



EGHAM TO VIRGINIA WATER CYCLEWAY RESULTS OF FEASIBILITY STUDY

23 APRIL 2004

KEY ISSUE

Improve facilities for cyclists between Egham and Virginia Water in order to meet the targets of the Local Transport Plan for; reducing congestion; improving accessibility to town centres, schools and secondary education colleges; increase the percentage of journeys made by non-car modes.

SUMMARY

This report outlines the results of the feasibility study, which has been carried out to consider the provision of a cycleway between Egham and Virginia Water along Stroude Road. The provision of this facility is in line with the Walking and Cycling Strategy to encourage a modal shift away from the car.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- a) that the New Wickham Lane and Stroude Road cycleway route, as detailed in the attached report, be progressed to detail design.
- b) that the consultation on the detailed design to be progressed with the Local County Councillor and other interested parties.
- c) that the footway on New Wickham Lane and Stroude Road, as detailed in the attached report, be used as a segregated shared cycleway.

1.0 **Background Information**

- 1.1 It has been identified that the provision of a cycleway linking Egham and Virginia Water would improve the cycle network in the area. The proposed cycleway would integrate well with the existing cycle facilities along Stroude road, between Manorcrofts Road and New Wickham Lane, and future plans to link Egham to Thorpe.

2.0 **Targets**

- 2.1 Cycling is an important element of SCC's transportation strategy of achieving sustainable transport. Cycling offers many benefits including health, environmental and economic benefits whilst being a suitable form of transport for many local journeys.
- 2.2 The main objectives of providing improved cycling facilities are to increase the level of usage and improve safety. These objectives are set in the context of the wider sustainable transportation goals, including reducing the growth of car use and promoting alternative modes of transport.
- 2.3 Several targets have been set, both Surrey-wide and also locally for Runnymede and cycling strategies play an important part in achieving targets outlined in the Local Transport Plan. These targets aim to limit traffic growth, increase the number of people who have good access to town centres, schools and secondary education colleges, increase the percentage of journeys made by non-car modes, reduce the number of road casualties and meet the national air quality standards.
- 2.4 Increasing cycling levels plays an important part in achieving these Local Transport Plan targets. The implementation of cycling improvement schemes is likely to ensure that LTP targets are met; ensuring that future bids for LTP funding will have a greater level of success.

3.0 **Existing Situation**

- 3.1 New Wickham Lane, which runs between Stroude Road and Vicarage Road, over the M25, is covered by a national speed limit of 60mph. There is a 1.5m (4' 3") wide footway on one side with a 1.5m (4' 3") grass verge. The width of footway over the M25 is 2m (6' 6") is bounded by a 1m (3' 3") high railing.
- 3.2 The length of Stroude Road from New Wickham Lane to Hurst Lane is rural in nature, with a speed limit of 40mph; this reduces to 30mph at the beginning of the residential area just after Hurst Lane. There is approximately a 1.5m (4' 3") wide footway on one side with a grass verge along much of Stroude Road.
- 3.3 Hurst Lane is a rural single-track road, without any footways. A mixture of residential and commercial properties bound the road.

4.0 **Options Available**

- 4.1 The use of on-carriageway cycle lanes is the priority, but certain guidelines must be met to allow this, if these guidelines cannot be met then an off-carriageway solution is to be considered.
- 4.2 To use on carriageway cycle lanes, the carriageway must be no less than 8.5m (27' 8"), Stroude Road has a maximum width of 7.5m (24' 6") and a minimum width of 5.6m (18' 4"). This means that on-carriageway cycle lanes cannot be used at this location.
- 4.3 The provision of an off-carriageway cycleway along New Wickham Lane, Stroude Road would add an additional 1.8Km (1.1miles) to the existing Runnymede cycle network. A plan outlining the route is in **Annex 1**.
- 4.4 New Wickham Lane- The footway width along New Wickham Lane can be increased to provide a segregated cycleway. Providing tactile paving and flush kerbs would also bring the existing uncontrolled crossing points up to current standards.
- 4.5 Stroude Road - Much of the existing footway along Stroude Road from New Wickham Lane to Hurst Lane can be widened to provide a 3.0m (9' 8") wide segregated cycleway. One short section of 250m (273yds) would have to be shared, although the recommended minimum width would be maintained, this stretch does have good visibility.

The cycleway would continue past Hurst Lane and end after the start of the 30mph speed limit on Stroude Road, giving cyclist a safe off-carriageway route along the potentially more dangerous length of Stroude Road to only re-join the carriageway within the 30mph speed limit area.

It is not feasible to continue the cycleway off-carriageway along the remainder of Stroude Road due to the many private accesses, relatively narrow footways and the presence of footway parking.

- 4.6 Hurst Lane - Hurst lane is a no-through road so it has low traffic flows and due to the nature of the road traffic speeds are very low. Traffic mainly consists of deliveries to the few commercial premises and access for residents. The road does not have a footpath so all users share the carriageway.

Beyond the last property Hurst Lane becomes an un-metalled bridleway for about 115m (126yds) this then links with Thorpe Green and a section of single-track road that leads to Sandhills Lane. The un-metalled section of Hurst Lane will need to be resurfaced with an un-bound material to make it more accessible for pedestrians and cyclists.

Hurst Lane offers a good cycle link through to Thorpe from Egham.

5.0 **Current Use**

- 5.1 Surveys have been undertaken to assess the level of use of Stroude Road by Cyclists and Pedestrians. The result of the survey shows a total of 46 cyclists and 25 pedestrians using Stroude Road during the morning and afternoon peak hours with a peak hourly flow of 10 cyclists.
- 5.2 The existing situation on Stroude Road between Luddington Avenue and New Wickham Lane is a disincentive to cycling. The road is covered by a 40mph speed limit and has a number of bends with limited visibility. This section of road has also been the site of a four personal injury accidents within the last three years.
- 5.3 It is expected that the provision of a safe off-carriageway segregated cycleway would encourage more users of the route for both commuting to Egham and Staines from Virginia Water and for leisure cycling. It would also provide a safer route for pupils travelling to Magna Carta School from Virginia Water.

6.0 **Consultation**

- 6.1 The following organisations/groups will be consulted as part of the detailed design process:
- County Councillors
 - Runnymede Borough Councillors
 - Runnymede Cycle Forum
 - Runnymede Access Liaison Group
 - Surrey Police
 - All residents and businesses directly affected by the proposals

7.0 **Financial Implications**

- 7.1 It is estimated that the introduction of a 1.8Km (1.1miles), 3.0m (9' 8") wide segregated off-carriageway cycleway along New Wickham Lane and Stroude Road as far as the 30mph and the upgrading a section of Hurst Lane would cost £98,000 of local transportation capital funding. This is a reduction on the initial figure of £112K that has been shown on the list of Committed Transportation Schemes.

8.0 **Conclusions**

- 8.1 The introduction of a new cycleway on New Wickham Lane and Stroude Road would integrate well with the existing cycle facilities and is in line with the Walking and Cycling Strategy. The preferred option is to provide a 3m (9' 8") wide segregated off-carriageway cycleway and the upgrading of Hurst Lane, as outlined on the plan in Annex 1, at a cost of £98,000. This will have benefits for cyclists and pedestrians alike.

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