



WOKING CYCLE NETWORK

LOCAL COMMITTEE FOR WOKING

19 JANUARY 2005

KEY ISSUE:

To receive a report on the current status of the Woking Cycle Network and to inform the Committee of various proposals to enhance the network

SUMMARY:

This report outlines the current status of the Woking Cycle Network and gives details of the work required to complete each route. It explains that a combination of centrally provided top-sliced finance is available in 2004/5 to fund the work, together with a future programme of LTP funding.

CONSULTATIONS:

Extensive consultations have already been carried out with Woking Cycle Users' Group, Woking for Pedestrians, the Police, District and Ward members and, where appropriate, local residents.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) that the report be noted, and**
- (ii) that the proposals outlined in paras. 4 - 21 be accepted for implementation.**

INTRODUCTION and BACKGROUND

1. In the Woking local area, a network of cycle routes linking Woking town centre with the outlying village centres was approved by Woking Borough Council, as agents for Surrey County Council (SCC), in 1997. The creation of such a network accords with the Local Transport Plan objectives of widening travel choice and encouraging more journeys to be made by cycle. Much of this network has already been implemented. However, a large amount of work remains to be done. This network of routes is henceforward referred to as the Woking Cycle Network. (WCN).
2. The money will be spent on the following measures:
 - Cycle parking facilities
 - Route signing
 - Monitoring
 - Information signs
 - Cycle maps
 - A major cycling event
 - Promoting cycling for health
 - Additional cycling infrastructure
3. Each route within the WCN has been assigned a number, and the details and status of each route are given in the table below. A plan showing the routes in detail will be on display at the meeting.

Route No.	Details of route	Current Status
1	Woking to Byfleet via West Byfleet and Sheerwater	Woking to W. Byfleet section complete
1a	West Byfleet to Woodham spur	Route signing only. Yet to be done
2	Woking to Knaphill via Goldsworth Park	Woking to Goldsworth Park section substantially complete
3	Woking to Guildford via Sutton Green	Largely complete. Additional facilities south of Woking Station programmed

Route No.	Details of route	Current Status
4	Woking to Chertsey/Addlestone via Ottershaw and St Peters Hospital	Section between Brookhouse and Six Crossroads Roundabouts to be completed. See para. 10
5	Woking to Knaphill via St Johns	See paras. 11 - 15
6	Woking to West Byfleet via Pyrford	Part of route already in place. Existing rights of way in Pyrford need conversion to shared use – see para.16
7	Woking to Horsell Common	Not yet implemented. See para.17
8	Woking to Chobham via Horsell	Woking section of route already substantially in place. See para.18
9	Woking to Send via Old Woking	Part of route already in place. Additional signing required, plus conversion of footpath to shared use.
10	Woking to Horsell Birch	Most of route already in place. Additional signing required.
11	Knaphill to Brookwood	Details of the exact route to be followed have yet to be finalised.

PROPOSALS

4. It is proposed to provide, as far as possible, comprehensive direction signing for the whole network. The signs will include route numbers, destinations and distances to those destinations. This work will be completed by the end of the current financial year, funded as described below.
5. The remaining work necessary to complete the WCN is described in route number order below. Although LTP funding will be required in future years to complete the network, the central funding described below will be used to ensure substantial completion of the network during the current financial

year. Where substantial engineering measures, for example toucan crossings, are proposed in future years, detailed proposals will be brought before the Committee at the appropriate time.

Route 1: Woking to Byfleet via West Byfleet and Sheerwater

6. The Woking to West Byfleet section of the route is already in place. Funding for the completion of this route is to come via a Section 106 agreement for the Broadoaks development in West Byfleet. At present the start date for the off-site works is not known. It is therefore proposed to sign the route as far as West Byfleet during the current financial year.

Route 1a: West Byfleet to Woodham Spur

7. This route follows Station Road and Scotland Bridge Road in the Runnymede LTS. No specific engineering measures are proposed. The route will be signed during the current financial year.

Route 2: Woking to Knaphill via Goldsworth Park

8. The Woking to Goldsworth Park section of the route is complete, apart from the construction of a cycle/pedestrian ramp in Quintrell Close. This is programmed for the current financial year. The route will continue from Goldsworth Park via Kirkland Avenue, Lockfield Drive, Creston Avenue, Robin Hood Road, Beechwood Road and Victoria Road. A toucan crossing is proposed for Lockfield Drive, between Kirkland Avenue and Creston Avenue, to be constructed at the end of this financial year and the beginning of the next. This will enable cyclists to cross Lockfield Drive safely. The remainder of the route will not involve any specific measures apart from direction signs which will take cyclists via Creston Avenue, Robin Hood Road, Barnby Road and Beechwood Road to Victoria Road. Cyclists will then be able to follow Route 5 to the centre of Knaphill.

Route 3: Woking to Guildford via Sutton Green

9. This route is largely complete. However, improved crossing facilities are required between the south side of Woking Station and Heathside Crescent. These are programmed for 2006/7.

Route 4: Woking to Chertsey/Addlestone via St Peter's Hospital

10. This route is in place, apart from the link between Brookhouse Roundabout and Six Crossroads Roundabout. This link can be provided by converting the footway alongside the northbound carriageway of the A320 Chertsey Road to shared use, as has been done north of Six Crossroads Roundabout. The cost of providing this link is estimated to be £5,000 and can be implemented during the current financial year.

Route 5: Woking to Knaphill via St Johns

11. Much of this route makes use of quiet and/or traffic calmed roads. With the provision of a number of relatively inexpensive measures, such as the

provision of dropped kerbs, coloured surfacing and direction signs, the opportunity exists to create a continuous, high quality link between Woking, St Johns and Knaphill. Therefore most of the money available for additional cycling infrastructure will be used in creating this route, which is shown on Drawing No. 11828 attached at Annex A.

12. The route begins at the north side of Woking Station and follows High Street to Market Square. This is owned by Woking Borough Council, and discussions with them will be necessary to enable the route to cross Market Square. From here the route crosses Victoria Way. The existing pelican crossing will need to be converted to a toucan crossing. This is currently programmed for 2007/8.
13. Beyond the crossing the route passes into Goldsworth Road, via a short length of shared use footway. At the junction of Goldsworth Road and Church Street West, the route will make use of a short length of shared use footway to bypass the mini-roundabout and reach Poole Road. At the western end of Poole Road the route makes use of existing shared use facilities to cross the Morrison's supermarket access road, and then an additional short length of shared use footway will enable cyclists to pass into Kingsway which is traffic calmed.
14. In order to avoid the roundabout at the western end of Kingsway, the route follows Elm Road and Royal Oak Road to Triggs Lane, where a small area of shared use footway will give access to The Triangle. This road is closed to through traffic, but the construction of a small surfaced area within the highway verge will enable cyclists to bypass the closure and reach St Johns Road.
15. Cyclists will be directed along the entire length of St Johns Road (with advisory cycle lanes being provided where space permits) to the roundabout at the junction of St Johns Road, Robin Hood Road and Hermitage Road. Here a small area of shared use footway will enable cyclists to reach Barrack Path. The route then crosses the A324 Amstel Way by means of an existing cycle and pedestrian crossing and continues along an existing segregated cycle and pedestrian path to Inkerman Way and thence to Victoria Road, which is traffic calmed. The route follows Victoria Road to Lower Guildford Road and the centre of Knaphill Village.

Route 6: Woking to West Byfleet via Pyrford

16. Part of this route is in place as a signed route between Woking and Old Woking Road. However, the junction of Old Woking Road and Pyrford Common Road needs improvement, and certain sections of the route through Pyrford require existing rights of way to be converted to shared use. This work is programmed for 2006/7. For the current financial year, the route will be signed as far as Pyrford.

Route 7: Woking to Horsell Common

17. This route follows the A3046 Chobham Road from Woking Town Centre.

It will only be necessary to sign this route, although consideration will be given to making it easier for cyclists to cross Shores Road.

Route 8: Woking to Chobham via Horsell

18. This route has recently been the subject of a study by Sustrans, commissioned by Surrey Heath LTS. The Woking section of the route is already largely in place, as it forms part of the link to the Surrey Cycleway from Egham. Surrey Heath LTS has not yet decided how this fits into its 5 year programme.

Route 9: Woking to Send via Old Woking

19. This route is already partially in place. Additional signing is required, plus the conversion of a footway to shared use. This is not currently programmed. For the current financial year, the route will be signed as far as Old Woking.

Route 10: Woking to Horsell Birch

20. This route is mostly in place. However, additional signing is required, and this will be introduced during the current financial year.

Route 11: Knaphill to Brookwood

21. As the exact details of this route have yet to be finalised, it is not proposed to sign this route for the time being.

FINANCIAL IMPLICATIONS

22. The Department for Transport has made £200,000 available to SCC to spend on hard and soft cycling facilities in 2004/5. SCC's Cycling Officer has decided to spend this money in the Runnymede and Woking local areas because these are areas with a high potential for increases in cycle journeys being made. Approximately £65,000 remains to be spent within the Woking area.
23. Further funds from the LTP programme will be available in subsequent years.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

24. Developing the WCN will encourage and enable more people to travel by bike, in line with LTP targets.

CRIME & DISORDER IMPLICATIONS

25. There are no crime and disorder implications

EQUALITIES IMPLICATIONS

26. The proposals include new dropped kerbs and road crossing facilities. These will assist pedestrians, particularly the partially-sighted, the wheelchair-bound and those pushing buggies, etc.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

27. Although much of the WCN is already in place, enhancements of the routes are required to provide a comprehensive network. Completion of these works will provide continuous links between Woking and the outlying village centres, as well as linking into cycle routes in adjacent areas. This will encourage an increase in cycle trips, in line with LTP targets.

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BACKGROUND PAPERS:	Woking Cycle Route Study – Dec 1996 Sustrans Safe Routes to Station report Sustrans Chobham – Woking study

Version No. 2 Date: 17/12/04 Time: 14.00 Initials: JM No of annexes: 1