis of the accident collision data shows the accidents involve drivers driving without due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems."

The Transport Statement is, of course, not the definitive judgement on safety issues, but does at least raise no concerns.

9.3.8 Caveats re CrashMap data.

CrashMap is not a complete list of all incidents. It includes all accidents that happened on the public highway, involved at least one vehicle, resulted in an injury to at least one person and were reported to the police. Animal injuries, near misses, damage to property and incidents which have not been reported to the police, are not included. In addition, CrashMap does not analyse the root cause of accidents. Regarding timeliness, it is compiled from data published by the Department of Transport, the official release of which occurs in the summer for the previous year, although occasionally CrashMap may obtain some provisional data for the first six months of the year each December / January. A recent collision between a car emerging from Loseberry Road and a motorcyclist travelling East along Hare Lane is therefore not included in the data.

9.4 Additional Anecdotal Information from Hare Lane Residents

We have been provided with the following anecdotal information gathered from neighbours by one of the Hare Lane residents who is spearheading the request for a 20mph limit:

	Date	Description
1.	Nov 2024	K3 bus mounted grass verge by no. 17 to avoid oncoming traffic.
2.	c. 2019	Driver lost control around The Swan bend, car spun 180 degrees, mounted pavement and hit holly hedge.
3.	Nov 2018	Car crashed into Rosemead guesthouse wall.
4.	22 Sep 2018	Car crashed into resident's vehicle exiting no.19.
5.	Apr 2017	Car crashed into resident's vehicle exiting no.23.

The Hare Lane resident also noted that near misses are "regular occurrences" and described one recent example in January 2026 when, driving west on Hare Lane they believe their 20-22mph speed enabled a rapid stop to avoid a crash when a car emerging from Arbrook Lane pulled out having not looked in their direction.

Although we note that it is not possible to independently validate, nor determine the root causes of, these incidents (for example, whether they involved driving without due care and attention, impairment through alcohol, or the effect of any poor road/weather conditions), we nevertheless consider that the above information helps to provide a more complete picture of the underlying issues. Overall, we consider that it supports the underlying issues on the Hare Lane stretch set out in Section 5, especially the bend creating reduced visibility particularly for residents' driveways.

10. Hare Lane Speed Data

10.1 Average Speed Data

The SCC Feasibility Report gives the following data from speed surveys conducted on two separate dates: June 2018 and February 2019 (this is the most recent speed survey data available).

	Direction of Travel	Average Speed of Vehicles (mph)	
Site on Hare Lane East	Eastbound	30.9	29.9
	Westbound	31.1	31.3
Site on Hare Lane West	Eastbound	28.2	27.0
	Westbound	26.6	25.1

10.2 Speeding Vehicles Data

The Claygate Speedwatch Group periodically measures speeds from their regular observation place by the BT Exchange on Hare Lane. During the year 1 January 2025 to 15 December 2025, the results from their 3 sessions at that place were as follows:

Session Time	Traffic direction	No. of Speeders*	No. of Letters	No. of total vehicles	% Speeders
9 - 10am	East	2	1	741	0.3%
9:30 - 10:30am	East	1	1	712	0.1%
10:30 – 11:30am	East	0	0	448	0.0%

* Speeders are defined as 35mph or greater to give a margin of error

10.3 Conclusions and Caveats

The data supports the conclusions drawn in the SCC Feasibility Report:

10.3.1 Hare Lane traffic is generally in compliance with the existing 30mph speed limit

Per the SCC Feasibility Study: "3.1 ...The results indicate that Hare Lane although slightly above the speed limit in average speeds, they are still generally compliant with the 30mph limit currently in force."

10.3.2 A 20mph limit would likely require traffic calming measures, not just signage

Per the SCC Feasibility Study: "4.2 ...if the mean speed is already at or below 24mph on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance. The results from the speed surveys on Hare Lane show that the speed limit

cannot be reduced to 20mph by signs alone. Significant traffic calming features would be needed along Hare Lane to encourage compliance with a 20mph limit."

We note, however, that SCC now has a more flexible approach to the need for speed calming according to the existing traffic speed, which now includes a band of 25-28mph where "light touch" measures would be required (see section 11.4 below). These could consist of (but not limited to), additional speed limit carriageway roundels, electronic vehicle activated signs and enhanced speed limit gateways. However, given the traffic speeds observed, we consider it likely that light touch measures may not be viewed as sufficient.

11. SCC's Policies relating to 20mph Limits

11.1 SCC's policy for 20mph limits is set out here:

Setting local speed limits policy - Surrey County Council

The document bears reading in full, but we reproduce here the Overarching Principles:

"Surrey County Council's new approach to 20 mph limits

Overarching principles

We want to allow greater flexibility to implement 20 mph speed limits. The aim is to have a more flexible policy, (not a blanket approach), that will facilitate the implementation of 20 mph schemes focussing on Surrey's residential areas, town centres, village centres and near schools. This is because lower speeds (especially where there are more people walking, wheeling, and cycling) will provide a range of benefits including:

- *Reduced risk and severity of collisions, especially for people walking, wheeling and cycling*
- *Making places easier and more pleasant to walk, wheel and cycle*
- *Reduced noise and air pollution*

Our approach has been developed with consideration to the following principles:

- *The views of local people should be gathered and presented to the local County Councillor whose approval will be required before proceeding.*
- *The police will always be consulted and their views considered carefully by Officers and the local County Councillor before deciding to proceed.*
- *We do not advocate a blanket approach and recognise that some main roads could remain at 30 mph.*
- *We will only implement 20 mph speed limits that are predominantly self-enforcing and therefore retain credibility with motorists. Therefore, if necessary, where existing speeds are higher, we will use highway engineering and traffic calming to get speeds down.*
- *There should be no expectation that the police would be required to provide additional enforcement across Surrey's road network over existing levels to make any new 20 mph limits work.*
- *Any new speed limit will be evaluated to check how successful it has been in reducing speeds, and if necessary further supporting measures will be considered to improve compliance.*

The new policy very much aligns with new central government guidance on 20 mph speed limits contained within ***Circular 01/2013****. This was updated in March 2024 as part of the Department for Transport's "****Plan for Drivers****". This update states the following:*

Excerpt from Department for Transport circular 01/2013 (updated March 2024)

Traffic authorities should only consider 20 mph limits:

- *over time*
- *with consideration of the safety case; and*
- *with local support on:*
- *Major streets where there are, or are likely to be, significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic*
- *Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable*

Where new speed limits are introduced, they should be in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement."

11.2 SCC's policy references, and says it "very much aligns with" new central government guidance on 20mph speed limits which is set out here:

Setting local speed limits - GOV.UK

Again, this bears reading in full, but we reproduce here the Underlying Principles:

"The underlying principles

28. The aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit while having regard to the traffic conditions.

29. The estimated collision and injury savings should also be an important factor when considering changes to a local speed limit. Another significant factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed where they can see there are potential hazards, for example, outside schools, in residential areas or villages and in shopping streets.

30. A principal aim in determining appropriate speed limits should be to provide a consistent message between the speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics.

31. The following will be important factors when considering what is an appropriate speed limit:

- *history of collisions, including frequency, severity, types and causes*
- *road geometry and engineering including width, sightlines, bends, junctions, accesses and safety barriers*
- *road function (for example, strategic through traffic or local access)*

- *composition of road users including existing and potential levels of vulnerable road users*
- *existing traffic speeds*
- *road environment, including level of road-side development and possible impacts on residents (for example, severance, noise or air quality)*

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

32. Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:

- *collision and casualty savings*
- *conditions and facilities for vulnerable road users*
- *impacts on walking and cycling and other mode shift*
- *congestion and journey time reliability*
- *environmental, community and quality of life impact, such as emissions, severance of local communities, visual impact, noise and vibration*
- *costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement*

33. Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect people's quality of life and the needs of vulnerable road users must be fully taken into account to encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.

34. To ensure compliance with a new lower local limit, as well as make it legally enforceable, it is important that the limit is signed correctly and consistently. The introduction of a new speed limit order must coincide with the signing of the new limit. Traffic authorities must ensure that speed limits meet the legislative process and the requirements of the Traffic Signs Regulations and Directions (TSRGD). Any new limit should also be accompanied by publicity and, where appropriate, effective engineering changes to the road itself. Without these measures, the new limit is unlikely to be fully complied with.

35. On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact. Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods. However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed are often overestimated (Stradling et al., 2008). The objective should be to seek an acceptable balance between costs and benefits, so that speed management policies take account of environmental, economic and social effects as well as the reduction in casualties they are aiming to achieve.

36. Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.

37. For most roads, there is a consistent relationship between mean speed and 85th percentile speed. Where this is not the case, it will usually indicate that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. It may be necessary to consider additional measures to reduce the larger-than-normal difference between mean and 85th percentile speeds or to bring the speed distribution more in line with typical distributions. The aim of local speed limits should be to align the speed limit to the conditions of the road and road environment.

38. The minimum length of a speed limit should generally be not less than 600m to avoid too many changes of speed limit along the route. In exceptional circumstances, this can be reduced to 400m for lower speed limits, or even 300m on roads with a purely local access function, or where a variable 20mph limit is introduced, for example, outside a school. Anything shorter is not recommended.

The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the endpoints. The terminal points of speed limits need to take account of the local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

39. For consistency within routes, separate assessments should be made for each length of road of 600m or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.

40. Occasionally, it may be appropriate to use a short length of 40mph or 50mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example, on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.

41. Speed limits should not be used to attempt to solve the problem of isolated hazards, for example, a single road junction or reduced forward visibility, such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle-activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways, can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.

42. Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal division, for example, where a 30mph road crosses one with a limit of 40mph, the roundabout itself should take the lower limit."

11.3 We consider that our analysis and conclusions in this Report is consistent with the above policy and guidance as it considers the safety case, the views of residents, the nature of the streets involved and the specific hazards therein.

11.4 SCC's Approach to implementing a 20mph limit according to existing speeds

We reproduce below SCC's approach to implementing a 20mph limit according to existing speeds. We note it is more flexible than the previous policy as referenced in the 2019 Feasibility Report which uses a firmer 24mph cut-off for requiring traffic calming.

*"**Existing speed thresholds for new 20 mph speed limits***

New 20 mph speed limits using signs alone will be allowable if the existing mean average speeds are 24 mph or less. This is because the implementation of the new lower limit is very likely to be successful in bringing speeds down to a level close to the new 20 mph limit.

If the existing mean average speeds are between 25 mph and 28 mph, then 'light touch' supporting measures will be required to ensure that vehicle speeds are reduced successfully. These could consist of (but not limited to), additional speed limit carriageway roundels, electronic vehicle activated signs and enhanced speed limit gateways. The combination of the new lower limit and the additional supporting measures are very likely to be successful in bringing speeds down to a level close to the new 20 mph limit.

If the existing mean average speeds are greater than 28 mph then physical engineering measures will be required to ensure that vehicle speeds are reduced successfully. These could consist of (but are not limited to), traffic calming in the form of humps, cushions, raised road tables, road narrowing, chicanes and priority give way pinch points. In some cases, a narrowing of the road using segregated cycle tracks could achieve the speed reduction required to support a new lower 20 mph speed limit."

12. Arguments In Favour of, and Against, a 20mph Limit in Hare Lane

We outline below the main arguments for and against the 20mph proposal.

Topic	In Favour	Against
Experience and safety of pedestrians on Hare Lane	- A collision at 20mph is less severe than a collision at a higher speed, and less likely - Walking next to traffic at 20mph is likely to be subjectively more pleasant than at a higher speed	- Very low objective likelihood of collision: Since 1999, only 2 pedestrian vs car incidents on CrashMap - Pedestrian movements are likely concentrated in rush hours, so continuous 20mph is poorly matched to the times of greater risk - An alternative pedestrian route exists, although it is 10-15% longer
Difficulty of emerging from drives of Hare Lane residents	- Traffic at 20mph provides extra time to emerge from driveways - Reduced likelihood and severity of collisions	- Very low objective likelihood of collision: since 1999, only 4 car vs car incidents in CrashMap, with none noted as involving cars emerging from inside bend houses' driveways; and, anecdotally, 2 incidents of cars being struck emerging from drives in 2017 and 2018 reported by Hare Lane residents (At least partly due to most or all houses on the inside bend having implemented the mitigating action of bringing their hedgerows in away from the road such that the sightline issue arises solely from the bend rather than the lack of pavement on that side of the road)
Safety and experience of cyclists on Hare Lane	- A collision at 20mph is less severe than a collision at a higher speed, and less likely	- Very low objective likelihood of collision: since 1999, there have only been 3 incidents involving cyclists, none of which also involved cars

	- Being overtaken by a car travelling at 20mph may be a better experience than at a higher speed	(At least partly, the inherent risk is reduced by the narrowness and poor sightlines of Hare Lane making overtaking cyclists difficult, such that cars must wait behind cyclists)
Experience and safety of motorists on Hare Lane	- A collision at 20mph is less severe than a collision at a higher speed, and less likely	- Very low objective likelihood of a collision: since 1999, CrashMap shows only 10 incidents involving cars; and, anecdotally, 3 incidents involving vehicles since 2018 reported by Hare Lane residents (in addition to the 2 emerging from drives noted above) - Motorists can take appropriate action to mitigate risk, including reducing their speed, according to the traffic and road conditions, without needing to drive at 20mph at all times - A 20mph limit would likely require traffic calming which is disliked by motorists, and not preferred by emergency vehicles and buses - Motorist frustration at driving at a lower speed than appears merited by the prevailing traffic and road conditions - Slightly longer journey times for motorists
Air pollution	- Cars travelling at 20mph may emit less pollution per minute (e.g. CO2, other gases and particulates, road and tyre wear and tear) than cars travelling at higher speeds	- Cars travelling at 20mph emit for a longer time than faster vehicles (50% longer than cars travelling at 30mph) - Cars slowing down and speeding up at the likely traffic

		calming measures are likely to emit more than cars maintaining a steady speed or smoothly accelerating/decelerating
Noise pollution	- Cars travelling at 20mph may be quieter (tyre and engine noise) than cars travelling at a higher speed	- Cars make a noise for longer at a lower speed - There is no objective evidence on the impact of the difference between 20mph and the existing speeds on noise levels in Hare Lane
General trend towards implementing 20mph limits	- Include Claygate in the general trend of implementing 20mph limits	- 20mph being implemented elsewhere does not necessarily make it appropriate for Claygate, and the decision should be made on the balance of stakeholders interests and the specifics of Claygate's circumstances
Shortness of stretch between The Swan and the railway bridge	- A 20mph limit on this stretch would have minimal effect on motorists' journey times - The stretch of Hare Lane between The Swan and the railway bridge is approximately 400m (per SCC Feasibility Report), which is at or above at the minimum length for a 20mph limit, allowing for a targeted solution	- Longer journey times is only one of the arguments against a 20mph limit discussed above - The cumulative impact of short stretches, each having a small effect, becomes more significant - Despite being at or above the minimum acceptable length for a 20mph stretch, it is possible that this is extended further along Hare Lane and Milbourne Lane, as a matter of implementation convenience, without full specific additional analysis and justification - the "too short to matter" argument could also be applied to other road users, such as pedestrians.

13. Review of Specific Options for a 20mph Limit, and of Alternative Options that do not require a 20mph Limit

13.1 Options that implement a 20mph limit in Hare Lane

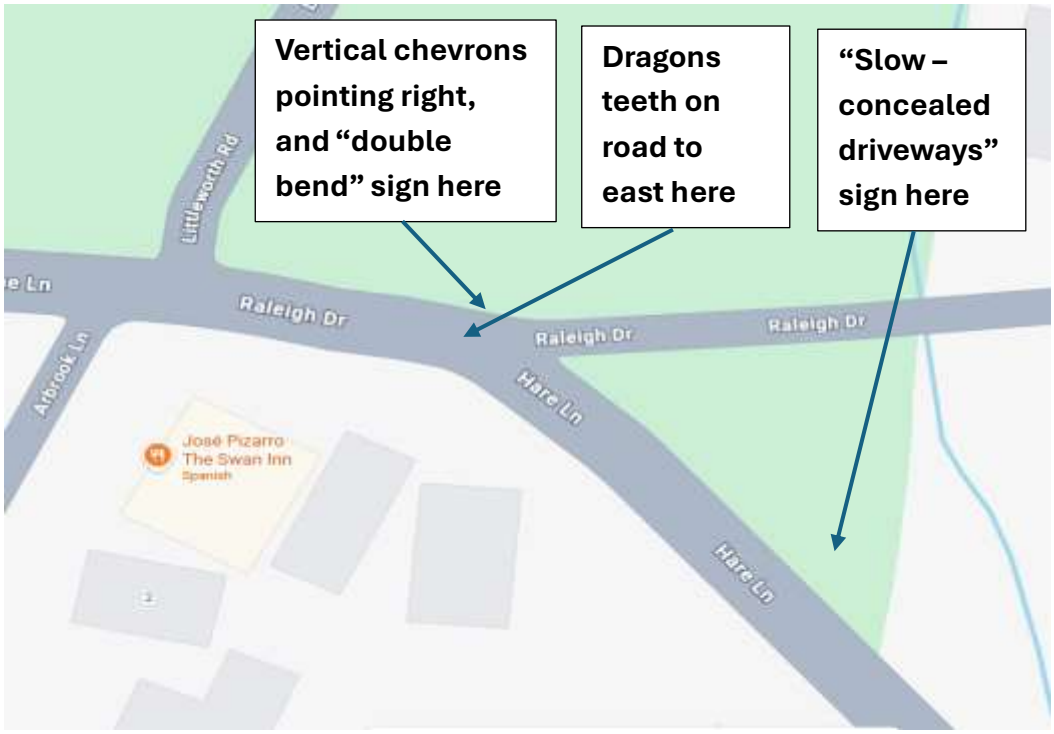
As noted above in section 9.3, a 20mph limit in Hare Lane would likely require traffic calming. The following alternatives were recommended as feasible in the SCC Feasibility Study (but requiring further review, in that "as well as value for money, the relative benefits for residents and local road users would need to be weighed up against the likely effects on the immediate and surrounding road users"):

	Option	Advantages	Disadvantages
1.	20mph Zone with speed humps ("road cushions")	- likely to cut speeds	- possible noise and vibration near humps - not preferred by emergency services or buses - potential re-routing of traffic - uncomfortable for drivers/ passengers
2.	20mph Zone with chicanes ("priority build-outs")	- likely to cut speeds - less uncomfortable for drivers/passengers	- potential for increased speeds and stop-start manoeuvres [*we are unclear that this is feasible given the Hare Lane bend and bus stop]
3.	20mph Zone with road tables	- likely to cut speeds	- possible noise and vibration near humps - not preferred by emergency services or buses - potential re-routing of traffic - uncomfortable for drivers/ passengers - expensive - impact on road drainage

13.2 Options that do not implement a 20mph limit in Hare Lane

13.2.1 Road markings and/or improved signage for drivers

Improved markings on the road and/or improved signs could be used to highlight to drivers the need to exercise care and slow down around the Hare Lane bend due to concealed driveways and the Loseberry Road junction. One possibility is shown below:



Map credit: Google Maps

The above suggestion would likely be in addition to the existing "road narrows, bends left, reduce speed" sign situated where the proposed "slow – concealed driveways" sign is shown. The advantages of the above scheme are that traffic travelling west to east on Hare Lane would be alerted earlier and more forcefully to the approaching hazards by the chevrons and dragon's teeth, and be specifically informed of the concealed driveways hazard.

We note that the Transport Statement includes a proposal for a raised table to be installed at the Hare Lane / Arbrook Lane / Littleworth Road junction. In light of our assessment that a 20mph limit on Hare Lane is not the best solution for the underlying issues, and our proposal for improved road markings and signage as above by this junction, we question whether the proposed raised table is necessary; raised tables are relatively expensive and we consider these funds may be better spent on the other measures we set out in this report.

In addition, the existing red tarmac "slow signs" on the Hare Lane carriageway are very worn and need replacing to maintain their effectiveness.

We note also that the "road bends right" warning sign on the westbound side of Hare Lane soon after the junction with Loseberry Road is poorly visible due to the overgrown hedgerow around it, which should be corrected.

The above suggestions would need further detailed highways technical assessment.

13.2.2 An improved alternative route for pedestrians avoiding Hare Lane

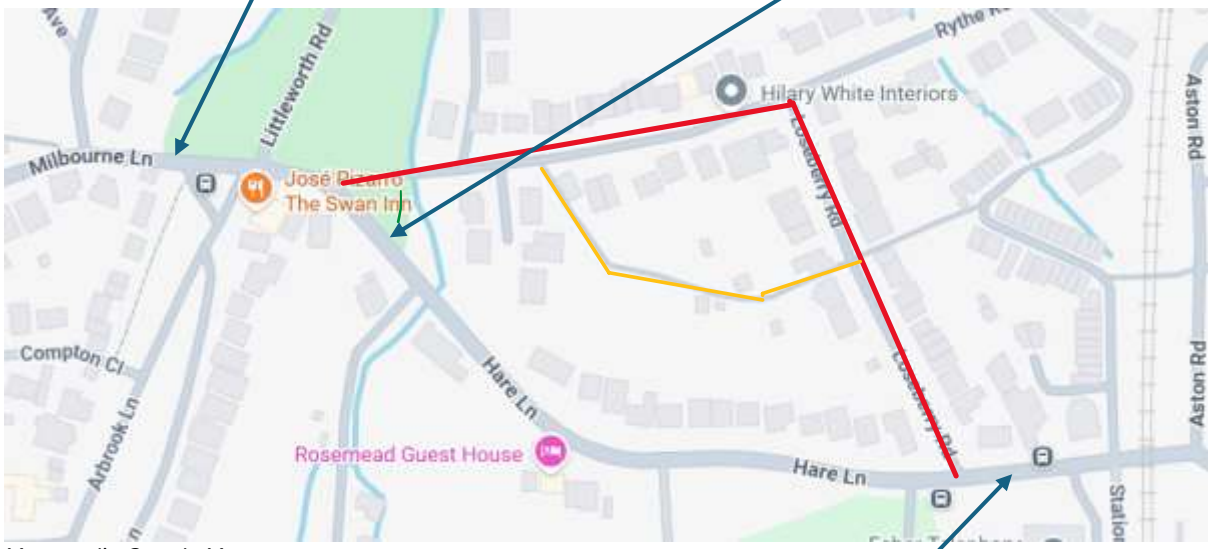
Pedestrians can already avoid the narrow pavement along Hare Lane by using an alternative route via Raleigh Drive and Loseberry Road – see the red route on the map below. The SCC Feasibility Report estimates that this route adds about 50m to the 400m journey. In addition, the corner of this alternative route can be cut by using the footpath shown in yellow. The route has the disadvantage that there is no pedestrian crossing at either end (i.e. near the Swan and near Loseberry Road). New pedestrian crossings at each end would provide benefits not just to pedestrians using this alternative route, but would also make it safer for pedestrians to cross the roads for the various bus stops and railway station. Sight lines, however, are not ideal and so the precise location of the crossings would need to be carefully considered. Nonetheless, the benefits should enable suitable designs and locations to be found which improve pedestrian safety and convenience. We suggest below three options for such crossings.

Pedestrian crossing 1 option A

(Also helps with bus stops)

Pedestrian crossing 1 option B

(Next to alleyway from Arbrook Lane to Hare Lane, not shown on map)



Map credit: Google Maps

Alternative pedestrian route:

Footpath option on alternative route:

Pedestrian desire line route:

Pedestrian crossing 2

We suggest a central island refuge

In addition, the existing pedestrian desire line route that has been worn into the grass where shown should be paved.

The above suggestions would need further detailed highways technical assessment.

We note that the Transport Statement also proposes two pedestrian crossings at similar locations. However, the crossing near Loseberry Road was proposed to include a carriageway narrowing on either side of Loseberry Road to improve pedestrian visibility. We consider that a central refuge at the crossing is a better solution as it would improve pedestrian safety and also not increase the risk of cars colliding with eachother due to the narrower carriageway.

At the western end of the Hare Lane stretch, the Transport Statement proposes a pedestrian crossing at a location consistent with our option A above. However, we are unclear whether option B has been considered and whether it could also be pursued given the potential cost savings generated by our suggestion above not to proceed with the raised table.

13.2.3 Hare Lane pavement widening and improvement

It is unclear whether it is possible to widen the narrow pavement on Hare Lane by removing some of the hedgerow on the pavement's side away from the road. We do not know whether the ownership of the land adjacent to the pavement extends right up to the pavement or stops at the fence on the other side of the hedgerow. If the latter, this could provide significant room to widen the pavement. This would need further investigation and may require consultation with the relevant landowner(s).

We note also that the pavement has a degree of slope towards the roadway which contributes to its difficulty, and should be rectified.

In the other direction, away from the hedgerow, the pavement on Hare Lane could only be widened into the carriageway if Hare Lane traffic became one-way to allow the pavement to take some of the carriageway space. The one-way route would involve Loseberry Road and Raleigh Drive, and is likely to be unpopular with residents of those roads. In addition, because of the weak bridge on Raleigh Drive, an alternative route would need to be taken by HGVs (which could be seen as a benefit). We do not see this option as being a strong contender.

13.2.4 Railings with gaps along the pavement at Hare Lane

The installation of railings along Hare Lane could improve pedestrians' experience of walking along Hare Lane by providing a physical barrier against traffic. The railings would likely need frequent gaps to allow residents along the north side of Hare Lane to cross from their driveways to the pavement. We are not certain of the merits of this option on balance, as the railings would reduce some of the effective width of the pavement, and may not add enough subjective pedestrian comfort to offset this effect.

13.2.5 Convex Mirrors

Convex mirrors can provide additional visibility where sightlines are poor, and some have been installed along Hare Lane. There may be scope for additional mirrors to be installed, although we understand that SCC generally opposes additional such mirrors. We have

not performed a detailed review of the potential benefits of additional mirrors, but this would be worthwhile if new mirrors were to be permitted.