



A322 WORPLESDON ROAD, GUILDFORD CYCLE LANES AND ENVIRONMENTAL IMPROVEMENTS

GUILDFORD LOCAL COMMITTEE

9th DECEMBER 2004

KEY ISSUE

This report seeks approval for a proposed cycle route on part of Worplesdon Road, Guildford together with associated environmental improvements.

SUMMARY

This report seeks Committee's approval of Guildford Borough Council's proposal to construct cycle lanes along part of the A322 Worplesdon Road together with improved crossing points for pedestrians and environment improvements such as raised planters for tree and shrub planting in the verges. The extent of the works is between Stoughton Road and Aldershot Road. It is hoped that this scheme will be carried out in the spring of 2005 in conjunction with Surrey County Council's major road resurfacing scheme which is subject to funding being agreed. The Borough Council will fund the cycle lanes and environmental improvement works.

REPORT BY

GBC HEAD OF ENVIRONMENTAL
POLICY AND DESIGN SERVICES

Surrey Atlas Ref:

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GUILDFORD B.C. WARD(S)

STOUGHTON

COUNTY ELECTORAL DIVISION(S)

GUILDFORD NORTH

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

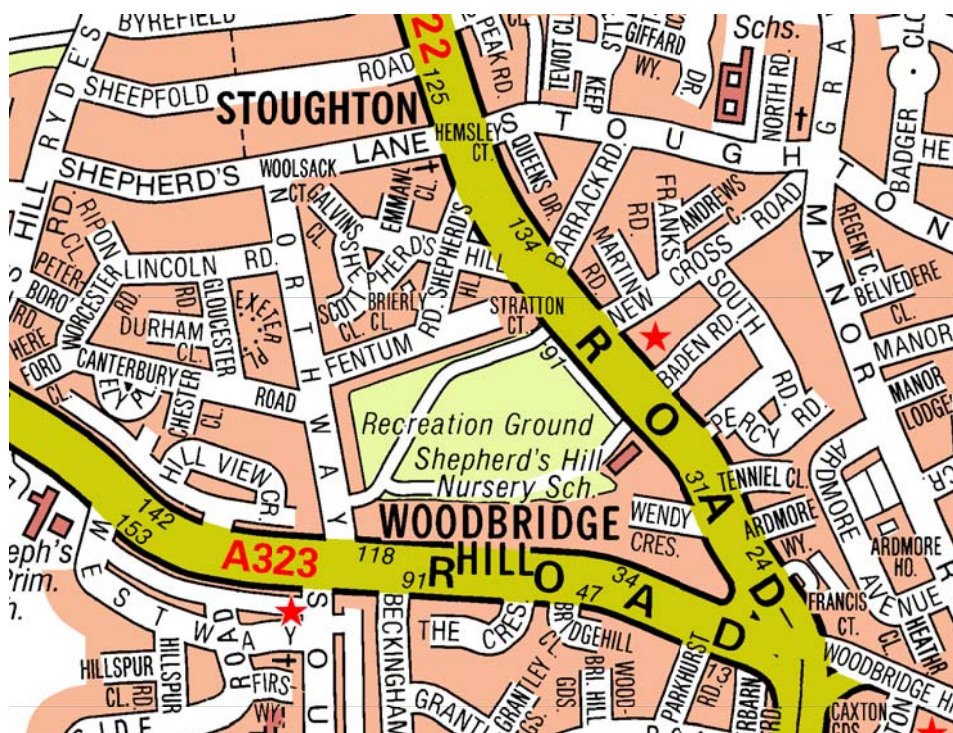
- (i) that, subject to Stage 2 Road Safety Audit and the agreement of the detailed design with the Local Transportation Director, the proposed cycle lanes, crossing points and raised planters for tree and shrub planting along Worplesdon Road, as described in paragraph 6, be approved for construction.

INTRODUCTION & BACKGROUND

- 1 Objective 1 of the Joint Cycling Strategy approved by the Guildford Local Committee on 24 October 2004 includes a cycle route between Stoughton Road and Aldershot Road.
- 2 Section 106 funding from the Queen Elizabeth Park development was made available for environmental improvement projects in the Stoughton Ward. A prioritised list of projects was agreed at a public community meeting in December 2002 and approved by the Borough Council's Executive on 15 May 2003. The environmental improvement proposals presented here are part of that prioritised list and have been agreed in principle through public consultation and with the Local Transportation Director.

PROPOSALS

- 3 The proposed cycle route will run along Worplesdon Road between Stoughton Road and Aldershot Road. A location plan is shown below. The cycle lanes will link with other routes on Aldershot Road, the Wooden Bridge and the proposed bus lane on Woodbridge Road, which cyclists can also use.



- 4 Low-level planters will be constructed at various locations in the footway along Worplesdon Road. These will help to keep important sightlines clear of parked cars, for example at junctions and pedestrian crossing points. Shrubs within the planters will be low level so as not to obscure sightlines.
- 5 In addition, a number of planters will be constructed along the footway in Worplesdon Road for tree planting only. Existing trees along the road are few in number. Many are dead or in poor condition and others are poor specimens. These will be replaced and new ones added to create an avenue effect that will not only enhance the environment but also reinforce the status of the road as an important gateway route into Guildford town.
- 6 The proposals are shown on drawings 3103/01 to 04, extracts of which are attached as **ANNEXES 1 to 4**. These annexes are rather small, but full-size drawings will be on display at the meeting of the Committee. The proposals contain the following elements:
 - (i) Provision of on-road advisory cycle lanes that will reduce the effective width of the carriageway, thus making motorists more aware of the presence of cyclists. The cycle route will tie into and complement existing cycle routes in the surrounding area and will link with the University via Aldershot Road and routes into the town centre via the proposed Woodbridge Road bus lane, which cyclists can also use.
 - (ii) The cycle facility will be 740 metres in length with 1.2m wide lanes. Appropriate signing will be provided along the route. The cycle lanes will run in both directions along the Worplesdon Road from Stoughton Road to the junction with Aldershot Road.
 - (iii) Low-level planters will be constructed using kerbstones to create a double height kerb to the highway allowing approx 200 mm. maximum height above footpath level. There will be localised variations in the width of planters but the minimum width of the footpath will be no less than 2.0 metres. Current proposals show 24 planters of varying size (approximately 500 square metres in total) while 22 trees are proposed.
 - (iv) Smaller tree planters will be constructed as detailed in paragraph 6 (iii), however these will be a standard 1.5 metres long by 1.8 metres wide. Again the minimum width of the footpath will be no less than 2.0 metres. A total of 30 smaller planters with trees only are proposed.
 - (v) Outline design of the proposal has been agreed in principle with the Local Transportation Director. Stage 1 Road Safety Audit (RSA) has been carried out and the comments received will be incorporated into the design for submission for Stage 2 RSA.
 - (vi) The design of the scheme will require a small reduction in the number of on-street parking spaces available. Most local properties have off road parking in their driveways.

CONSULTATIONS

- 7 In finalising the proposals with the Local Transportation Director consultation will also take place with the local County and Borough Members, local residents, the County Cycling Officer, Surrey Police and the Guildford Cycle Forum.

FINANCIAL IMPLICATIONS

- 8 The total estimated cost of these proposals is some £150,000, within which the cycle scheme is estimated to cost £16,000. There are no immediate financial implications for the County Council. The cycle scheme is to be constructed and funded by the Borough Council and the environmental scheme is funded using Section 106 monies from the QEP development. However, following the construction and maintenance period, the County Council would be responsible for ongoing maintenance of the cycle facility, while maintenance of the landscaping and trees will be shared between the two authorities.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 9 This scheme will have a positive impact upon the environment since:
- (i) it will create a safer environment for cyclists using Worplesdon Road, linking in with the wider cycle network as set out in the Joint Cycle Strategy.
 - (ii) it will improve the physical separation of pedestrians and vehicles to help create a safer environment for pedestrians.
 - (iii) it will improve visibility at crossing points to improve safety for all road users (pedestrians, cyclists & drivers).
 - (iv) it will increase the area of natural drainage, reducing the extent of run-off to storm drains.
 - (iii) it will help to improve local biodiversity since tree and shrub planting will create new habitats and help improve the air quality.
 - (vi) it will make a positive contribution to the street scene which will benefit local residents and visitors to Guildford by creating an attractive route into the town centre.

LOCAL TRANSPORT PLAN OBJECTIVES & MONITORING

- 10 The effectiveness of this project against LTP objectives and strategies and the monitoring regime planned are as shown below:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Positive effect on safety of cyclists and pedestrians
Environment	Positive, through encouragement to cycle and environmental enhancement measures
Economy	No effect
Integration	No effect
Accessibility	Improved accessibility by cycling

LTP STRATEGIES	EFFECT (including delivery of TARGETS)
Passenger Transport	No effect
Walking	Marginal positive effect
Cycling	Positive effect, through encouragement to use sustainable mode of transport
School Travel	Marginal positive effect, through encouragement to use sustainable mode of transport for school journeys
Traffic Management	No effect
Speed Management	No effect
Transport Telematics	No effect
Parking	Minor loss of parking space due to environmental improvement.
Road Safety	Positive effect on safety of cyclists and pedestrians
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED	
'Before' monitoring carried out	Cycle counts
'After' surveys planned	Cycle counts Canvass views of those who have commented already, including

CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 11 Cycle lanes along this busy corridor will be beneficial for improved sustainable transport. The safety improvements at the crossing points will benefit pedestrians and the enhancement of the road with trees and shrubs will benefit local residents and visitors to Guildford.

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BACKGROUND PAPERS: Joint SCC and GBC Cycling Strategy
SCC Local Transport Plan

