



Headley Roads Survey

Headley Parish Council
December 2020

Map of roads and footpaths

Note: bridleways marked in blue or red; permissive off-road horse margins in green



Traffic in Headley has to face a variety of challenges due to:

- The narrowness of the roadways – all roads are designated “Unsuitable for HGVs”; occasional pinch points which hinder oncoming traffic. It is notable that following the recent resurfacing there are no longer white lines down the centre of the roads
- The very limited footways for pedestrians
- The number of footpaths or bridleways meeting the roads
- The disconnections of the footpaths and bridleways which force pedestrians and horse-riders onto the road
- The number of hidden entrances
- The large number of cyclists, many travelling at higher speeds downhill
- Problems of excess through traffic, especially when the M25 is shut

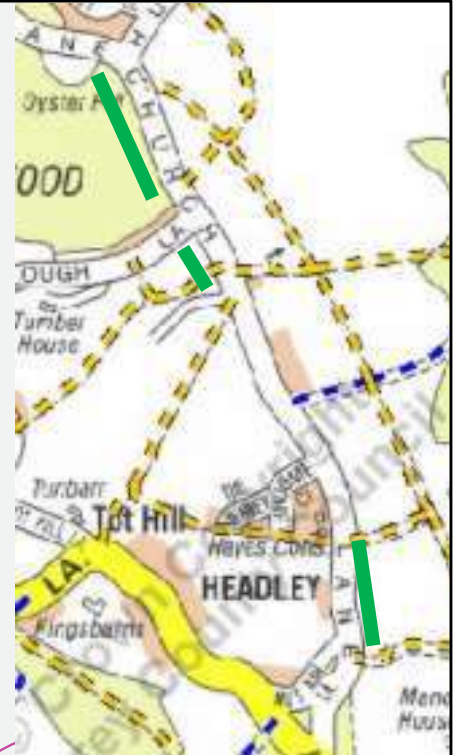
Church Lane - overview

Geography:

- Blind summit at Church Approach
 - Visibility restricted at South & North by high banks
- ## Horses
- Significant horse traffic from Hurst Lane, crossing to Oyster Hill horse margin and from Slough Lane
 - Horses forced to use road along central section

Other

- No footway alongside The Cock
- No footway to Villans Wyk
- Busy cycling route with hidden entrances
- Sustrans Route 22 from Slough Lane to Hurst Lane



Geography

- significant challenges with 2 blind summits (by Springfield and opposite Church Approach)
- Northern and Southern ends both marked by bendy sections where high banks limit visibility

Traffic:

- This is part of the bus route
- Cyclists travel fast Northbound, unaware of hidden entrances, and slowly on uphill sections Southbound delaying faster vehicles approaching summits; Section from Hurst Lane to Slough Lane forms part of Sustrans cycling route 22
- The section is well used by horses coming from Hurst Lane (North East), Slough Lane (West), Costal Wood bridleway (East) and Headley Heath (South East & South West)

Other issues

- Includes access to Church (off Church Approach), pub, village shop and village hall
- No pedestrian footway on section past The Cock
- Pedestrian footpath towards Southern end suffers from mud thrown up from pools where water collects have come down the road off Headley Heath

Possible improvements

- Restrict speed limit on Hurst Lane
- Additional signing to warn of horse-crossing
- Move existing horse-warning sign to Clay Lane to give advance warning

- Possible speed warning post – however not a good position as there is little speeding at this point

Church Lane/ Hurst Lane junction signs



Key points:

- Hurst Lane is derestricted; even so it is well-used by horse riders as it provides access to various stables
- A major pinch-point on Clay Lane immediately to the North-West causes regular congestion when the bus (or an HGV) meets oncoming traffic
- Was the site of a cycling fatality in 2020 – apparently not related to other traffic

Signs:

- Junction suffers from excessive clutter of signs
- Notable that the horse-warning sign (for Southbound traffic) comes immediately AFTER a major horse crossing point

Other points:

- Junction can be a regular assembly point for cyclists
- Cyclists heading Southbound are slowed down by the steep hill; the poor visibility makes overtaking very difficult

Church Lane/ Hurst Lane horses



This is a major crossing point for horses coming from Hurst Lane to reach the horse-margin which provides an off-road route to the South

Visibility of horse margin

- Driver's visibility of horse margin from either direction is somewhat limited
- Rider's visibility of Clay Lane from the horse-margin is also restricted by the shape of the hill
- Note the horse margin involves a steep descent to the road
- Despite the presence of the horse-margin, some regular horse-riders prefer to ride in the road up the hill Southbound. It may be that they are put off by the steepness of part of the horse-margin, but this adds a further problem for drivers

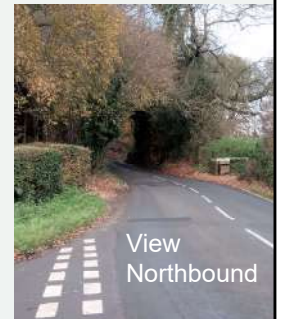
Church Lane/Slough Lane

Horses

- Horse traffic from Slough Lane
- Horses (& pedestrians) forced into road alongside The Cock

Other Issues

- Blind summit by Church Approach
- Warning signs obscured by vegetation
- Slow cyclists travelling Southbound
- Cyclists using Slough Lane – Sustrans Route 22



Possible improvements:

- Specific warnings of horse-crossings
- Ensure signs are not obscured by vegetation

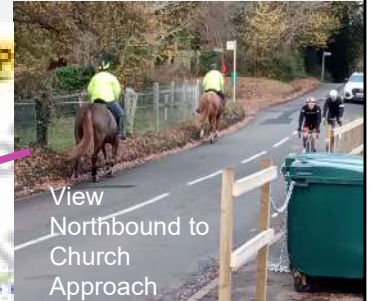
Church Lane/pub & shop - overview

Centre of village community:

- Access to church
- Pub – large car park
- Shop/Village Hall – small car park; exit with visibility issues

Road issues:

- Generally good visibility leads to regular speeding
- Church Approach blind summit
- Poor visibility exiting from Threshers Dean
- No footway beside The Cock
- Horses forced onto road for entire length, incl bend at Southern end



Key issues:

- Visibility generally good – problem with regular speeding
- Blind summit at Church Approach
- No footway beside The Cock
- Horses forced onto road for entire length

Possible improvements:

- Specific warnings of horses/pedestrians in road
- Upgrade speed detection/warning sign(s)

Church Lane/pub & shop - signs

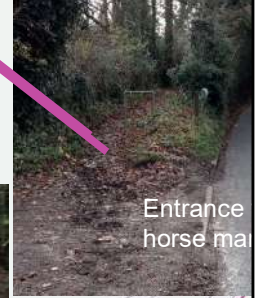


Notes:

- Existing post just North of shop has non-functioning speed warning sign
- Sign giving advance warning of right-hand turn (Church Approach) needs re-orientation

Church Lane South- overview

- Horses cross towards Heath
- Very poor visibility
- Speeding cyclists
- Hidden entrance
- No footway to Villans Wyk



Key issues:

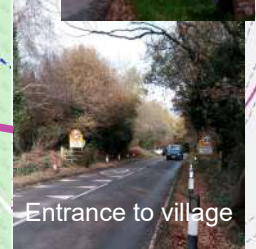
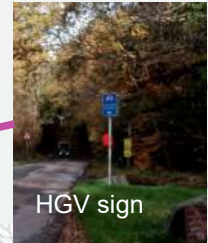
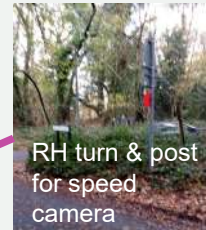
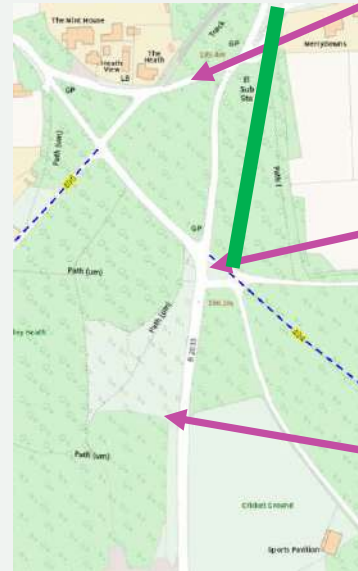
- An narrow section of road with visibility limited by high banks
- Hidden entrance to Villans Wyk
- Northbound cyclists speed up downhill; Southbound cyclists slow uphill
- Nut Ash Lane entrance complicated by:
 - Limited visibility Southbound
 - Horses crossing to go towards Heath
 - When congested, traffic turn right out of Nut Ash Lane to avoid main junction

Possible improvements:

- Upgrade speed detection/warning
- Request no right turn out of Nutash Lane

Heath & Nut Ash Lane

- Limited visibility at both ends of Nut Ash Lane
- Nut Ash Lane used as rat run to avoid queues on Leech Lane – dangerous right-hand turn onto Church Lane
- NT car park generates traffic at busy periods
- HGV sign encourages traffic down Church Lane
- Bridleways not fully connected



Key issues:

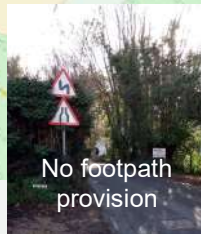
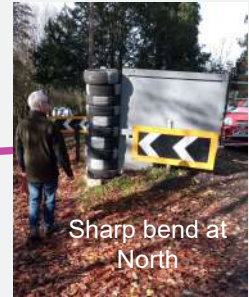
- Nut Ash Lane is well-used but narrow & poses various issues
 - Limited visibility at Eastern end (Church Lane)
 - When congested, traffic turns right out of Nut Ash Lane to avoid main junction
 - Horses crossing to go towards Heath
 - At Western end most traffic needs to turn right but has limited visibility Northbound, due to proximity of bend & Southbound due to angle of junction and vegetation on verge
- Leech Lane/Church Lane junction is complicated by side-roads
- Unnecessary HGV sign encourages traffic down Church Lane
- NT car park generates significant traffic
- Cricket pitch can act as distraction
- Traffic often speeds across Headley Common Road

Possible improvements:

- Upgrade speed detection/warning
- Request no right turn out of Nutash Lane
- Ensure NT keep vegetation down at Western end of Nut Ash Lane

Tot Hill

- Speeding cyclists
- Poor visibility & no footway at Southern end
- Relies on verge as footway
- Sharp bend at Northern end
- Ice risk at Northern end due to leaf blockage on gulleys



Key issues:

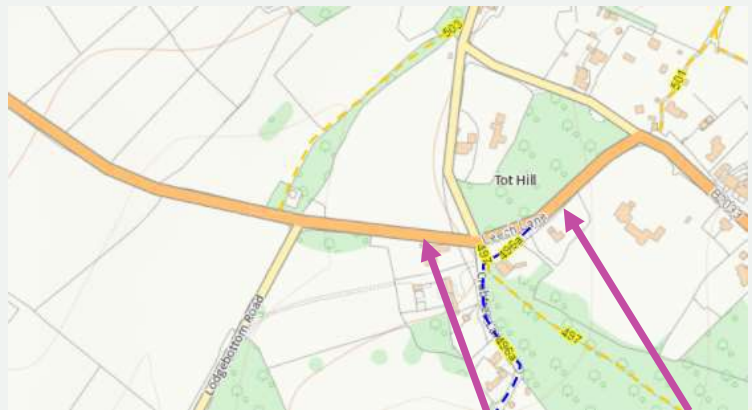
- As a key residential road, there are several cars parked on driveways adjacent to the road
- It relies on use of the verge as a footway but is not connected either at the Southern end towards Mint House, or at the Northern end towards Hyde Farm
- Predominant cyclist direction is downhill – so many go at high speeds
- The sharp bend at Northern end can become an ice risk in winter due to leaf blockage on gulleys
- Cars for sale provide driver distraction at Northern end

Possible improvements:

- Install speed detection/warning
- Look at footpath improvements

Hyde Farm area

- Very poor visibility on exit from Tumber Street
- Equestrian (& pedestrian) crossing to bridleway on Crabtree Lane
- No footpath to Tot Hill
- Pinch point for larger vehicles
- Speeding cyclists



Key issues:

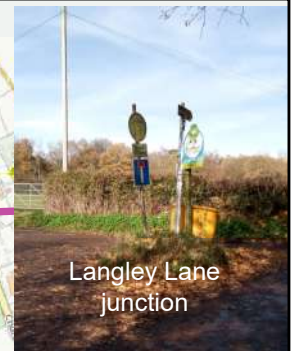
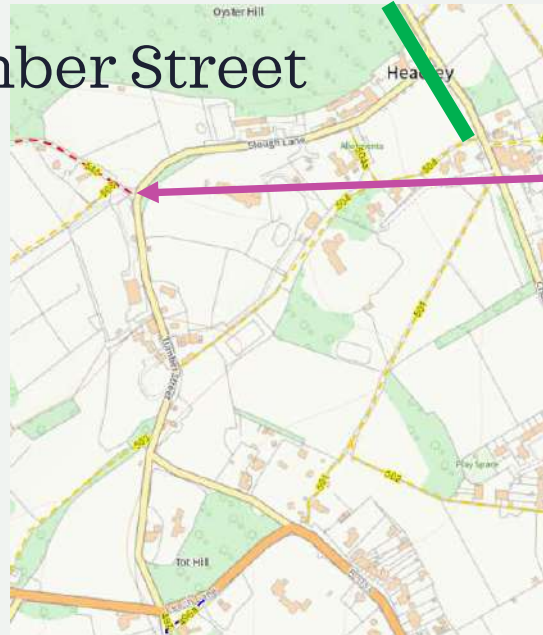
- Crossing between Tumber Street & Crabtree Lane
 - Significant use by vehicles (SatNav rat-run), equestrians (route to Heath) & cyclists (Sustrans route 22)
 - Very poor visibility splays existing Tumber Street due to slopes & curve in road
 - Traffic leaving Headley tends to accelerate downhill (especially cyclists)
- No marked footpath to Tot Hill
- Hyde Farmhouse causes pinch-point for larger vehicles
- Some cyclists take Lodgebottom Road turning at excess speeds

Possible improvements:

- Warning sign for crossing traffic

Slough Lane, Tumber Street

- Very narrow roads – limited passing places even for pedestrians!!
- High equestrian use for local stables and as key link in network
- Signed cycle route
- Used as SatNav rat-run – even by HGVs



Key issues:

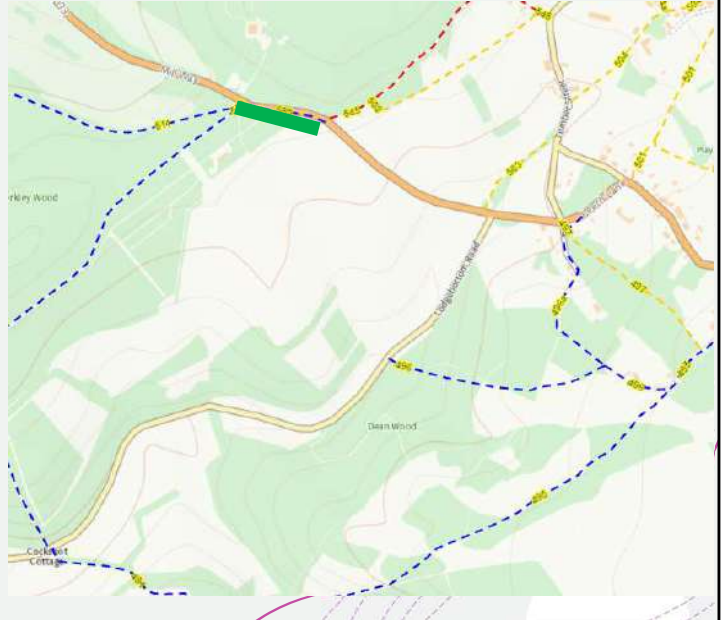
- Very narrow roads
 - limited passing places - even for pedestrians!!
 - Cars need to reverse if they meet
- High equestrian use for local stables and as key link in network
- Signed cycle route – Sustrans 22
- Used as SatNav rat-run – even by HGVs
- Langley Lane (BOAT) has appeared on some SatNavs – even for HGVs

Possible improvements:

- Signage at entrance as single-track road
- Influence SatNav algorithms (?speed limit?)

Mill Lane, Lodgebottom Road

- Unrestricted speed limits:
 - Uphill cyclists cause delays
 - Downhill cyclists speed
- Section through golf course has 4 well-used pedestrian crossings
- Key horse crossing point facilitated by horse margin South of road
- Nower Wood Education Centre can act as traffic generator
- Hedges alongside Lodgebottom Road can reduce visibility and road width



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- Key horse crossing point facilitated by horse margin South of road
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Possible improvements:

- Introduce 40 mph blanket speed limit
- Markings for horse-crossing

Hurst Lane

- Unrestricted speed limits
- Part of marked Sustrans cycle route
 - Cyclists stopped at Church Lane junction often cause obstruction for traffic existing Hurst Lane
- Well-used by horses to service several stables and provide access to permissive bridleway to village centre
- Visibility restricted around Hookwood Cottages



Key issues:

- Unrestricted speed limits; some places difficult to pass
- Part of marked Sustrans cycle route
 - Cyclists stopped at Church Lane junction often cause obstruction for traffic existing Hurst Lane
- Well-used by horses to service several stables and provide access to permissive bridleway to village centre
- Visibility restricted around Hookwood Cottages

Possible improvements:

- Introduce 40 mph blanket speed limit
- Warnings re horses

Headley Court area

Clay Lane

- Narrow with major wet-spot
- Poor visibility at Tilley Lane junction

Tilley Lane

- Winding section between high banks
- Dangerous junction with Lee Green Lane

Lee Green Lane

- Poor visibility generally
- Wet-spot opposite Cunliffe Close
- Higher traffic due to occupation of Dale View & Cunliffe Close

Headley Road

- Narrow section between mini-roundabouts
- Heavily used by horses
- Impact of new developments



Key issues:

- Headley Court redevelopment
 - Already seeing increased vehicular use following re-occupation and significantly more vehicles at Dale View & Cunliffe Close
 - Further increases likely as new developments are undertaken
 - Temporary increase in HGV traffic for construction work
- Clay Lane
 - Narrow with major wet-spot
 - Poor visibility at Tilley Lane junction
- Tilley Lane
 - Winding section between high banks
 - Dangerous junction with Lee Green Lane
- Lee Green Lane
 - Poor visibility generally
 - Wet-spot opposite Cunliffe Close
 - Higher traffic due to occupation of Dale View & Cunliffe Close
- Headley Road
 - Narrow section between mini-roundabouts
 - Heavily used by horses

➤ Impact of new developments

Possible improvements:

- Recognition of wetspot on Clay Lane – drainage solution possible into adjoining field
- Recognition of wetspot in Lee Green Lane – less obvious solution
- Introduce 40 mph blanket speed limit
- Warnings re horses by Headley Court mini-roundabouts
- Warnings re horses at Lee Green Lane/Tilley Lane

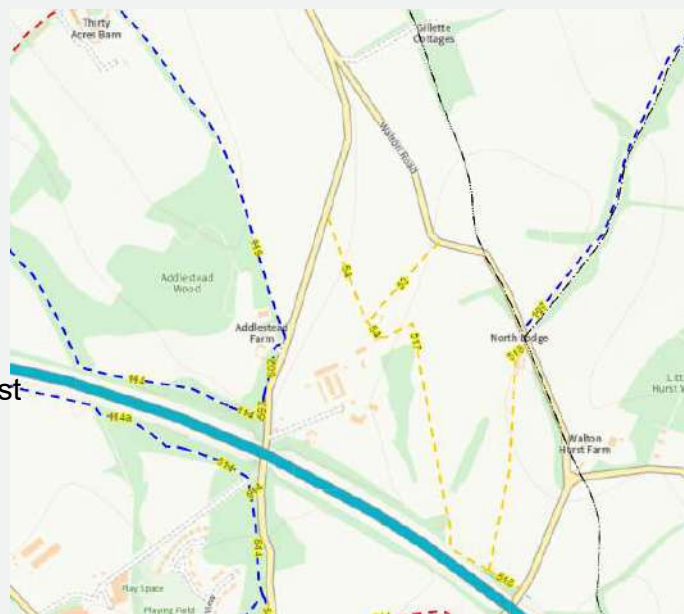
Loretta Lodge area

Tilley Lane

- Wet spots in heavy lane
- 40 mph speed limit often exceeded
- Surface at edges recently improved

Walton Road

- De-restricted speed limit
- Very narrow with limited passing places
- Part of Sustrans 22 cycle route
- Well used by horses
- Problems with parking for Woodland Trust wood



Key issues:

Tilley Lane

- Wet spots in heavy lane
- 40 mph speed limit often exceeded
- Surface at edges recently improved

Walton Road

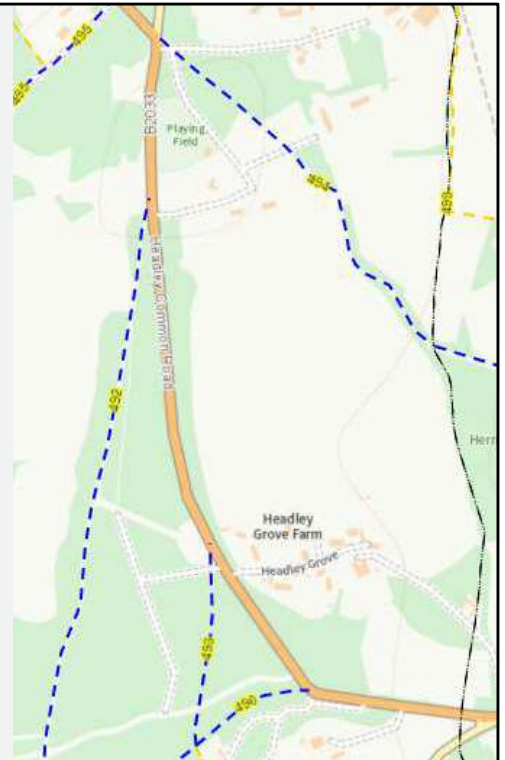
- Very narrow with limited passing places
- Part of Sustrans 22 cycle route
- Well used by horses
- Problems with parking for Woodland Trust wood

Possible improvements:

- Introduce 40 mph blanket speed limit on Walton Road
- Warnings re horses by North Lodge

Headley Common Road

- 40 mph speed limit – frequently exceeded
- Well-used NT car parks
- Deceptive bend at Southern end – many vehicles crash into fence panels by entrance to Boidier
- Major risks due to poor visibility at right-hand turn at Pebblecombe Hill – in adjoining Reigate & Banstead



Key issues:

Headley Common Road Wet spots in heavy lane

- 40 mph speed limit – frequently exceeded
- Well-used NT car parks
- Deceptive bend at Southern end – many vehicles crash into fence panels by entrance to Boidier
- Major risks due to poor visibility at right-hand turn at Pebblecombe Hill – in adjoining Reigate & Banstead

Possible improvements:

- Work with neighbouring areas on Pebblecombe Hill junction
- Speed warning signs (40 mph) on Headley Common Road
- Signage/road markings near bend at Southern end