



# **SUSTRANS WOKING STATION ACCESS STUDY**

**LOCAL COMMITTEE FOR WOKING  
14 JULY 2004**

## **KEY ISSUE:**

This report gives an overview of proposals for improved cycle and pedestrian access to railway stations within the Woking local area, as set out in Sustrans' final report on the Woking Station Access Study.

## **SUMMARY:**

The Sustrans "Safe Routes to Stations" report has produced a long list of recommendations to improve pedestrian and cycle access to Woking Station and to improve cycle parking facilities at all stations in the Woking area. An overview of the report, and a list of its recommendations has been provided to Members for information.

**CONSULTATIONS:**

No consultations have been carried out during the compilation of this report, which is for information only. However, many of the proposals within the Sustrans report would require consultation before implementation.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to note the contents of this report

## **INTRODUCTION and BACKGROUND**

1. Sustrans, the sustainable transport organisation, was commissioned jointly by Woking Borough Council, Surrey County Council and South West Trains to carry out a "Safe Routes to Stations" study in late 2001. Sustrans produced their final report on the study in early 2004. This report gives a brief summary of the Sustrans report and reproduces the report's recommendations at Annex A.

## **ANALYSIS AND COMMENTARY**

2. Sustrans was asked to look at the potential for developing the cycle network to and from Woking Station and to identify opportunities and constraints for cyclists and pedestrians travelling to and from the station. The report considers the existing facilities for cyclists and pedestrians within the station infrastructure, produces recommendations for improved access and facilities, and presents initial results from a travel survey. The report also looks at cycle parking facilities at the other stations in Woking (Brookwood, Worplesdon and West Byfleet) and gives recommendations for improvements.
3. As a result of a study carried out on behalf of Woking Borough Council in 1996, a network of 14 cycle routes, linking Woking town centre with the outlying village centres, was adopted by the Borough Council as a long-term cycling strategy. Therefore Sustrans has concentrated on these routes in suggesting improved access to Woking Station.
4. Sustrans also carried out a travel pattern survey on 3 June 2002; approximately 800 people were questioned about their travel patterns to and from Woking Station. The survey revealed that, on the day, 26% of respondents walked to the station, and just under 6% cycled. Of these, one third of those who walked would do so more frequently if there were a safer route to the station, whereas almost two thirds of those who cycled would do so more frequently if there were a safer route to the station.
5. Sustrans then reviewed the cycle routes adopted by Woking Borough Council, as well as pedestrian routes to the station, and produced a list of recommendations to improve these routes. This is a long list, and includes measures ranging from minor signing improvements to provision of traffic calming, contra-flow cycle lanes and traffic islands. Some of these measures will therefore be expensive and possibly contentious, and will take a number of years to implement. Some of the recommendations may not be practicable or desirable, while others will require collaboration with other Local Transportation Services and other stakeholders, for example Woking Borough Council and South-West trains.
6. Some of the measures have already been, or are being, implemented as part of the 2004/5 work programme. Other measures will require consultation and detailed design, and will therefore need to be included in the work programme for future years.

7. The list of recommendations is produced at Annex A. These recommendations have yet to be evaluated, and incorporated into the current and future work programmes.

### **FINANCIAL IMPLICATIONS**

8. A sum of £10,000 has been included in the 2004/5 work programme for the implementation of measures recommended in Sustrans' report. As stated in Para. 7 above, an assessment of the recommendations has yet to be carried out. Therefore Members will be informed of recommended measures for this financial year at its next meeting.

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

9. The recommended measures are intended to encourage more journeys to be made on foot and by cycle, in line with the Local Transport Plan.

### **CRIME & DISORDER IMPLICATIONS**

10. There are no crime and disorder implications.

### **EQUALITIES IMPLICATIONS**

11. Some of the measures will improve access for wheelchair users and the visually impaired.

### **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

12. The Sustrans report has recommended a large number of proposals to improve cyclist and pedestrian access to Woking station, and for improved cycle parking at the stations in the Woking area.

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<b>BACKGROUND PAPERS:</b>	<b>Sustrans' Woking Station Access Study Final Report</b>

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## **ANNEX A**

### **Safe Routes to Stations**

#### **Summary of Recommendations from Sustrans' Final Report**

#### **Notes**

The reference numbers quoted in this annex are unique to the Sustrans report

The recommendations are included in their entirety. No comments on the recommendations has been made, as a full evaluation of them has yet to be undertaken.