

SAVE CLAYGATE GREEN BELT

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CLAYGATE TO BECOME DANGEROUS “RAT RUN” HOW HOOK PARK WILL IMPACT US

The proposed monster development at Hook Park (HP) is likely to have major road safety and traffic congestion implications for Claygate.



HP sauce

The development will include nearly 2,000 (yes!) flats, with just over 800 parking slots. The assumption of 0.4 cars per flat seems very optimistic, even with the encouragement to use buses promised by the developers. It is based on Royal Borough of Kingston data, but actually the average for flats on the cusp of suburbia and rural areas – like HP – is closer to 0.8 cars per flat. It is probable that extra cars will simply be parked in the surrounding roads.

Even on the developer’s heroic assumptions, it is likely that several hundred additional cars will enter and leave Claygate every day. HP residents heading south or west will use Woodstock Lane South and Hare Lane to get to Copsem Lane (Esher is horrible in rush hour) and those going into London will park and take the train from Claygate (although good luck with that – trains in rush hour are often full already). The “entry only” access to HP on Clayton Road will make Claygate look an especially attractive route for HP residents returning home.

Unhooked from reality

Claygate only has three access roads – Woodstock Lane South, Hare Lane and Oaken Lane. All three routes have hazardous choke points – at the junction of Woodstock Lane South and Red Lane, at the little hill on Oaken Lane between Cavendish Drive and The Avenue, and on Hare Lane between the railway bridge and the Swan.

Driving in Claygate remains relatively safe only because it is mainly done by residents who know the roads, and because the volumes of traffic are low. It is insane to funnel more vehicles down the same lanes and not expect more accidents.

Woodstock Lane South, including the junctions with Clayton Road, Stevens Lane and Red Lane, is already the most dangerous road in Claygate with 19.7% of all reported road traffic accidents in the village over a 24 year period. Adding several hundred movements to and from HP is unlikely to improve matters.

And this influx of additional cars (not to mention construction traffic for 10-11 years) will also create congestion in the village, especially in the Old Village and in Hare Lane. Claygate has always been a place that people drive to, not through. That will change.

Not yet on the hook

Although the main development is in Kingston, the access roads are in Elmbridge. EBC’s planning site shows the application as “under consideration”; the objection period has closed, but you can still share your concerns with your Claygate councillors:

acoomes@elmbridge.gov.uk

mmarshall@elmbridge.gov.uk

mrollings@elmbridge.gov.uk

Alternatively, objections are still open for the main project on Kingston’s planning site. Objections can be submitted at:

<https://publicaccess.kingston.gov.uk/online-applications/applicationDetails.do?activeTab=makeComment&keyVal=T4LEMFNHKDDQ00>

...and you don’t have to be a Kingston resident to comment.

And finally. If you have not yet done so, please scan the QR code and sign the petition on our website as well as get the latest news.



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