DRAFT FOR CPC 25 JUNE 2026

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 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. Summary Conclusion

We consider that alternative solutions are available which would better address the underlying issues, generate additional benefits beyond the users of the Hare Lane stretch, and therefore be preferable to a 20mph limit taking the interests of all stakeholders into account. These alternative solutions are:

- Improved road signage to warn of the concealed driveways and junction
- Pedestrian crossings at each end of the Hare Lane stretch
- Pavement improvements through widening and levelling

The remainder of this report analyses the issues and explains our conclusion in more detail.

3. 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 (since renamed the Transport and Parking Advisory Committee) to investigate this further and report back to the EH&T Committee".

4. Over-arching Principles and Approach

As a general principle, 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 assessment process likely involves considering trade-offs and making 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. 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 Freedom of Information requests 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 Andy Burton's May 2025 survey relating to the state of roads and pavements around the Claygate and Esher borders
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

6. Executive Summary: Overall Conclusions and Rationale

6.1 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.

6.2 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 only on one side of Hare Lane, and which is narrow particularly on the stretch between the two access roads leading towards the farm. This narrowness creates a suboptimal experience for pedestrians because of their resulting proximity to passing traffic, and the ensuing collision risk. This is exacerbated by the pavement's slight slope towards the road, and potential run-off from the hedgerow creating muddy, slippery conditions.

- 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.

6.3 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 10, but in summary:
  - CrashMap records 14 incidents in the last 26 years (ie one every two years), of which:
    - only 11 involve cars; and of those
    - only 2 involve both cars and pedestrians
  - 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 on the narrow pavement, but anecdotally and intuitively, it is reasonable to assume it is suboptimal and may even deter some pedestrians from using it.

  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).

- our own, albeit limited, observations of pedestrian movements point to a low volume of pedestrian traffic, which may partly explain the low accident rates since pedestrians are not forced to crowd and/or do not often need to pass eachother on the narrow pavement.

  In our two-hour observation session between 7:10am and 9:10am on a Wednesday, in successive half-hour time intervals we counted 17, 17, 16 and 21 pedestrians walking on the narrow pavement. This is approximately one pedestrian a little under every 2 minutes. Given that the timing of our session was commuter rush hour and school drop-off time, we would expect pedestrian movements to be even less than these at other times of day.

  At the same time, we also observed pedestrians using Loseberry Road to join/leave Hare Lane (we did not count their number, but there were somewhat fewer than used the Hare Lane narrow pavement), almost all of whom crossed Hare Lane by the Christian Science Church. This suggests there is benefit to a pedestrian crossing at this point.

6.4 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. We set out below our alternative solutions, followed by a summary comparison with the 20mph limit proposal.

6.5 We consider the following alternative solutions are available which would better address the underlying issues, generate additional benefits and be preferable to a 20mph limit especially with the possible 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. We consider that these crossing should be substantive, specifically a central pedestrian refuge

island near the Christian Science Church, and a zebra crossing near the Swan. See section 14.2 for more details.
We also consider that signposts showing pedestrians the alternative route should be placed in suitable locations at each end to increase awareness.

2. Improved road markings and signage

   Better markings and signage would indicate to drivers the need to be alert and slow down to an appropriate speed 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. For clarity, we note that we do not consider that speeds over 20mph are necessarily excessive.
   See section 14.2 for more details.

3. Widening the Hare Lane pavement

   A potential solution that should be explored is to what extent it is feasible to widen the narrow stretch of pavement on Hare Lane between the two access roads towards the farm by removing some/all of the hedgerow beside the pavement, or at the very least by cutting it back hard and also, possibly, widening the pavement surface in the direction of the hedgerow. We understand from SCCllr Andy Burton that SCC ownership extends to 2m from the kerb, which would enable a significant widening of the pavement were the hedgerow to be completely removed. However this is likely to have a significant cost implication which would need to be addressed, and a hard pruning at least in the near term may be more feasible and potentially provide an acceptable outcome given the low pedestrian volumes.

4. Correcting the pavement's slope

   The pavement, particularly on the narrow stretch between the access roads towards the farm, has some degree of slope towards the road, and it would be more comfortable and safer if this were corrected.

6.6 We consider that the above solutions provide a better, more balanced and targeted improvement for the various stakeholders than a 20mph limit. We highlight in particular:

- Pedestrian movements are relatively few, even during rush hour, and accident rates are low; it does not seem to us to be necessary or proportionate to reduce Westward traffic (i.e. next to the pavement) speeds to 20mph. The alternative solutions of widening the narrow stretch of pavement and installing pedestrian crossings seem to us to be more appropriate, providing targeted benefits to pedestrians without harm to motorists.

- For Eastward traffic, the provision of better signage alerting motorists to the concealed driveways and junction with Loseberry Road seems to us to be a more direct and proportionate method of addressing those specific hazards than a speed reduction to 20mph. Anecdotally and judging by the accident data, it appears to us reasonable to take the bend at a speed greater than 20mph while being alert and able to slow down further in case of hazards such as emerging traffic.

- As regards cyclists, anecdotally it is generally difficult to overtake cyclists on that stretch of road, and cars are forced to wait behind. The alternative route is also available to them. We expect, therefore, that a 20mph limit would make little difference to their safety. We note that there have been no reported car vs cyclist accidents in the last 26 years.

- The above solutions also avoid the need for any traffic calming measures that may be necessary if a 20mph limit were to be imposed. It is unclear from the speed data (see section 11) whether and what sort of traffic calming would be required. If SCC determined that "physical engineering measures were needed" that would result in significantly more harm to motorists via discomfort and vehicle wear and tear, and would also not be preferred by emergency services and buses.

6.7 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 and therefore we consider that there is merit in reviewing the holistic package of physical works proposed through the S106/S278 settlement regarding the Raleigh Drive negotiations if and when the Raleigh Drive Development progresses. See section 14.2 for more details.

6.8 We do not consider the environmental impact of implementing a 20mph limit with traffic calming to be 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.

6.9 By way of contrast 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 much greater pedestrian traffic throughout the day. Hare Lane is not a shopping centre street and, accordingly, has much less pedestrian traffic; we therefore consider that a 20mph limit throughout the day would be disproportionate.

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

a) in Claygate overall, from the 2024 CVA Claygate-wide survey, with 1,528 respondents from 2,806 households/7,263 residents:

- 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 (43% "yes", 30% "no", 23% "maybe", 4% "don't know"), 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?)

b) in the Claygate/Esher border area near Hare Lane, from SCCllr Andy Burton's survey, with 101 responses from 625 households:

- the survey had a low response rate (16%), but those who did respond strongly supported a 20mph limit in Hare Lane (84% in favour)

- the geographical location of the roads surveyed make it likely to include a large representation of pedestrians who use Hare Lane to walk to/from the train station or Claygate Parade, making the survey a useful adjunct to the CVA survey which geographically likely did not include most of those households

- the survey did not probe the reasons for supporting a 20mph limit, nor mention the possibility of traffic calming, so it is unclear whether alternative solutions may be preferred by respondents

- We note that, in the free-form comments in the survey, a pedestrian crossing near The Swan was requested several (9) times

- caution is needed in interpreting the result as the low response rate makes it difficult to extrapolate to the broader population that did not respond. We note also that the survey was produced with a Liberal Democrat look-and-feel with SCCllr Andy Burton as a campaigner prior to his election as SCC Councillor which may possibly, though not definitely, have introduced bias into the respondents

c) in Hare Lane, from information provided by the Hare Lane 20mph campaigners' survey of Hare Lane residents (all 31 occupied households responded):

   - there is unanimous support for a 20mph limit in that stretch of Hare Lane, although this information was not obtained independently of those spearheading the 20mph campaign

Our conclusions overall from these surveys are that:

a) Opinion in Claygate overall is divided on a reduced speed limit: there is no overall majority in favour, but there is a significant minority in favour

b) It is, however, unclear for what types of roads the significant minority would like to see a reduced speed limit - eg main roads or back streets, or only at certain times of day

c) Opinion in Claygate overall is not supportive of traffic calming via road engineering measures (20% in favour)

d) Residents on the Esher side of the Claygate/Esher border, who are more likely to be pedestrians on Hare Lane, may be more likely to support a 20mph limit

e) Opinion in the stretch of Hare Lane itself is fully in favour of a 20mph limit

6.11 Any measures adopted will require funding, and we note the potential availability of S106/278 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.

6.12 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.

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

7.1 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

7.2 Conclusions and Caveats

7.2.1 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%).

7.2.2 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
- That the 30mph limit is too high only at certain times in certain places, such as outside schools at drop-off and pick-up times

7.2.3 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.

7.2.4 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.

8. Claygate/Esher Border Residents' Views – Data from SCCllr Andy Burton's Survey

8.1 Background and Results

In May 2025, prior to his election as Surrey County Councillor for Hinchley Wood, Claygate and Oxshott, SCCllr Andy Burton performed a survey of residents on the Claygate and Esher borders. He delivered a questionnaire to 625 households in that area, across 21 roads, 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%

* The Hare Lane results have subsequently been updated via the Hare Lane campaigners' survey, as discussed in Section 9, to provide a 100% response rate with unanimous support across all 31 occupied properties.

8.2 Conclusions and Caveats

8.2.1 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.

These top 6 roads have an average response rate of 24%; the remaining 16 roads have an average response rate of only 10%.

Focusing on this alternative, but similar, lens of *response rate* also suggests a higher response rate from roads closer to Hare Lane: the roads with a response rate of over 25% are Lynne Walk, Arbrook Lane, Littleworth Ave, Brendon Drive/Close and Loseberry Road.

Therefore overall, broadly speaking, the higher number of responses and higher response rates are from roads that are closer to Hare Lane.

8.2.2 These roads that are closer to Hare Lane 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.

8.2.3 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.

8.2.4 There were also several responses to the free-form question ("Are there any other highway concerns or requests in the area that you would like to raise?") that were relevant to the Hare Lane 20mph question. Most, but not all, free-form responses

emphasised respondents' support for a 20mph limit in Hare Lane but there was little comment on the specific rationale, except that 3 responses mentioned the narrow pavement, narrow road, road camber, pedestrian safety and cyclist safety. We note that several (9) respondents requested a pedestrian crossing near The Swan, which is one of our recommendations (see section 6.5 (1)).

8.2.5 A further caveat to the survey is that it was produced with a Liberal Democrat look-and-feel with SCCllr Andy Burton billed as a local campaigner prior to his election as SCC Councillor. It is possible, but by no means certain, that this may have introduced bias into the profile of respondents.

8.2.6 SCCllr Andy Burton has also informed us that, due to the start of the SCC election campaign, he did not perform any chasing on non-responses to try to increase the 16% overall response rate.

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

9.1 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.

9.2 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.

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

10. Accident data – CrashMap and Other Evidence

10.1 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.*

10.2 Hare Lane Accident Details from CrashMap

We obtained the detailed crash reports from CrashMap for the 26 years through 2024: there were 14 such incidents, approximately one every two years. CrashMap data does not give root causes of incidents; however, the following table summarises the incidents recorded (note that we added one additional recent accident that has not yet been reported to the 13 in CrashMap) :

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

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.	2025	n/a	2	-	-	Car exiting Loseberry Road vs motorbike heading east on Hare Lane – not yet in CrashMap
2.	8 Mar 2024	Slight	1	-	1	11-15 yr old pedestrian on footway or verge. Walking along in carriageway, back to traffic.
3.	3 Apr 2022	Slight	3	-	-	*Motorcycle skidded and in collision with two cars*.
4.	23 Nov 2018	Slight	1	-	-	*Loss of control*.
5.	13 May 2017	Slight	1	-	-	-
6.	23 Apr 2016	Slight	3	-	-	*Motorist lost control and hit another vehicle travelling in the opposite direction – impaired by alcohol*.
7.	11 Mar 2016	Slight	-	1	-	21-25 yr old cyclist commuting to/from work. *Cyclist lost control and sustained slight injury falling off bike*.
8.	1 Mar 2010	Slight	-	1	-	21-25 yr old cyclist hit kerb on journey as part of work. Frost/icy road.
9.	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.
10.	14 Feb 2005	Serious	3	-	-	-
11.	21 Aug 2004	Slight	1	-	-	-
12.	25 Jul 2004	Slight	1	-	-	-
13.	22 July 2002	Slight	2	-	-	-
14.	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.

10.3 Conclusions and Caveats re CrashMap Data

10.3.1 Only two accidents with pedestrians involving cars have been reported in 26 years (items 2 and 14), 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).

10.3.2 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.

10.3.3 Three of the 14 incidents (21%) involve cyclists but no cars, for which a reduced speed limit is unlikely to have any effect.

10.3.4 The total number of reported incidents is also relatively low, 14 in 26 years, ie one every two years, and even lower for incidents involving cars (11 in 26 years).

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

10.3.6 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.

10.3.7 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 not raise concerns.

10.3.8 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 CrashMap data, but in the interests of completeness we have included this in the table above (item 1).

10.4 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), and that "near-miss" information is subjective, we nevertheless consider that the above information helps to provide a more complete picture of the underlying issues.

Overall, we consider that this anecdotal information supports the underlying issues on the Hare Lane stretch set out in Section 6, especially the bend creating reduced visibility particularly for residents' driveways.

11. Hare Lane Speed Data

11.1 Average Speed Data

The SCC Feasibility Report gives the following data from speed surveys conducted on two separate dates: June 2018 and February 2019. In addition, we have obtained data from SCC via a Freedom of Information request for speed surveys conducted more recently in August 2022 and January 2023.

	Direction of Travel	Average Speed of Vehicles (mph)			
		June 2018	February 2019	August 2022	January 2023
Site on Hare Lane East	Eastbound	30.9	29.9	31	
	Westbound	31.1	31.3	29	
Site on Hare Lane West	Eastbound	28.2	27.0		24
	Westbound	26.6	25.1		26

11.2 Speeding Vehicles Data

The Claygate Speedwatch Group periodically measures speeds from their regular observation location 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 location 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

11.3 Conclusions and Caveats

11.3.1 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."

11.3.2 The new, more recent speed data of August 2022 and January 2023 shows that speeds are approximately the same as 2018/19 except for some slowing down at

the Hare Lane west survey location heading east (ie entering the bend from the Swan direction) from 27/28.2mph down to 24mph.

11.3.3 At the time of the SCC Feasibility Study, given the speed data shown, it was concluded that traffic calming would be required to implement a 20mph limit. 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 12.4 below). These could consist of (but are not limited to) additional speed limit carriageway roundels, electronic vehicle activated signs and enhanced speed limit gateways.

Given the speed data, it is unclear what sort of traffic calming measures SCC might require. The speed data on Hare Lane west would seem to fall in the "light touch measures" bracket, while the speed data on Hare Lane east would fall into "physical engineering measures".

12. SCC's Policies relating to 20mph Limits

12.1 SCC's policies for 20mph limits are 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."

12.2 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."

12.3 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.

12.4 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."

13. 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 more pleasant than at a higher speed	- Very low objective likelihood of collision: Since 1999, 2 pedestrian vs car incidents on CrashMap - Pedestrian volumes, albeit based on limited observation, are not high: we counted approximately 1 pedestrian every 2 minutes during one mid-week 2-hour period from 7:10am, capturing the morning commuter rush hour and school drop off times - Pedestrian movements are likely even smaller outside rush hours, so a 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, 5 car vs car/motorcycle incidents in CrashMap, with none noted as involving cars emerging from inside bend houses' driveways, although 1 involved a car emerging from Loseberry Road; also, 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 - Being overtaken by a car travelling at 20mph may be a better experience than at a higher speed	- Very low objective likelihood of collision: since 1999, there have been 3 incidents reported in CrashMap involving cyclists, none of which also involved cars - the alternative pedestrian route is also available to cyclists (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 11 incidents involving motor vehicles; and, anecdotally, 5 incidents involving motor vehicles since 2017 reported by Hare Lane residents - 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 may 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 (see below for quantification)
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
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 possible traffic calming measures are likely to emit more than cars maintaining a steady speed or smoothly accelerating/decelerating
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: 30mph on 400m takes ~30 secs 20mph on 400m takes ~45 secs	- 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

	- 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	(in percentage terms, 20mph takes 50% longer than 30mph) - Despite the Hare Lane stretch 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.

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

14.1 Options that implement a 20mph limit in Hare Lane

As noted above in section 11, a 20mph limit in Hare Lane may 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"):

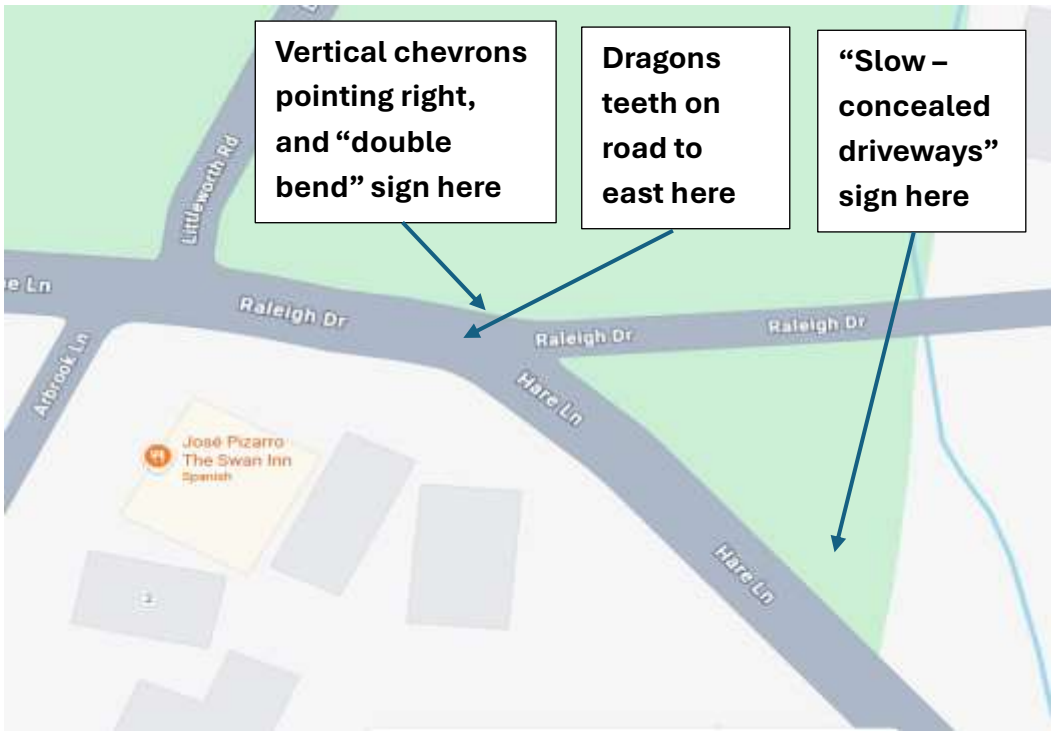
	Option	Advantages	Disadvantages
1.	20mph Zone with speed humps ("road cushions")	- likely to cut speeds	- possible noise and vibration near humps - not preferred by emergency services or buses - potential re-routing of traffic - uncomfortable for drivers/ passengers
2.	20mph Zone with chicanes ("priority 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

It is unclear whether and what type of traffic calming would be required, and the above table is applicable to traffic calming using "physical engineering measures".

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

14.2.1 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.

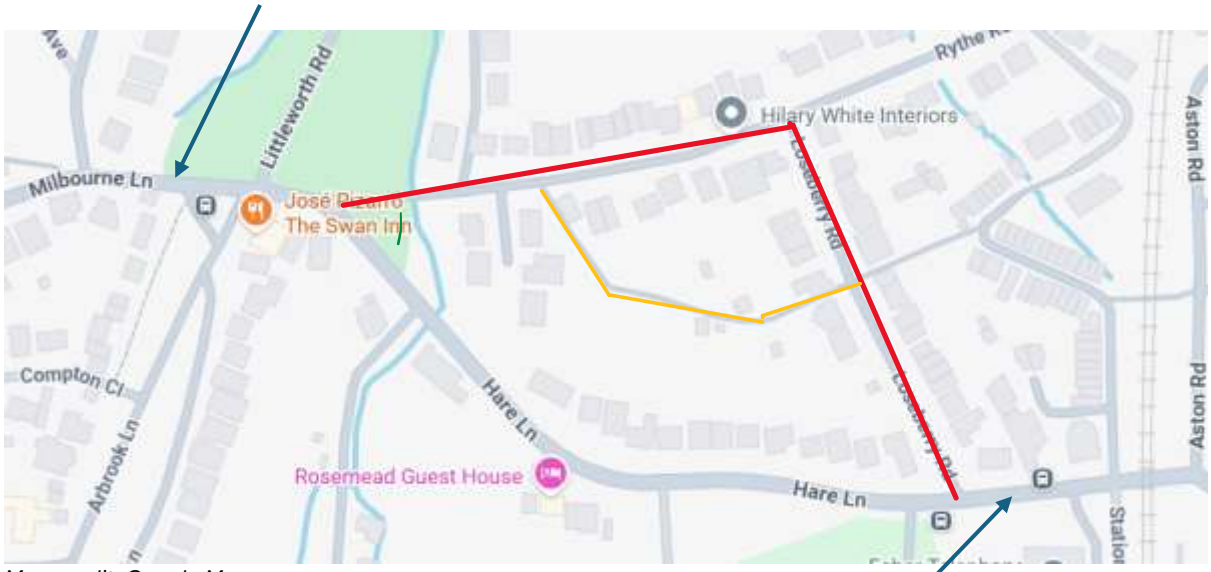
The above suggestions would need further detailed highways technical assessment.

14.2.2 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 possible locations for such crossings.

Pedestrian crossing 1

We suggest a zebra crossing



Map credit: Google Maps

Alternative pedestrian route:

Footpath option on alternative route:

Pedestrian crossing 2

We suggest a central island refuge

We also consider it would be beneficial if pedestrian sign posts were installed at each end of the pedestrian route to improve awareness thereof.

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 each other 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, the proposal is for dropped kerbs only, whereas we prefer a zebra crossing which would provide greater pedestrian safety.

The above suggestions would need further detailed highways technical assessment.

14.2.3 Hare Lane pavement widening and improvement

It is unclear to what extent it is possible to widen the narrow stretch of pavement on Hare Lane between the access roads towards the farm by removing some or all of the hedgerow beside the pavement, but at the very least it should be possible to cut the hedgerow back hard. We understand from SCCllr Andy Burton that SCC ownership extends to 2m from the kerb, which would enable a significant widening of the pavement were the hedgerow to be completely removed. However this is likely to have a significant cost implication which would need to be addressed, and a hard pruning at least in the near term may be more feasible and potentially provide an acceptable outcome given the low pedestrian volumes.

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 (i.e. into the road and 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.

14.2.4 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.

14.2.5 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 SCC generally opposes additional such mirrors: SCC's website states the following:

"We do not allow new mirrors to be put on the highway. This is because experience shows that rather than improving safety, a mirror could increase safety risks, which include;

- *reflect light and interfere with a driver's vision*
- *reduce the ability to judge an oncoming vehicle's speed*
- *create an unreasonable dependence on the mirror*
- *if dirty, distorts or restricts the view*
- *be an easy target for vandals*

Other measures to increase sight lines
If you are concerned about the visibility from your driveway, please consider other measures that might improve sight lines, for example, cutting back vegetation or moving boundary fences."

Appendix A

Consideration of the responses to this report following discussion at the EH&T Committee meeting on 12 February 2026

A.1 Summary of the EH&TC meeting of 12 February 2026 and subsequent actions

This report was received by the EH&TC at its meeting on 12 February 2026 (the specific draft is available to view at www.claygateparishcouncil.gov.uk/2026_Meetings.aspx - Appendix 3 to the 12 February 2026 meeting). At that meeting, several residents of Hare Lane spoke to challenge the report, and were requested to submit their comments in writing so they could be considered and the report amended if and where necessary. Written comments have been received from four Hare Lane residents. In addition, SCCllr Andy Burton shared his comments in a subsequent meeting with the principal author.

The report has been amended in certain places as a result of the comments received. Nevertheless, we continue to consider that a 20mph limit to address the issues in Hare Lane is not the most appropriate, balanced approach that takes into account the interests of all stakeholders.

In the interests of transparency, we provide below a summary of the key comments received, and our responses. We have not attempted a line-by-line response, but instead have tried to respond to the main themes in the comments. We have not provided commentary where we have amended the report. The structure of the below is based on the most extensive written comments received from one Hare Lane resident, but our responses also address the themes found in other comments.

A.2 Independence of the Report

Comments were raised as to the professional qualifications of the author of the report and the TPAC, and the extent to which the TPAC is independent and uninfluenced by the EH&TC or other Parish councillors.

The subject matter of this report is one about which many people hold strong views, and we are naturally aware of many of those views; however, we confirm that this report is a fair reflection of our views on the basis of the evidence and arguments set out.

We stress that the report has been prepared with the utmost regard for transparency to enable elected officials (and ultimately SCC) to fully assess the evidence and arguments presented. That is to say that the report must speak for itself, rather than be reliant on the authority of the primary author, reviewer or TPAC. This is not least because these individuals, albeit driven by the desire to serve the interests of Claygate, are nevertheless unelected and their views must be subject to validation, or otherwise, by elected officials where true democratic authority lies.

In light of the above, we do not consider the professional qualifications of these individuals to be relevant (although both the principal author and reviewer are professionally qualified in technical/numerate fields), and the report should be judged on its own merits.

A.3 The Safety Case for a 20mph limit

Comments were raised that the evidence supporting the case that 20mph limits are safer has been ignored.

The safety benefits of a 20mph limit have been considered in Section 13, where the safety benefits are included in the arguments "in favour" of a 20mph limit.

However, we consider that 20mph limits are not the only way to improve safety, and the solutions we propose (pedestrian crossings, pavement improvements, improved road signage) will also improve safety.

However, by way of context, historical data shows the actual risk of an accident in the stretch of road under consideration is low:

- car vs pedestrian: 2 such incidents in 26 years
- car vs cyclist: 0 in the last 26 years
- motor vehicles overall: 11 such instances in 26 years per CrashMap, plus 5 anecdotal reports in 9 years

A.4 Public Support for a 20mph limit

Comments were raised that recent surveys suggest that approximately 80% of residents are in favour of 20mph speed limits in Claygate, citing the CVA survey and SCCllr Andy Burton's survey.

Comments also noted that there is no mention of the 80% of respondents in the CVA survey who wanted some form of speed reduction measures in Claygate

Comments also noted that while we sought out the views of Hare Lane resident campaigners, we did not seek out the views of commuters, pedestrians, cyclists, motorists and horse-riders.

We consider that this use of statistics from the CVA survey in the comments is not the most appropriate use thereof. Both seem to be taken from the following question and responses:

"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%"*

It would appear incorrect to conclude from this data that 80% of residents are in favour of 20mph limits in Claygate: the results show that 39% (not 80%) of respondents support "reduced speed limits on certain roads".

Furthermore, we have highlighted that it is unclear what is meant by "certain roads" (eg back streets or main roads), and also whether respondents would like reduced speed limits only at certain times (such as school drop-off/pick-up). The level of support for road engineering measures is low at 20%, so it is unclear whether this would further reduce the support for 20mph if such measures were a precondition of a reduced speed limit.

The second comment, that 80% of respondents in the CVA survey wanted some form of speed reduction measures in Claygate, while factually correct since only 19% responded "none of these", does not seem to be the most appropriate statistic to determine the support for a 20mph limit on Hare Lane. The closest statistic to this question is the 39% who supported "reduced speed limits on certain roads" (and the uncertainty discussed in the prior paragraph about what that specifically means continues to apply to that).

SCCllr Andy Burton's Survey had a much higher degree of support for a 20mph limit on Hare Lane (83% in favour), but was much smaller in sample size (101 responses versus 1,528 CVA survey responses) with most respondents coming from a small number of roads near Hare Lane, and cannot be extrapolated to the full Claygate population. A further caveat to the survey is that it was produced with a Liberal Democrat look-and-feel with SCCllr Andy Burton billed as a local campaigner prior to his election as SCC Councillor. It is possible, but by no means certain, that this may have introduced bias into the profile of respondents. Full details are given in Section 8.

Our conclusion overall regarding residents' opinions, as stated in paragraph 6.10, 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 tables.

Regarding our consultation processes, we consider that we have a good understanding of the issues having spoken to the residents of Hare Lane, made our own observations, and drawn on data from the various surveys we have referenced. We do not think that we would surface any surprising new issues or information from additional consultation, although we acknowledge that it is a possibility. In addition, to provide additional credible evidence, any new survey would need to be designed and administered with the

involvement of an independent third party, which would involve additional time and expense, and for the above reasons we do not think that that would be worthwhile. We also understand that SCC has its own consultation requirements should it decide to proceed.

A.5 Pejorative or inappropriate language in the report

Comments were raised that object to the use of certain words or caveats in the report. Specifically:

- *paragraph 9.2 regarding the Hare Lane residents' survey likely not following best practice – the comment notes this suggests coercion of residents;*
- *the use of the word "anecdotal" in relation to Hare Lane residents' incident data – the comment notes this implies a lack of reliability of the evidence.*
- *paragraph 8.2.5 regarding SCCllr Andy Burton's survey having a Liberal Democrat look and feel possibly, but by no means certainly, introducing bias into the profile of respondents - the comment notes this without foundation / substance;*

We believe the language used is both factually correct and necessary to give adequate information to the reader, but we do not in any way suggest coercion or the provision of unreliable or unsubstantiated evidence. Specifically:

- Best practice surveys would be anonymous and be administered by a third party. While we have no reason to, and do not, suspect any coercion, we consider that the nature of the Hare Lane survey as being performed by the campaigners amongst their neighbours must be disclosed for transparency.

- We used the word "anecdotal" to distinguish this evidence from CrashMap since, again for transparency, we need to note the different data sources. CrashMap is a systematic, independent and relatively real-time approach to the collection of data, which is a different process to the gathering of data from Hare Lane residents that is derived, we understand, from a recent request to neighbours from the campaigners. "Anecdotal" appears to us to concisely encapsulate the difference. Given the limitations of CrashMap data, we welcome such additional information, and are grateful for the efforts of the campaigners in gathering this. We have no reason to, and do not, believe that such evidence is incorrect or cannot be substantiated and have taken it as accurate and at face value. We find it useful, and have treated it with the same weight and credibility as CrashMap data.

- Regarding SCCllr Andy Burton's survey, we have stated that we consider it is possible, but by no means certain, that a survey that is politically branded may have introduced bias into the profile of respondents. For example, those not supportive of the specific party may refuse to respond on political grounds. This seems to us to be a self-evident possibility, albeit not certain. Therefore, again, this fact needs to be disclosed for transparency.

A.6 Analysis of accident data

Comments were raised that the analysis of accident data does not identify that there is an increasing incidence of accidents on Hare Lane over time.

We consider that the accident rate has stayed approximately the same for the last 10 years. Data suggests there was an uptick in accidents in 2016 after a ten-year stretch of zero accidents to a pattern of generally 0, 1 or 2 accidents each year with a spike to 3 accidents in 2018. This accident rate is similar to the earlier 1999-2005 period. It may be useful to understand the reasons for the ten-year zero-accident stretch between these periods, and the apparent uptick in 2016; that is beyond the scope of this report, but it may be just random fluctuations in a low accident environment. Overall, we consider that our conclusion that collision risk is low to be valid over the whole period including more recent times. The year-by-year count of accidents involving motor vehicles is below:

Year	No. of accidents involving motor vehicles per CrashMap		No. of accidents involving motor vehicles per Hare Lane residents' additional anecdotal data
2025	1		-
2024	1		1
2023	-		-
2022	1		-
2021	-		-
2020	-		-
2019	-		1
2018	1		2
2017	1		1
2016	1		-
2015	-		-
2014	-		-
2013	-		-
2012	-		-
2011	-		-
2010	-		-
2009	-		-
2008	-		-
2007	-		-
2006	-		-
2005	1		-
2004	2		-
2003	-		-
2002	1		-
2001	-		-
2000	-		-
1999	1		-

A.7 The significance of peak pedestrian flows coinciding with peak traffic volumes
Comments were raised that during the morning rush hour, there is a high volume of pedestrian flows along Hare Lane to the train station by commuters and also to schools, and that this coincides with the times of peak traffic flows creating a very high risk of incident at certain times of the day.

We agree that pedestrian flows would be expected to be higher during the morning rush hour and this must logically increase the inherent likelihood of an incident during those times.

However, we believe that likelihood to be low even during rush hours. This is partly based on our observation of pedestrian traffic during a two-hour period from 7:10am on a Wednesday morning during term time to coincide with morning commuter rush hour and school drop-off times gave a relatively low number of pedestrians using the narrow Hare Lane pavement. On average we counted just over 1 pedestrian every 2 minutes.

It is also based on the low accident data with only 2 pedestrian versus car incidents in the last 26 years.

We also note that there is an alternative pedestrian route, albeit 10-15% longer, that is available for those who prefer not to walk along Hare Lane.

A8. The significance of recent planning applications/consents

Comments were raised that the report ignores the implications of the Raleigh Drive development outline consent and the Hook Park planning application, both of which will increase traffic flows along Hare Lane and, in the case of Raleigh Drive, would increase the traffic at the Hare Lane/Loseberry Road junction which has poor sight lines to the west.

We consider that at this time there are too many uncertainties in precisely how (or if at all in the case of Hook Park) these developments will be executed for them to have a significant influence on the conclusions in this report. Further, an increase in traffic volume does not per se necessarily lead to the requirement for a 20mph limit; for example, increased traffic volume may itself result in congestion and reduced speeds. Instead, an analysis should be performed of the underlying issues and of alternative mitigating actions (such as alternative required routings, junction redesign, signage, etc) once the likely impact of the developments becomes clearer.

A9. Balancing the interests of pedestrians and motorists

Comments were raised questioning the need for pedestrians to take an alternative route to avoid walking along Hare Lane; that alternative routes are not viable particularly for residents of Hare Lane; and that the suggestion that vehicle users have superior rights over pedestrians who should be encouraged to go out of their way is abhorrent. Comments also suggested that the views of Hare Lane residents should carry extra weight.

We do not suggest that pedestrians need to take an alternative route, since the data shows the Hare Lane pavement to have a low collision risk; we highlight it as an option for those who choose to do so.

We do not suggest that vehicle users have superior rights, nor have we asserted that Hare Lane residents' views should carry extra weight; we do suggest that the interests of all stakeholders, which includes motorists, need to be considered, and solutions found that balance these. As we highlight in section 4 "Overarching Principles and Approach", others may, or may not, agree with the balance adopted here, and ultimately the weighing-up of stakeholder interests is the responsibility of SCC as influenced by elected officials.

A10. Inappropriate concerns over motorist discomfort

Comments were raised that the reference to potential discomfort of motorists due to traffic calming is nonsense and not a valid concern when trying to optimize road safety. Also, that the report does not consider the interest of pedestrians and cyclists, as the most vulnerable road users, over and above the interests of motorists.

Evidence suggests that traffic calming is not generally supported: the CVA survey showed very little support for road engineering measures such as chicanes or speed tables, at 20%. This lack of support appears to us to make motorists' discomfort a valid concern.

The report has sought to balance the interests of all stakeholders, including pedestrians, residents, cyclists and motorists. We consider that the solutions we have proposed instead of a 20mph limit address the interests of all stakeholders in a balanced way. As we highlight in section 4 "Overarching Principles and Approach", others may, or may not, agree with the balance adopted here.

By way of relatively extreme counter-example, one alternative solution would be to ban traffic from that stretch of Hare Lane entirely (except for residents' access), since there are alternative routes that vehicles could take. That would, we suspect, fully satisfy the interests of pedestrians, cyclists and residents and likely reduce vehicular accidents to zero. However, we consider the harm to motorists would be significant, and we would consider this an unbalanced and therefore poor solution despite the fact that it has clearly put pedestrians and cyclists first and eliminated all vehicular accidents. However, there may be, perhaps, some who would support such a solution, although we doubt it would have broad community support. Ultimately, as we state in section 4 "Overarching Principles and Approach", the weighing up of competing stakeholder interests is the responsibility of Surrey County Council as influenced by elected officials.

A.11 Inappropriate and Undeliverable Highway Improvement Works

Comments question whether the pavement widening or railings are appropriate or deliverable. In particular, the widening would not be deliverable without expensive land acquisition (which may not be possible).

For the avoidance of doubt, we have not proposed railings as part of the solution in section 6.5, but note them for completeness as an option the merits of which we are, as we state in section 14.2.4, uncertain due to their narrowing of the effective width of the pavement.

As regards land acquisition, we understand that SCC already owns the land that would be required for pavement widening to 2m, so this would have no impact on costs. We do accept, however, that widening the pavement to this extent would likely be expensive. We consider, though, that even a partial widening would be helpful, and at the very least a hard cut-back of the hedgerow would seem possible and may, given the low volume of pedestrian traffic, provide an acceptable outcome at much lower cost. Nevertheless, we believe this should be explored further as it is clearly feasible given that SCC already own the land.

Equally, as there is still some uncertainty about the implications regarding the Raleigh Drive reserved matters planning application and/or variations to the existing resolution to grant permission, there is a potential window of opportunity for Elmbridge BC and Surrey CC to review the range of measures which could be part of the S106/S278 works package.

A.12 Ignoring the Outline Planning Consent for the Raleigh Drive Development

Comments were raised that the outline planning consent for Raleigh Drive published on 16 January 2026 has been ignored, specifically that the developer is required to include a 20mph zone covering Raleigh Drive, Loseberry Road and Rythe Road, pedestrian crossings and a raised table. Comments question the report's suggestion that the raised table may not be needed and the funds be better spent elsewhere. Comments also question the EH&TC and TPAC's skills or technical ability to implement the technical assessment noted in Section 14.2.

We are aware of the requirements placed on the developer, but our understanding is that there is some time yet before these works would commence and there is potentially room for further changes. We would suggest consideration of alternative types of crossings, and other highway works, in place of the raised table (we question whether a raised table makes sense given the conclusions of this report). For example, at the East end of Hare Lane we consider that an island refuge in the middle of the road would be a better option than a pavement build-out. We also consider that a zebra crossing at the west end of Hare Lane would be better than only dropped kerbs. Our suggestion of pavement widening will also require funding that could be helped by not implementing the raised table.

We do state that further highways technical assessment would be needed for several of our suggestions; however, we do not state or consider that the EH&TC or TPAC would be the right bodies to perform such an assessment. We do, however, consider that it is reasonable for members of the community, such as the TPAC and EH&TC, to question proposed highways works and make suggestions for alternative highways works, which would, of course, be subject to more expert assessment.

A.13 Ignoring the most obvious way forward

Comments were raised that the report ignores the most obvious solution to make Hare Lane part of the proposed 20mph zone for Raleigh Drive, Loseberry Road and Rythe Road, with the costs being covered by the developer rather than SCC.

Comments were also raised that the report agrees that traffic should be slowed, so what better way than to reduce the speed limit.

We have fully considered this "most obvious solution", but are cognizant that other solutions may be better.

In Section 6 "Executive Summary; Overall Conclusions and Rationale", the report explains the rationale behind our proposed solutions, and specifically in section 6.6 explains why we do not consider a 20mph limit to address the issues as being the most appropriate, balanced approach that takes into account the interests of all stakeholders.

Furthermore, the arguments for and against a 20mph limit in Hare Lane are set out in detail in section 13 "Arguments in Favour of, and Against, a 20mph Limit in Hare Lane", and section 14.1 sets out the advantages and disadvantages of the various options for implementing a 20mph limit in Hare Lane.

We concur that funding should be obtained as far as possible from the Raleigh Drive developer and specifically highlight this in section 6.11.

As an aside, although it is strictly outside the scope of this report, the implementation of a 20mph zone in Raleigh Drive, Loseberry Road and Rythe Road appears to us, prima facie, not to be a good use of funds, since that area already has average speeds essentially at or below 20mph (Source: Developers Statement para 5.18; SCC Feasibility Study section 3.1). However, this is not a strong opinion as we have not examined this area in any depth.

We do not agree that traffic speed generally should be slowed. Section 6.5 (2) regarding road markings and signage states:

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. For clarity, we note that we do not consider that speeds over 20mph are necessarily excessive.

In other words, our concern is with motorists travelling at excessive speeds given the hazards of that stretch of Hare Lane; however, depending on road conditions etc, we would not generally consider speeds over 20mph to be excessive, and therefore would not support a 20mph limit. Instead of the somewhat blunt tool of a 20mph limit, we believe it to be more appropriate to warn motorists of the hazards so they can take the appropriate mitigating action (ie to make sure their speed is appropriate for the hazards, and to be alert for cars emerging from hidden driveways and Loseberry Road).

A.14 The report is a "do nothing" approach when considered with the Raleigh Drive development planned actions

Comments were raised that the report is misleading in that the only implementable initiatives are those that have already been approved as part of the Raleigh Drive development.

As shown by the table below, the report goes further than the measures agreed with the developer.

This Report's Solutions	Included with Raleigh Drive development?	Comments
1. Pedestrian crossings	Yes, but with differences	1. We suggest a central refuge rather than a pavement build-out at the East end of Hare Lane 2. We suggest a zebra crossing near the Swan instead of dropped kerbs
2. Improved road markings and signage	No	Implementable – low cost initiative
3. Widening the Hare Lane pavement	No	Implementable: the land needed is already owned by SCC, but the exact nature and extent of work and associated costs would need to be considered – there is a range of possible options and costs from a hard cut-back of the hedgerow to a full pavement widening to 2m.
4. Correcting the pavement's slope	No	Implementable, subject to costs/funding

A.15 The recent changes in Government and Surrey County Council policy and attitude to 20mph

Comments were raised that the report does not take sufficient account of the recent changes in Government and Surrey County Council policy and attitude to 20mph, and that councils no longer have to consider current speeds when setting the appropriate speed limit for any road.

Our report specifically references, and quotes in section 12.4, SCC's new approach for implementing a 20mph limit, and notes that it is more flexible than the previous policy in terms of the use of an existing speed cut-offs of 24mph for requiring traffic calming.

However, SCC will still consider current speeds when implementing 20mph, specifically:

"New 20 mph speed limits using signs alone will be allowable if the existing mean average speeds are 24 mph or less.

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.

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."