

Item 19

B311 CHOBHAM ROAD, FRIMLEY – PROPOSED CYCLE FACILITIES

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN SURREY HEATH

22nd September 2005

KEY ISSUE:

To advise members on the outcome of the consultation and make recommendations for Chobham Road in order to provide cycle facilities between Bicknell Road and Tomlins Avenue.

SUMMARY:

Surrey Heath Local Transportation Committee set aside £40,000 in the 2005/6 LTP for improvements along Chobham Road, Frimley.

Sections of cycle track have already been implemented along the A325 Portsmouth Road from the Toshiba Roundabout to Chobham Road and Chobham Road as far east as Tomlinscote Way.

The proposed scheme is intended to link the existing sections of cycle route together, providing an uninterrupted facility. This is expected to encourage further usage, whilst helping to reduce congestion within the area.

OFFICER RECOMMENDATIONS:

That the Local Committee in Surrey Heath:

- i. Approve the scheme as shown on Annex A for construction and implementation at the earliest opportunity.
- ii. Designate the footway for use as a cycle route, in addition to the existing pedestrian use, along the length shown on Annex A.
- iii. Approve the advertising of a Notice in accordance with the Highways Act 1980 for the introduction of the speed cushions and delegate authority to the Local Transportation Director and his subsequent successor, in consultation with the Chairman of the Local Committee or in their absence by their delegated representatives, to resolve any objections received in relation to the Notice.

INTRODUCTION AND BACKGROUND

1. Sections of cycle track have already been implemented along the A325 Portsmouth Road from the Toshiba Roundabout at Frimley and the B311 Chobham Road to Tomlinscote Way. Unfortunately, due to financial resources it has been necessary to implement these facilities as part of a rolling programme over several years. These cycle facilities serve such establishments as Frimley Park Hospital and the Sea Cadets Centre along Portsmouth Road. Furthermore, the facilities along Chobham Road serve six schools, the recreation ground, Tomlinscote Sports Centre and Tomlin's Pond.

ANALYSIS AND COMMENTARY

2. Chobham Road is a single carriageway which transverses from the southwest to the northeast. The road is a local distributor providing access to local attractions and schooling for 2615 pupils.
3. The proposed scheme is intended to link the existing cycle facilities into one continuous facility, which would provide a significant alternative to the 'School Run' for some pupils and parents.
4. Although it is appreciated that there will always be a dependency on the private car for certain trips, it is appreciated that some road users would consider cycling, should comprehensive facilities be made available. These facilities are required to enhance personal safety, whilst providing a continuous route. The proposed scheme is intended to link the existing sections of cycle route together, providing an uninterrupted facility. This is expected to encourage further usage, whilst helping to reduce congestion within the area.
5. The proposed cycle route would link up with the existing facilities at the junctions with Bicknell Road and Tomlins Avenue. The proposed section would range between 2 and 3 metres, depending on the availability of footway width, although 2 metres is considered adequate for shared use (pedestrians and cyclists). Where necessary, localised areas of carriageway would be reallocated to footway, allowing the whole route to be provided within the extents of public highway.
6. A section of cycle route would be provided within Bicknell Road, which would link up to the Chobham Road facility via a crossing point. This would require the removal of the existing speed cushions at this location. However, the pedestrian/cycle crossing is considered to be an effective speed reducing feature, due to the reduced width of the traffic lanes.
7. Elsewhere, it is proposed to replace the existing speed table located just west of the junction with Tomlins Avenue with speed cushions. It is appreciated that the speed table is an established crossing point for pedestrians. However, it is recognised that crossing points should not be located in close proximity to each other, as this can reduce drivers' perception of where pedestrians tend to cross the road. In addition, speed cushions are generally considered more acceptable, as they are designed to be straddled at reasonable speeds.
8. Surrey County Council has subsequently produced a scheme (**B311 Chobham Road, Frimley, Proposed Cycle Facilities – Annex A**) which encompasses the following features:
 - The introduction of segregated and unsegregated off-road cycle facilities.
 - The introduction of a pedestrian/cycle refuge.
 - The replacement of an existing speed table with speed cushions.
 - Improved street lighting

CONSULTATION

9. Letters were sent to 37 local residents, the Texaco Petrol Station, to the County Councillors, Borough Council members, Stagecoach and Carlone Buses.

10. A summary of the responses received is shown on **Annex B**. Any further responses will be reported to the meeting.

FINANCIAL IMPLICATIONS

11. The Local Committee set aside £40,000 for construction of the improvements in 2005/06 within the Local Transport Plan for Chobham Road. Although the Local Transportation Service has not received an estimate for works as of yet, it will be available following the completion of the detailed design. However, it is believed that this sum will cover the implementation of the scheme.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

12. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

CRIME & DISORDER IMPLICATIONS

13. The Surrey Heath Crime and Disorder strategy seeks to continually improve the safety of the community. These proposals would formalise off-road cycling, at a location where it is currently prohibited.

EQUALITIES IMPLICATIONS

14. Across the range of transportation issues and problems to be addresses, the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals, but it is important to consider and address how one impact may worsen others.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

15. The proposals would link the existing cycle routes together, providing a continuous, off-road facility, which would help enhance the safety of cyclists within the area and potentially increase its usage further.

16. It is recognised that it is necessary to minimise the number of pedestrian crossing points, in order to maximise drivers' perception of where to expect pedestrian crossing movements. In addition, speed cushions are generally less intrusive for sensible drivers. Therefore, the existing speed table located just west of Tomlins Avenue should be removed and replace with speed cushions.

RECOMMENDATIONS

That the Surrey Heath Local Committee approves the scheme shown on Annex A for construction and implementation as soon as possible.

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BACKGROUND PAPERS:	None
Number of Annexes:	2
	A: Plan of Proposed Scheme
	B: Consultation Responses