



Proposed Cycle Route, Woking Station – Sutton Green

19 March 2003

KEY ISSUE:

To agree details of the proposed cycle route between Woking Station and Sutton Green

SUMMARY:

The proposed Local Transport Programme for Woking for 2003/4 – 2005/6 includes proposals for a cycle route between Woking and Guildford. This report describes the proposals in detail, and seeks approval for their implementation.

CONSULTATIONS:

Consultations have been carried out with the Police and the Woking Cycle Users' Group. (WCUG). The body of the report and the conclusions are supported by the WCUG.

As the proposed route through Sutton Green is also a bus route, the relevant bus company has also been consulted, and has no objection to the proposal.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that the proposed north-south cycle route between Woking Station and Sutton Green, as shown in Annexes A – C, be approved for implementation; and
- (ii) that Woking Borough Council be requested to permit cycling on those paths within Woking Park which form part of the proposed route and to allow the erection of direction signs within the park, and
- (iii) that officers liaise with their counterparts in the Guildford Transportation Service to agree and progress the improvements needed at the junction of Blanchards Hill and Clay Lane.

INTRODUCTION and BACKGROUND

- 1 The cycle route between Woking Station and Sutton Green is part of the future work programme for 2003/4. It will form part of a north-south route between Woking and Guildford and is an integral part of the strategy of providing a comprehensive cycle route network within the Woking Local Area. The route will contribute to the County's target of encouraging more journeys by foot, by bike and by public transport, within the strategy of widening travel choice.
- 2 The route is mainly on lightly-trafficked roads with a section which runs through Woking Park, which is owned and managed by Woking Borough Council.
- 3 Part of the route is already in place, (Woking Station – Woking Park), as this was implemented by Woking Borough Council as the then agents for the County Council.
- 4 The engineering works required for the implementation of the scheme are minimal. However, it will be necessary to provide clear direction signs throughout the length of the route.

ANALYSIS AND COMMENTARY

- 5 The route commences from the south side of Woking Station, with cycle lanes along both sides of White Rose Lane. (See Plan No. 11443 Annex A). Cyclists then need to make a right turn into Woking Park. Traffic calming measures, in the form of two sets of speed cushions, already proposed for White Rose Lane at the Committee meeting on 22 January 2003 will reduce vehicle speeds at this location, making the manoeuvre safer for cyclists.
- 6 The route through Woking Park is via wide paths which lead cyclists from White Rose Lane to the main entrance of the Leisure Centre on Kingfield Road. Cycling already takes place on these paths although it is not specifically permitted. Therefore, before the route can be signed through Woking Park, it will be necessary to obtain permission from Woking Borough Council.
- 7 The route continues down Westfield Avenue. It is therefore necessary to cross the A247 Kingfield Road. There is a traffic island in Kingfield Road which it is proposed to widen, thus enabling cyclists to cross the road safely in two stages. (See Plan No. 11444, Annex B). It is also proposed to create a short section of shared footway and cycleway on the south-east corner of the Kingfield Road/Westfield Road junction. This will enable cyclists to travel safely between Westfield Avenue and the traffic island.
- 8 No specific provision will be made within Westfield Avenue itself, although the Westfield Avenue/Westfield Road junction is due to be modified to improve access for pedestrians. (See Plan No. 11452, Annex C). This work should be carried out as part of the Pegasus Project, and a report on this subject appears elsewhere on this agenda. At the southern end of Westfield Avenue the route continues westwards for a short distance along Westfield Road before turning south via New Lane. The route continues through Sutton Green along New Lane, Sutton Green

Road and Blanchards Hill. Cyclists will benefit from the package of speed reducing measures for the Sutton Green area which were approved by the Committee at its meeting on 22 January 2003. As part of this package, cycle symbols will be painted at regular intervals on the carriageway. This will alert motorists to the likely presence of cyclists.

- 9 Near the southern end of Blanchards Hill, at Jacobs Well, the route passes into the Borough of Guildford. It would be desirable to make some minor modifications to the junction of Blanchards Hill and Clay Lane to enable cyclists to reach the existing cycle route running along the southern side of Clay Lane. This provides a route into Guildford town centre via the road network and also via the Wey Navigation towpath. From Guildford town centre there is a direct link to the Surrey Cycleway.
- 10 It will be necessary to liaise with the Guildford Transportation Service with regard to the improvements at the Blanchards Hill/Clay Lane junction.

FINANCIAL IMPLICATIONS

- 11 The cost of implementing the proposals is estimated to be £10,000 and will be funded from the Local Transportation Plan capital settlement for 2003/4.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 12 The proposals will encourage more journeys between Woking and Guildford to be made by cycle, thus reducing the number of car borne trips.

CRIME & DISORDER IMPLICATIONS

- 13 There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

- 14 There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 15 The proposed cycle route will provide an important north-south link between Woking and Guildford, and an opportunity for increased cycle trips and fewer journeys by car.

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BACKGROUND PAPERS: None

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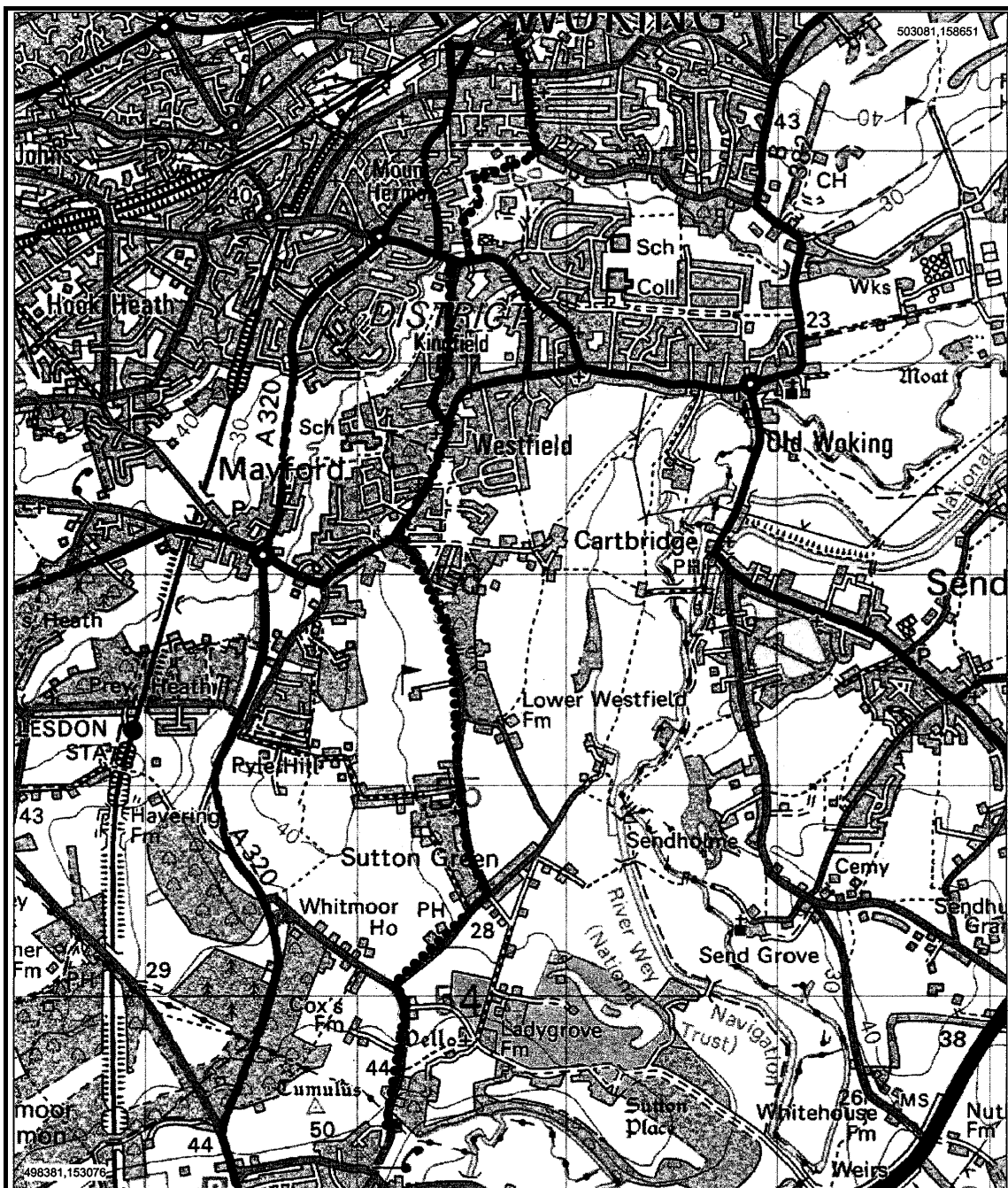
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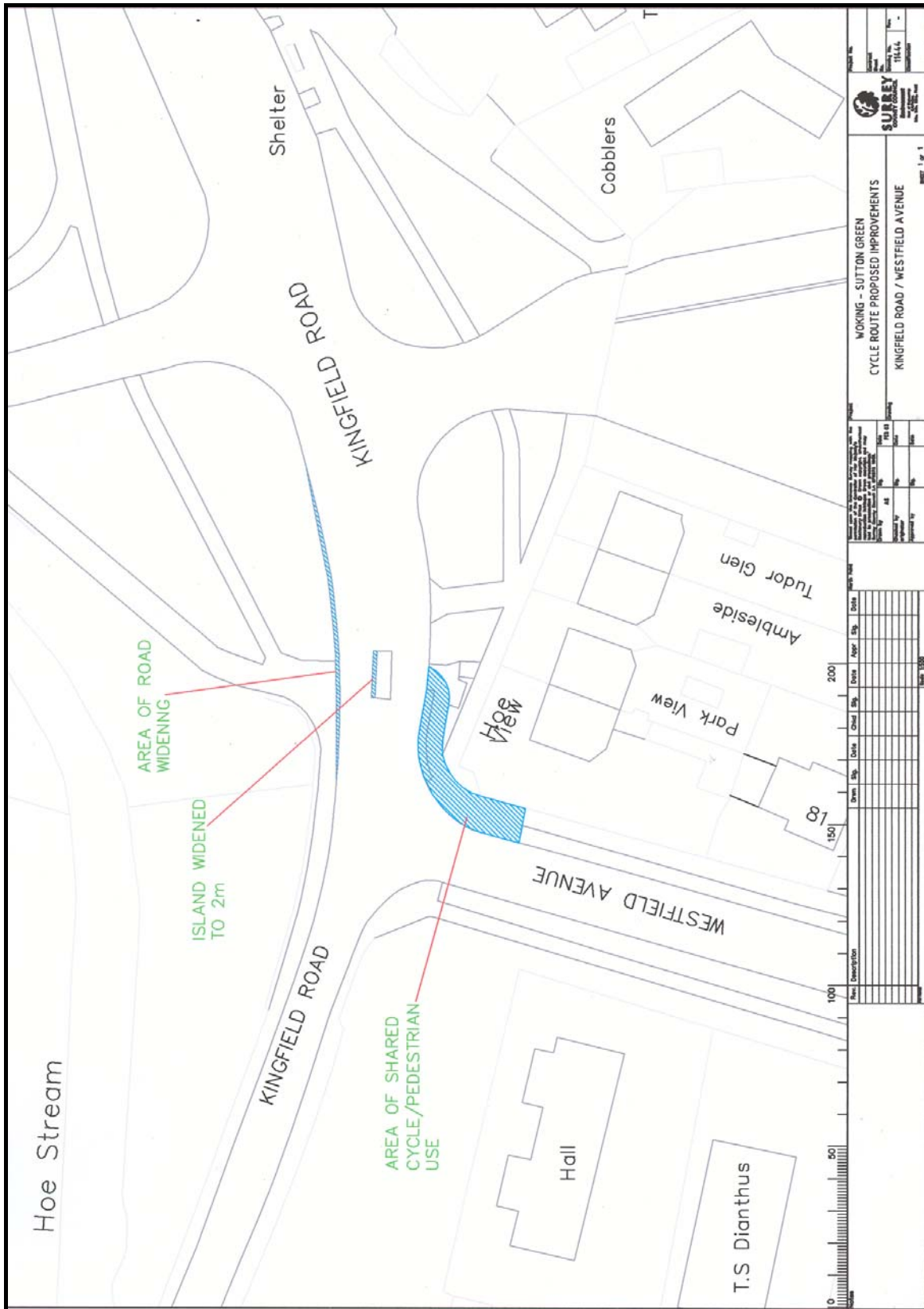
ANNEX A



Woking - Sutton Green Cycle Route

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ANNEX B



ANNEX C

