



**A25 WESTCOTT ROAD
PROPOSED CYCLE PATH**

Local Committee for Mole Valley

15 DECEMBER 2005

KEY ISSUE:

Approval is sought to carry out consultation and construction of a segregated, off carriageway cycle link between Vincent Lane and Milton Court Lane on the north side of Westcott Road to form part of the National Cycle Network (NCN) Route 22, subject to Sustrans funding being made available.

SUMMARY:

This report sets out the strategic importance of a cycle facility along the Westcott Road, to the west of Dorking and how such a proposal would 'dovetail' with other improvements presently being developed in the Dorking area to facilitate NCN22. An opportunity now exists to attract Sustrans funding and approval is therefore sought to progress with the scheme.

OFFICER RECOMMENDATIONS

The Committee is asked to approve:

- (i) Consultation by letter with local residents of Westcott Road and those roads leading from it to determine reaction to the proposals.
- (ii) Construction of the cycle path, as set out in **Annexe A**, subject to a positive response to the consultation; to the safety audit and subject to Sustrans funding being made available.
- (iii) Conversion of the existing footway to a shared footway and cycle path as set out in **Annexe A**.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 NCN22 is a strategic cycle route that is planned to run through Mole Valley from the Epsom boundary in the northeast to the Guildford boundary in the west. Its approach to Dorking from the north is along the A24 where there are already excellent off-carriageway facilities. To the west of Dorking there is scope for the route to follow existing bridleways and footways where some relatively low cost upgrades and change of use issues are being investigated. An opportunity now exists to develop the route, due to Sustrans indicating their willingness to assign funds to this project.
- 1.2 The Mole Valley Cycle Forum has campaigned for many years for a safe route between Westcott and Dorking and for this to form part of NCN22.
- 1.3 A number of opportunities have recently arisen to develop the NCN22 route in association with other highway improvements within the Dorking town centre area. These are:
- Signal improvements at Reigate Road junction with London Road which include cycle crossing facilities on the Reigate Road arm; advanced stop lines on the London Road and High Street arms and an off carriageway facility between London Road and Pippbrook entrance.
 - Signalisation of Pump corner which will improve traffic 'throughput' capacity; introduce controlled pedestrian facilities over North Street and West Street; declutter the junction and provide a controlled right turn facility for cyclists from High Street into North Street, thus allowing them to avoid the one way system.
 - A "gateway" at the western end of West Street and the introduction of a 20 mph speed limit along West Street, presently under consideration by Mole Valley District Council, that will serve to moderate driver behaviour and provide a safer and more pleasant environment for cyclists.
 - A crossing point on the A25 at the Unum Insurance entrance off Westcott Road, which will provide a cycle link between NCN22 and local schools (See separate item on this agenda).

- 1.4 Within the report presented to this Committee on 17th March 2004 entitled "Further Development of the Cycle Route Network", the strategic importance of the NCN22 was set out and the concept approved by Members. In addition, Members agreed that cycle routes around Dorking town centre and between Dorking and Westcott were to be awarded "high" priority. The preferred route for NCN22 follows the existing public bridleway starting at the western end of Milton Court Lane and leading to Milton Lodge (occupied by Unum Insurance). The proposed cycle path along Westcott Road provides the necessary link between Milton Court Lane and the Vincent Lane junction that will join the individual elements to create NCN22. The complete route through Dorking town centre is illustrated in **ANNEXE B**.
- 1.5 A cycle link along Westcott Road between Vincent Lane and Milton Court Lane was considered in the past. Consultation then revealed concerns, particularly from more elderly residents, that sharing the footway would prove dangerous, with fears that people would be knocked over or be forced into the road. With these concerns in mind, the design presented to Committee today, demonstrates how the two paths for pedestrians and cyclists may be segregated entirely by using a kerb and different levels to divide them.

2.0 ANALYSIS AND COMMENTARY

- 2.1 The design for the cycleway allows pedestrians to walk in complete safety along a dedicated path, away from passing traffic and separated from cyclists by a 100mm kerb. This exceeds the standard means of segregation, which normally comprises of a tactile thermoplastic line. The kerb provided, to segregate pedestrians and cyclists, may be compared with the kerb that is usually found separating a footway from a carriageway. Ribbed tactile paving is featured to guide the visually impaired and the pedestrian path is further highlighted with a contrasting surface coating. Cyclists are able to enjoy the confidence that their path is unlikely to be impeded by pedestrians. Details of the path are shown in **ANNEXE A**.
- 2.2 At the eastern end of the path it is proposed to introduce measures to allow westbound cyclists to travel from the existing advanced stop line immediately west of the Station Road junction, along the centre of the road to turn right on to the off-carriageway facility.

- 2.3 Following a review of the traffic signals at the Vincent lane junction, it was found that an additional benefit for pedestrians would be to provide a controlled crossing over the Westcott arm. This is being investigated and it would be achieved by holding left turners exiting the Vincent Lane arm for an additional period whilst the right turners were allowed through, thus providing time for pedestrians to cross Westcott Road. The ratio of right turners to left turners out of Vincent Lane is 2:1 and therefore, it may be possible to make the provision without adversely affecting capacity of the junction. The provision 'dovetails' with improvements planned for the West Street and Station Road arms, which form part of the "gateway" scheme for West Street. The District Council are presently considering this and the issue was formally considered by this Committee in February 05.

3.0 CONSULTATIONS

- 3.1 Consultation with the Mole Valley Cycle Forum has been conducted over many years and they fully support the proposals.
- 3.2 The concept and design of the scheme has been discussed at length with Sustrans and they are enthusiastically in favour of the proposed measures.
- 3.3 Consultation with local residents is envisaged to determine support for the measures.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Sustrans have already dedicated £15,000 for feasibility design, detailed design and consultation costs so that the scheme can be packaged ready for implementation when further funding becomes available.
- 4.2 Subject to resources being available, Sustrans have agreed to fully fund the scheme on the premise that match funding has already been provided by the Council towards the NCN22 elements identified in section 1.3 of this report. In addition, and in recognition of the potential the scheme has to deliver NCN22, Sustrans have stated that this scheme will be given priority for funding in 2006/7.
- 4.3 The full cost of the scheme is estimated at approximately £95,000.

5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 The proposals accord with the Council's strategic aims of promoting sustainable forms of transport.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no perceived crime and disorder implications.

7.0 EQUALITIES IMPLICATIONS

- 7.1 The design makes provision for the visually impaired and mobility impaired with the use of tactile paving along the route and lowered kerbs at crossing points.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

The proposals embrace the concept of partnering and would deliver a facility highly valued by cyclists. The scheme takes full advantage of the financial opportunities that exist at this time with Sustrans. The design takes full account of the concerns that have been raised previously about this type of provision and strives to provide improvements for pedestrians at the same time. Given the opportunity that now exists, it is recommended that Members give approval to the progression of this scheme.

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BACKGROUND PAPERS: Previous Committee Papers
