



**SURREY COUNTY COUNCIL LOCAL
COMMITTEE**

VIRGINIA WATER TO A30 CYCLEWAY

11 MAY 2007

Key Issues

In October 2004 the Committee approved the use of the northern footway on Christchurch Road, Virginia Water, as a shared cycleway, and that the detailed design of this new cycleway should be progressed in consultation with the Divisional Member. A budget of £115,000 was approved to complete the detailed design and construction.

This new cycleway would provide a link between Station Approach and the A30 London Road. Cyclists on London Road already benefit from a continuous cycleway from the borough boundary near Sunningdale to Egham and Staines.

The detailed design is now complete, and Ringway have estimated a cost of £205,723 to construct the scheme.

Summary

Increasing cycling levels will contribute to several Local Transport Plan (LTP) targets: to limit traffic growth, improve access to town centres, schools and secondary education colleges, reduce the number of road casualties and contribute to national air quality standards.

Surrey County Council has limited funds for investment in Highway improvements and must prioritise according to competing LTP aims, and competing needs of the travelling public. Given the increase in scheme costs, Committee requested a review of this scheme prior to construction. Four options are available: construct the scheme as designed, construct the scheme as designed but in two phases over two financial years, reduce the scope of the scheme to reduce costs to a minimum, or abandon the scheme altogether.

Officer Recommendations:

- a) **That the A30 to Virginia Water Cycleway is constructed this financial year**
- b) **That Committee choose either to:**
 - Option 1: construct the scheme as originally approved in October 2004, with a shared cycleway provided on the northern footway between London Road and Station Approach, OR**
 - Option 3: modify the scheme to provide a cycleway on northern footway between London Road and Callow Hill, and then on southern footway between Callow Hill and Station Approach.**

1.0 Local Transport Plan related targets

- 1.1 Cycling is an important element of Surrey County Council's strategy for achieving sustainable transport. Cycling is suitable for many local journeys.
- 1.2 Surrey County Council aims to limit traffic growth by promoting use of non-car modes, increasing the number of people who have good access to town centres, schools and secondary education colleges, and reduce the number of road casualties. The implementation of new cycling facilities is vital to the realisation of these aims, and to promote cycling as a safe and efficient means of transport.

2.0 The A30 to Virginia Water Cycleway

- 2.1 A cycleway linking Virginia Water to the A30 was first envisaged in the 90s by Runnymede Borough Council as part of the Runnymede Cycle Network. This link would provide a safe cycle route along Christchurch Road, connecting the shops, library and railway station in the centre of Virginia Water to the residential areas to the west, and to Virginia Water Lake. The route would also connect to London Road, where there is a continuous cycle route from the borough boundary near Sunningdale to Englefield Green, Egham and Staines.
- 2.2 Christchurch Road is a 40mph highway link. Residential development is continuous, but well set back. Hence the primary use of Christchurch Road is a link from A to B – hence the 40mph speed limit. Notwithstanding this, there is an infants' school and church fronting directly onto the road.
- 2.3 Cycle use of Christchurch Road is at present limited to confident cyclists. In spite of this site surveys in 2004 revealed that the numbers of cyclists and pedestrians are approximately equal. It has also been observed that many cyclists already cycle on the footway on both sides of Christchurch Road.
- 2.5 In the last 3 years, there have been 2 slight Personal Injury Accidents on Christchurch Road involving cyclists – both cyclists were using the carriageway.
- 2.4 In October 2004 Committee approved to designate the northern footway of Christchurch Road as a shared cycleway. A budget of £115,000 was approved to widen the footway to 2m, the recommended minimum width to minimise the risk of conflict between cyclists and pedestrians.
- 2.5 The northern footway is preferable for following reasons:
 - This is the footway least used by pedestrians
 - This footway has the fewest interruptions from side roads and driveways
 - The driveways that do cross the northern footway connect to properties that are well set back from the footway itself, providing clear visibility for and of drivers emerging from those properties; the driveways that cross the southern footway connect to properties that are immediately adjacent to the footway, and as a result visibility for and of drivers emerging from these properties is limited
 - The southern footway does not extend continuously to London Road
- 2.6 The detailed design for the approved cycleway is complete. The estimated cost to construct the scheme is £205,723. Given the increase in construction costs it would be prudent to review the scheme before committing to construct it.
- 2.7 The proposed scheme would be of benefit to both cyclists and pedestrians. The widening of the footway to 2m would provide a greater distance between pedestrians and traffic, increasing the sense of safety for pedestrians. All

crossings of side roads along the route would be provided with tactile paving, for the benefit of partially sighted pedestrians. The crossing of Callow Hill would be realigned to improve visibility for and of vehicles approaching from Callow Hill, and to slow vehicles entering the Callow Hill roundabout from Callow Hill.

3.0 Options for constructing the Virginia Water to A30 Cycleway

3.1 There are four options for constructing the proposed cycleway:

- 1) Construct the cycleway as designed
- 2) Construct the cycleway in two phases, over two financial years
- 3) Reduce the scope of the scheme to minimise costs
- 4) Abandon the scheme altogether

3.2 Options 1, 2, and 3 are illustrated in detail in Table 1.

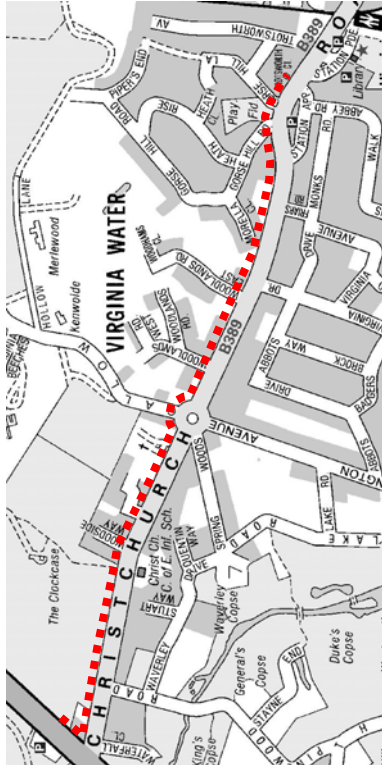
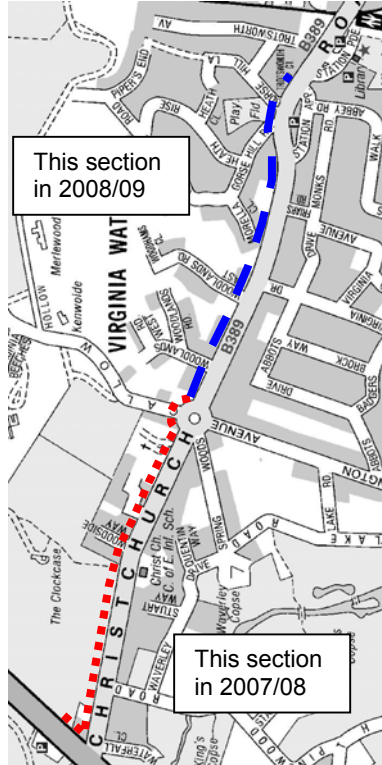
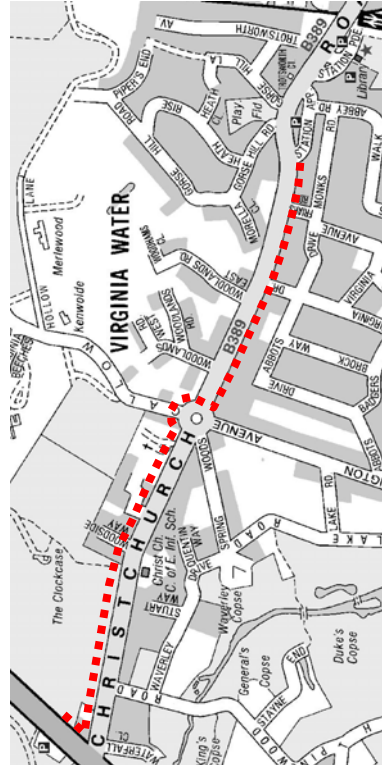
Option 1	Option 2	Option 3
 <p>Implement the cycleway on northern footway between London Road and Station Approach.</p> <p>This is the best option from a technical point of view.</p> <p>Cost: £205,723</p>	 <p>As option 1, but complete London Road to Callow Hill section in 2007/08 and Callow Hill to Station Approach in 2008/09.</p> <p>Cost in 2007/08: £119,000</p> <p>Cost in 2008/09: £90,000</p>	 <p>Implement cycleway on northern footway between London Road and Callow Hill, and then on southern footway between Callow Hill and Station Approach.</p> <p>Cost: £129,000</p>
<p>Notes: The total cost of option 2 is greater than the cost of option 1 as all schemes have one off costs associated with establishing and removing plant, traffic management and welfare facilities.</p> <p>Option 3 is cheaper as the footway between Callow Hill and Station Approach would not be widened. Although this footway is less than the minimum recommended width of 2m, the footway is set back from the carriageway by some distance. Therefore any conflict between pedestrians and cyclists is very unlikely to result in an errant cyclist or pedestrian straying into the carriageway.</p>		

Table 1: Three options for constructing the Virginia Water to A30 Cycleway

4.0 Consultation

- 4.1 There has been extensive consultation with local residents during the development of the detailed design. A number of specific agreements have been made regarding the extent of vegetation clearance adjacent to the Highway Boundary. One resident between Callow Hill and Station Approach has undertaken the footway widening works alongside their own property themselves.
- 4.2 The Divisional Member has been consulted and would prefer option 1 as described in Section 3 above – using the northern footway for the entire length of the scheme. This was the scheme originally agreed in October 2004. Although the southern footway between Callow Hill and Station Approach is used informally by cyclists at present, the creation of an official route along this footway may create problems because of the narrowness of this footway, the number of mature trees whose roots disturb the surface of this footway, and the number of private accesses across this footway.
- 4.3 The Divisional Member has personally observed many cyclists using Christchurch Road, including families with young children en route to and from Windsor Great Park. A new cycle link along Christchurch Road would enhance safety for these cyclists significantly.

5.0 Conclusion

- 5.1 The Virginia Water to A30 Cycleway would provide a valuable link in the Runnymede Cycle network. Christchurch Road is a busy 40mph highway link, and therefore significant investment is required to provide a safe cycle route along this road.
- 5.2 Of the alternatives described in Section 3 above, option 1 is the preferred option from a technical point of view; option 3 would provide a cycleway along Christchurch Road for the least cost. It is recommended that Committee decide between these two options.

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