



A281 HORSHAM ROAD, SHALFORD PROVISION OF CROSSING IMPROVEMENTS

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

20th OCTOBER 2005

KEY ISSUE:

This report recommends the implementation of an uncontrolled crossing to improve the safety of pedestrians and cyclist crossing on A281 Horsham Road near its junction with Trunley Heath Road.

SUMMARY:

Following an approach by Surrey County Council's Rights of Way Group in early 2004, an investigation of the possibility of crossing facility to accommodate pedestrian, cyclists and equestrians as part of Downslink project has been carried out, centrally funded through the Local Transport Plan (LTP). This report informs Members of improvements carried out in 2004/5 and planned works for 2005/6 as part of Surrey County Council's Mobility Management strategy, and highlights the potential for partnership funding to support construction of further high quality off-road walk/cycle routes using the existing Rights of Way network.

REPORT BY

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.:

130 D1 & E1

GUILDFORD B.C. WARD(S)

SHALFORD

COUNTY ELECTORAL DIVISION(S)

SHALFORD

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- (i) that the proposed crossing facility and associated works detailed in this report be approved.
- (ii) that following detailed design, the scheme be implemented during this financial year, as the funding allocation from LTP projects is only available during 2005/2006.
- (iii) that the funding arrangements and scope for future complimentary schemes to be planned as part of the Guildford implementation programme be noted.
- (iv) that the short section of the footway on the eastern side of the A281 Horsham Road, between Somerswey and Trunley Heath Road be converted into shared use for pedestrian and cyclists.

INTRODUCTION and BACKGROUND

- 1 The SCC's Local Transport Plan Group set up a three-year demonstration project called the Godalming and Farncombe Community Travel Plan in 2003. Included were plans to fund improvements to help provide high quality off-road cycle links in the Guildford/Cranleigh/Godalming triangle, to encourage safe cycle commuting and support the concept of cycling buses as promoted through the Safe Routes to Schools programme.
- 2 This report details the surfacing works carried out in 2004/5 and the funded schemes for 2005/6, notably a walk/cycle bridge over the Wey Navigation at Unstead Wood and a safe crossing for the A281 Horsham Road at Stone Bridge. These centrally funded improvements are intended to help promote the concept of mobility management, a more integrated and holistic approach to sustainable transport delivery, providing and communicating genuine choice for alternatives to the car as the main mode of travel.
- 3 Mobility Management is at the heart of Surrey's Local Transport Plan. The concept relies on the keystones of communication, information and genuine increased mode choice. In Surrey, it brings together existing activity strands such as school and company travel planning and Safer Routes to Schools, and aims to work more closely with LTS implementation programmes. One key objective is for the communities involved to see SCC and partner agencies as one organisation, delivering sustainable transport where it is needed and wanted.
- 4 As reported to the Local Committee in Waverley in December 2003, a Community Travel Plan develops a process of extended dialogue that goes beyond traditional consultation methods. Improving infrastructure and providing genuine choice is at the heart of this approach.

- 5 It was felt at the outset that this project should focus on construction in the first year, and in the second year building the marketing campaign on the strength of development of an iconic centrepiece scheme. The off-road Guildford to Godalming route was seen to have that potential. Partially in place, with sections installed by Guildford Borough Council from Millmead to Dagley Lane and on Broadford Road, this five mile centre to centre route offered real opportunity for development.

WORKS IN 2004/5 AND 2005/6

- 6 Year one (2004/5) of this three year demonstration project focussed on construction, with some support for Waverley LTS to bring forward essential walking and cycling schemes. Working with SCC's Rights of Way group and assisted by a £50,000 'links to schools' grant from Sustrans, improvements were made to the Downlink from the A281 south to Bramley Station, and routes north to Peasmarsh (see map).
- 7 Members have discussed the need to reinstate the bridge over the Wey Navigation at Unstead Wood, and to provide a safe crossing on the A281 at Stone Bridge. These are now timed for construction in 2005/6.
- 8 With the bridge and crossing in place, a commuting and schools route will be marketed to the business park at Peasmarsh (across the railway bridge) and schools in Bramley. St Catherine's is having cycle parking installed (Safe Routes programme) in August and plans to run a cycle bus from Shalford, using the newly surfaced route. A risk assessment of this route will be carried out once the short section of footway from Somerswey to the Downlink at the A281 has been secured for shared/mixed use.

THE FUTURE

- 9 Discussions between SCC, Sustrans and SCC's Rights of Way team suggest that partnership funds could be secured to develop a wider network of these routes, some of which would become part of the NCN (National Cycle Network). These talks are still in progress.
- 10 The mobility management demonstration project will seek to develop these ideas alongside a commitment to carry out a consultation exercise in Godalming in 2005/6, in partnership with WWF, which links household energy use with transport and climate change.

THE PROPOSAL

- 11 Several options for the crossing facility were considered, including a controlled crossing, refuge and carriageway narrowing. The advantages and disadvantages of each option were analysed taking into account the environment of the road, layout, usage, and safety benefits gained by each measure.

- 12 Since the nature of rural environment where the proposals were going to be did not lend itself to signal controlled facility and also the bend to the south of the junction created additional problems for both the controlled crossing and narrowing of the road. As a result, on safety ground, it was agreed that the carriageway widening, in conjunction with the narrowing of the junction of Trunley Heath Road and the provision of right turn lane to accommodate the right turning lane is the best option available.
- 13 The location and details of the proposal are shown on the plans attached as **ANNEXE 1** . The proposal includes the following details:
- Widening of carriageway on the A281 Horsham Road to accommodate the facility.
 - Provision of right turn lane into Trunley Heath Road.
 - A gateway on approach to the refuge from south and the use of lining and colour marking along the channels between the gateway to give the impression of a narrower road.
 - Associated signs and road markings.

FINANCIAL IMPLICATIONS

- 14 This project is funded centrally through the Local Transport Plan. The estimated construction cost at this stage is approximately £90,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 15 The completed scheme is expected to reduce the difficulty for pedestrians including pupils, cyclists and possibly equestrian when crossing the A281, therefore contribute to LTP targets for improved accessibility and the promotion of walking. The project aims to have a positive effect on sustainable development, crime and disorder and equality.

MONITORING CARRIED OUT OR PLANNED

16	‘Before’ monitoring	Pedestrian and cyclist counts crossing A281 Horsham Road.
	‘After’ surveys	Repeat of pedestrian and cyclist counts and ‘straw poll’ of users to find out the effectiveness.

EFFECTS ON LOCAL TRANSPORT PLAN OBJECTIVES

17	LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
	Safety	Scheme will improve safety of pedestrians, particularly vulnerable road users and cyclist.
	Environment	Very slight negative, due to additional street furniture.
	Economy	No measurable effect
	Integration	No measurable effect
	Accessibility	Scheme should increase accessibility of local destinations, walkers and cyclist by sustainable modes.

EFFECTS ON LOCAL TRANSPORT PLAN STRATEGIES

18	LTP STRATEGIES	EFFECT
	Passenger Transport	No effect
	Walking	Direct positive effect – reduced vehicle speeds may make walking more attractive.
	Cycling	Direct Positive effect.
	School Travel	Direct positive effect in the school in the vicinity – reduced vehicle speeds may make travel to school by sustainable modes more attractive such cycle bus.
	Traffic Management	Positive effect on community severance.
	Speed Management	Positive effect on speed reduction in A2891 Horsham Road
	Transport Telematics	No effect.
	Parking	No effect
	Road Safety	Direct positive effect.
	Travel Awareness	No effect
	Highway Maintenance	No effect
	Bridge Management	No effect

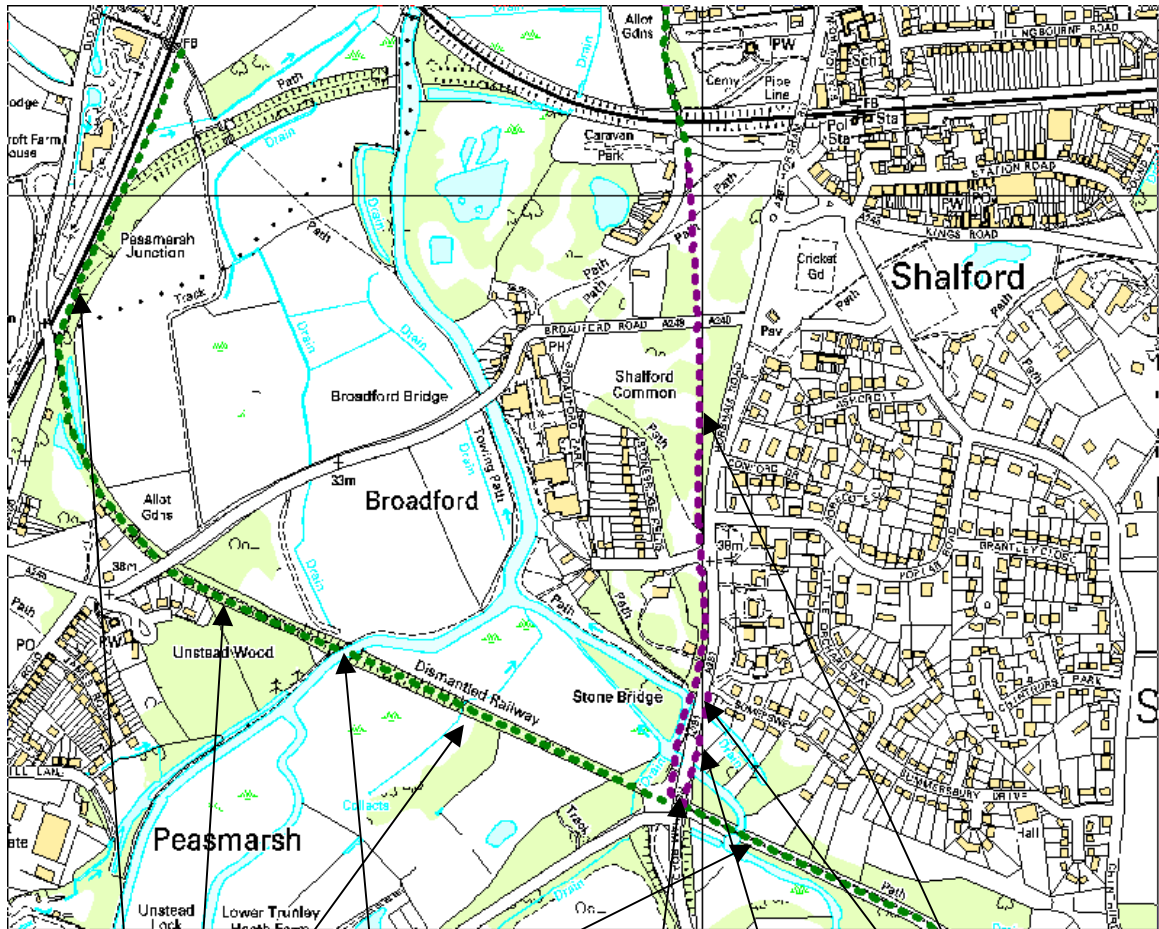
CONCLUSION

- 19 This project is a high profile demonstration project within Surrey and will be of interest to both the Government Office for the South East and the Department for Transport. Achieving the objectives of greater accessibility and choice, and partnership working, are central to the County Council's Local Transport Plan and the Government's 10-year transport plan.

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BACKGROUND PAPERS: NONE



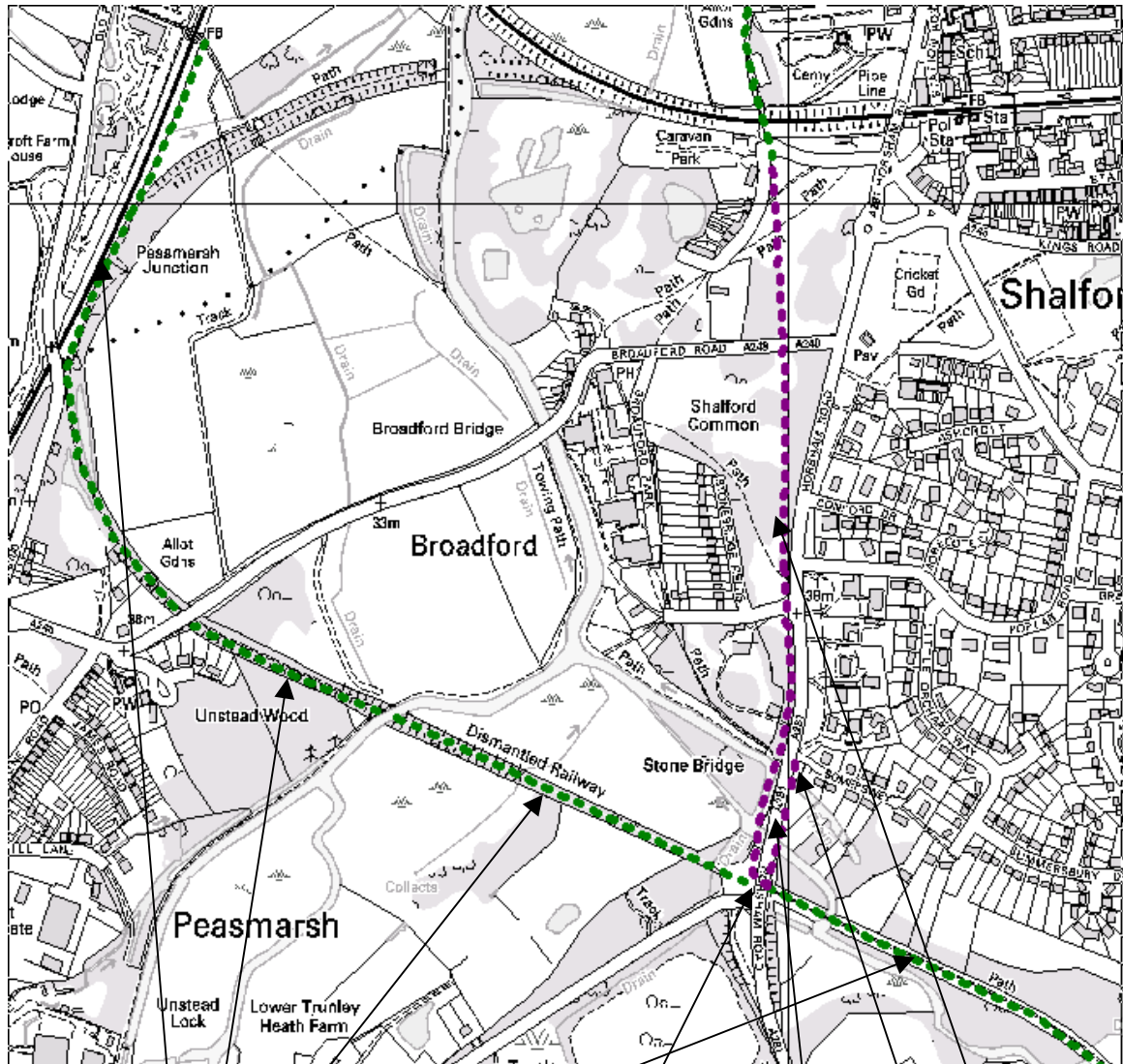
Newly surfaced sections from Peasmarsh to Bramley

A281 crossing point planned

Proposed new section from Dagley Lane to Downlink

New bridge over River Wey planned 2005/6

Section of footway proposed for shared use (between Somerswey and the Downlink)



Newly surfaced sections

A281 crossing point

Proposed new sections

Section of footway proposed for shared use (between Somerswey and the Downslink)

