



# **QUINTRELL CLOSE, GOLDSWORTH PARK**

**LOCAL COMMITTEE FOR WOKING  
14 JULY 2004**

## **KEY ISSUE:**

To consider proposals to provide a ramp, for use by both cyclists and pedestrians, on the existing signed cycle route through Goldsworth Park which passes along Quintrell Close.

## **SUMMARY:**

There is a “missing link” in the signed cycle route through Goldsworth park because of a level difference between Lidstone Close and Quintrell Close. The proposal will provide a hard surfaced ramp between the two roads and improve both cycle and pedestrian access through Goldsworth Park.

**CONSULTATIONS:**

The following have been consulted:

Woking Cycle Users' Group

Woking for Pedestrians

Surrey Police

The Divisional Member

The residents of Quintrell Close, and some residents of Lidstone Close

The Surrey Association for the Visually Impaired

The North West Surrey Association of Disabled People

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree

- (i) That the proposals shown on Drawing No. 11773 be approved for construction

## INTRODUCTION and BACKGROUND

1. There is a signed cycle route through Goldsworth Park, linking the existing facilities at Harelands Roundabout with Kirkland Avenue, which takes cyclists through Lidstone Close and Quintrell Close. There is a level difference between these two roads, which are currently linked by a short flight of steps. Alongside the steps is a grassed bank which is used informally by both cyclists and pedestrians to travel between the two roads. It is necessary for cyclists to bump up and down kerbs at the top and bottom of the grassed bank, and there is currently no safe access for the disabled in wheelchairs. Thus there is a “missing link” in the cycle and pedestrian routes.
2. The proposal was first brought to the Committee's attention at its meeting on 22 October 2003 as part of the financial bid for Local Transport Plan funding for 2004/5 and beyond. The proposal was included in the firm programme for 2004/5 which the Committee approved at its meeting on 26 April 2004.

## ANALYSIS AND COMMENTARY

3. It is proposed to provide a hard surfaced ramp on the existing grass verge, as shown on Drawing No. 11773 attached at Annex A. This will formalise the pedestrian and cyclist movements which currently take place, as well as providing safe access for the disabled in wheelchairs. Dropped kerbs will be provided at the top and bottom of the ramp.
4. In order to assist pedestrians to travel onwards across Sythwood and down Bampton Way towards the bus services, schools and shops, it is also proposed to provide some additional lengths of footway, with dropped kerbs and tactile paving, as shown on the plan.
5. All residents of Quintrell Close were consulted, as were the residents of Lidstone Close living on either side of the link road between Lidstone Close and Quintrell Close. Some 43 letters and questionnaires were sent out, and 8 replies were received, as detailed below. A copy of the letter and questionnaire is attached at Annex B.

Street	Questionnaires sent out	Questionnaires returned	For	Against
Quintrell Close	41	8	4	4
Lidstone Close	2	-	-	-
Total	43	8	4	4

6. Given the low number of questionnaires returned, it is assumed that the proposal is not a contentious issue with most residents. However, some of the respondents opposed to the proposal were concerned about use of the ramp by car drivers and motorcyclists. The presence of existing trees will prevent the use of the ramp by cars, and it will be possible, by the use of suitable bollards, to discourage motorcyclists from using the ramp.

## **FINANCIAL IMPLICATIONS**

7. £5,000 has been set aside for the creation of this route in the Local Transport Plan Programme for 2004/5.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

8. The proposal is in line with the Local Transport Plan strategy of encouraging more journeys by cycle and on foot.

## **CRIME & DISORDER IMPLICATIONS**

9. There are no crime and disorder implications.

## **EQUALITIES IMPLICATIONS**

10. The ramp will provide access between Lidstone Close and Quintrell Close for people in wheelchairs, and the additional areas of footway will improve access to and from the Goldsworth Park shopping centre.

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

11. There is currently a “missing link” in the cycle route which passes through Lidstone Close and Quintrell Close. Disabled people in wheelchairs are currently precluded from using this route. The proposal will provide a continuous cycle link through Goldsworth Park, as well as improving access for disabled people in wheelchairs.

**Report by: Stephen Child, Local Transportation Director, Woking**

---

**LEAD/CONTACT OFFICER: JOHN MASSON**

**TELEPHONE NUMBER: 01483 518300**

**BACKGROUND PAPERS: None**

---

Version No. 1    Date: 28/6    Time: 12    Initials: JM    No of annexes: 2