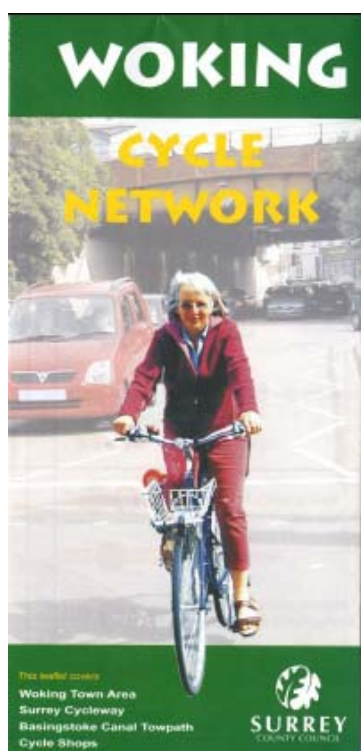


Local Transport Plan 2006 - 2011

1. Woking has been designated as a Regional 'Hub' within the current Local Transport Plan (LTP). The actual 'Hub' is centred on Woking Railway Station, which is the second busiest station in Surrey where approximately 6.2 million journeys are undertaken annually.
2. The LTP has set several targets based around the 5 Themes, which are:
 - i) Congestion, ii) Accessibility, iii) Safety, iv) Environment and v) Maintenance.

Cycling



Woking Cycle Network

3. The existing Cycle Network has been established for some years. The network was being developed during 2003, when *Sustrans* carried out a review of this network, as well as Woking Town Centre walking routes and this was collated within a report that was published on the 12th December 2003 as *Safe Routes to Stations*.
4. This document has been used as the basis for improvements to the network over the next 5 years.

Improvements to the Cycle Network

5. The existing network, in general, generates from Woking Railway Station and radiates out to the main areas and villages within Woking as well as connecting to other sites outside of the district, such as Chertsey and Guildford.
6. The routes, in general, are well signposted and quite well used. However, there are some minor problems that have been identified by users of the network through the Woking Cycle Forum. These 'problem locations' have been assessed by Surrey Highways (Woking) and rated as priority 1, 2 or 3 and an estimated cost (based on 2007/08 prices),

has been identified, together with an indicative timescale to carry out these works.

7. The Local Committee for Woking have already approved £30,000 from Local Transport Plan funding for 2007/08 to carry out improvements to the Cycle Network, but additional funding of £54,000 is required over 2008/09 and 2009/10 to complete the works required. The full schedule of proposed works is indicated in Annex A

Access to Railway Stations

8. It is clear that improved links from the established network are required for accessing **Brookwood** and **Worplesdon** stations and these have been detailed in Annex B. **Woking** has a good network of routes emanating from the station but some minor improvements have been identified along some of these routes as described earlier, (refer to Annex A and B).
9. **West Byfleet** is served by Routes 1 and 1A but the development of the planned extension of Route 6 via Pyrford will assist access from the south. These works are planned to commence towards the end of the 2007/08 financial year and will be phased over a three-year period (subject to Local Committee approval 31 October 2007).

Safe Routes to Stations

10. The Safe Routes to Woking Stations document concentrated on the established cycle routes radiating out from Woking Railway Station. Surrey Highways officers have now included the other three stations within Woking, namely West Byfleet (15th busiest in Surrey with just under 900,000 users annually), Worplesdon (63rd busiest in Surrey with approx 138,000 users annually) and Brookwood (23rd busiest with approximately 680,000 users annually). There are 84 stations within Surrey and Guildford is currently slightly busier than Woking.

Cycle Trips



increases required.

11. The Local Transport Plan has targeted Cycle trips to increase by 20% by 2010/11 and a series of permanent cycle counters have been installed at selected sites within Woking on the established cycle network.

12. As Woking is classified as a Regional 'Hub' it is seen as a lead area to generate the

13. The photograph on the left indicates a typical cycle counter. This one is located in White Rose Lane, situated behind the lamp column

Cycle Parking at Stations



The Local Transport Plan has targeted Cycle Parking at railway stations to increase by 25% by 2010/11. Woking and West Byfleet stations have been included within the 11 principal stations within Surrey, whereby the cycle parking will be monitored during the year.

The photograph on the left indicates new stands being installed at Woking Station (May 2007)

Cycle Parking Methodology

14. The survey consists of visiting each of the selected stations four times per year and counting the number of bikes left at each station. The visits will be made in mid February, mid May, mid September and mid November outside of school holidays on a Tuesday, Wednesday or Thursday at a time between 09:45 and 15:30. People who leave their bikes at stations are predominately commuters who will normally have left their bike at the station by 09:30. As bike usage varies with the weather it is essential to do the counts on a dry day.

Selected stations

15. The 11 selected stations, together with the district within they are located are as follows:

Epsom (Epsom & Ewell), Guildford (Guildford), Ashted, Dorking and Leatherhead (Mole Valley), Horley and Redhill (Reigate and Banstead), Staines (Spelthorne), Farnham (Waverley), **West Byfleet** and **Woking (Woking)**

Cycle Parking at Woking Stations.

16. With the targets set within the LTP in mind, there is a need to increase the available parking areas at all four stations, especially at Woking and West Byfleet, which will be subject to close monitoring. During mid May 2006, locations of cycle parking at both of these stations at that time are indicated in Annex C.



vicinity.

17. Officers of Surrey Highways (West Area – Woking) have investigated the existing and potential sites at the four railway stations within Woking. It is clear from these surveys undertaken during May 2007 that at all four stations the cycle racks were full and cycles were attached to any other appropriate object in the

18. The Local Committee for Woking has approved a budget of £30,000 for the provision of additional cycle racks at the four railway stations during 2007/08 and at a meeting with South West Trains Stakeholder and Station Managers, it was agreed that South West Trains would pay for the installation and Surrey County Council the supply of the cycle stands.

19. Agreement on the most appropriate locations on railway land is now being sought and it is planned that these cycle stands will be installed during the summer of 2007.

20. The photograph above indicates the existing cycle stands at Woking railway station on platform 1 (May 2007).

Woking Railway Station

21. Improvement works to the north of Woking Station at Albion Square, where a canopy is currently under construction, where it is anticipated that it will be completed by July 2007. It is planned to install cycle racks, which should accommodate at least 50 cycles. The railings where cycles had been left up to the commencement of the works, were removed during early September 2006. However, the replacement racks will only supplement the loss of the railings, and therefore there is a need to increase further available racks / stands by at least 25%, especially to the south of the station to ensure that the LTP target is met by 2010/2011.

22. A set of 13 stands were opened for use on 25 May 2007 located in Oriental Road just to the south of the station. Further installations are planned during 2007/08.

West Byfleet Railway Station

23. The existing West Byfleet cycle facilities are almost at capacity and therefore additional areas for racks /stands will be required. To ensure

that the LTP target is met there is a need to increase further available racks / stands by at least 25%.

Worplesdon & Brookwood Railway Stations

24. Although these stations are not included within the 11 principal Surrey stations, to assist with meeting the cycle trips target, sufficient cycle parking should be made available at both of these stations to meet future demand.
25. It is also planned to improve the section under Prey Heath Road railway bridge next to Worplesdon station for walking by creating a footway and improving the drainage. This may also assist with accessing the station on foot and cycle from the Mayford / Pyle Hill areas.

Cycle Parking – On Existing Cycle Network

26. Woking Cycle Users Group, a member of the Woking Cycle Forum, have volunteered to identify locations on the existing Cycle Network where Cycle Stands maybe required which would assist with short 'local' journeys. These locations would not be at railway stations, but would include local shops, doctors, Health Centres, dentists, etc.

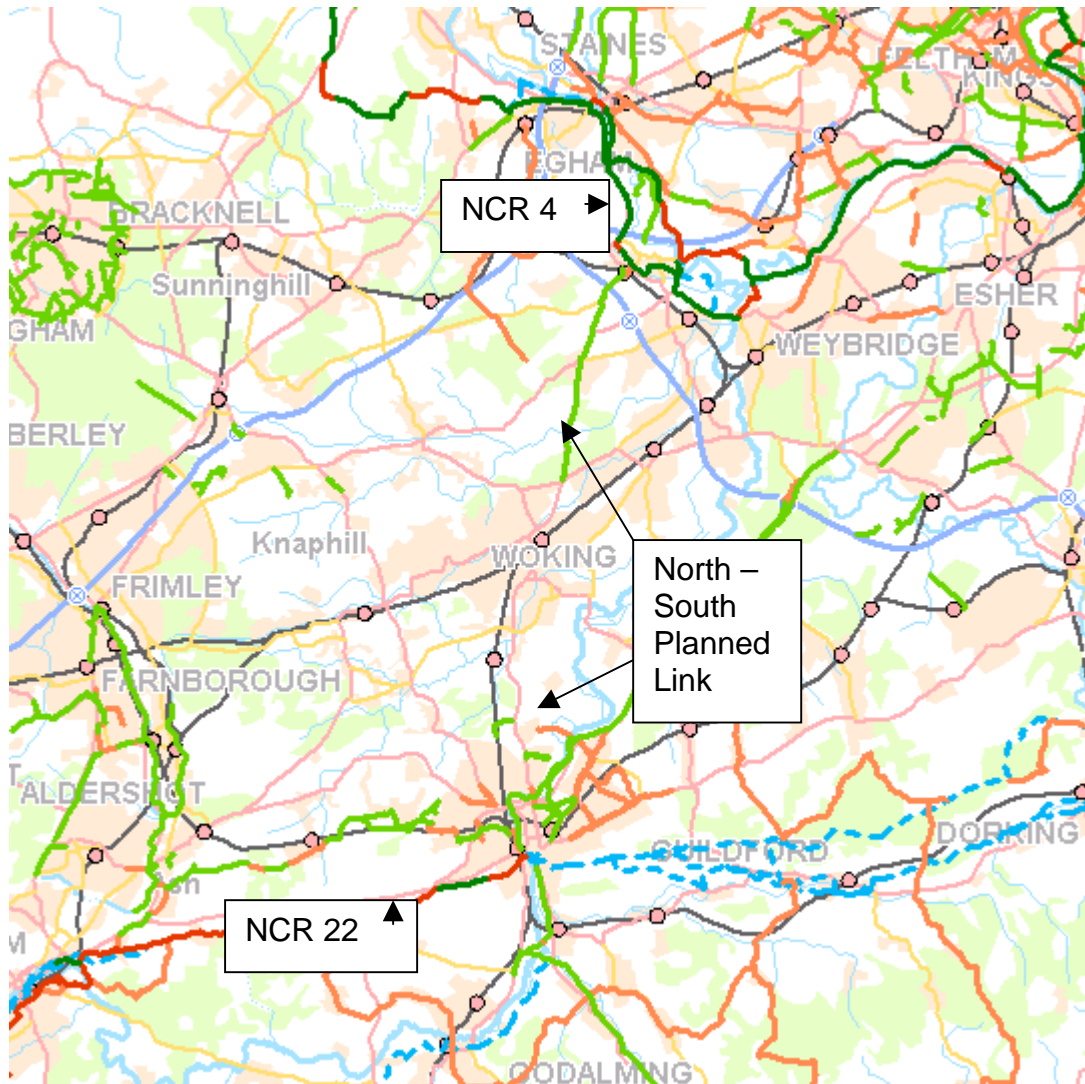
Strategic Routes

27. The existing network of cycle routes within Woking is aimed at 'local' journeys, however some of these could be developed into Strategic Routes linking Regional or National Cycle Routes.
28. The National Cycle Network now passes within one mile of half the population and as it continues to grow so does its popularity - an amazing 232 million trips were made on the Network in 2005 alone. The routes are free to use and open to all, making them a great way for you and your family to stay fit and healthy while enjoying a breath of fresh air.

Planned Regional Cycle Network (North – South Route)

29. It is evident that there is no Regional or National Cycle Route (NCR) going through the important Regional Hub of Woking. NCR 4 (London to Bristol via Reading) passes to the north of Woking at Chertsey and NCR 22 (London to Portsmouth / Isle of Wight via Redhill) has recently been established to the west of Guildford town centre towards Farnham. Reigate/Redhill and Guildford are also designated Hubs.
30. It is planned to link NCR 4 to NCR 22 using the existing Woking Cycle Network utilising the well-established routes Route 4 (Chertsey to Woking) and Route 3 (Woking to Guildford), these could then be designated Regional to signify their importance. There are some

improvements required along these two routes. Several are included within the Safe Routes to Stations Plan and targeted for completion during the period 2007 to 2009 financial years.



The outline plan of the link between NCR 4 and NCR 22 is indicated in the above map.

31. If this link were provided it would become an excellent route between Staines (also on NCR 4) and Guildford via Woking both Regional Hub's. It would also provide a London to Guildford route via Woking.
32. Difficulties on this route are crossing the railway at Woking. There are two possible routes through the town centre, either a) using the busy subway at the station where the route must be walked and two sets of steps negotiated or b) using a short section of the A320 under Victoria Way and under Victoria Arch. The 'b' route appears to be the most practical for North - South movement but is not ideal for the South - North movement where the A320 either side of Victoria Arch is required to be crossed twice using the planned new Toucan to the south of the

Arch (using Section 278 development funding) and the existing Pelican Crossing, but planned to be upgraded to a Toucan crossing to the north of the Arch (2009/10).

33. There are also aspirations for a tunnel to be bored on the east side of A320 Victoria Arch creating a pedestrian and cycle route. If these works were ever achieved, the North – South Regional Route would be much improved at this location. However, although the ‘Tunnel’ project is currently included as an Intermediate Scheme, revised estimated costs are likely to be over £5 million and therefore the scheme would be designated as a Major Project, which must compete against other Regional Schemes for very limited funding. However, at present, it is not included within any funded Works Programme.
34. Improvements through the town centre have also been identified to enable the route to become more user-friendlier.

Planned Regional Cycle Network East – West Route

35. The same logic applies for an East – West Route as for the North – South. There are East to West Routes in existence using the Woking Cycle Network, Routes 1, 1A, 2 and 5 however all of these are aimed at being ‘local’ and take the cyclist into the town centre of Woking.

36. The Basingstoke Canal makes an ideal route for short and longer distance cycling, similar to the NCR 4 use of the Kennet and Avon



Canal through Berkshire, Wiltshire, Somerset and Avon. For most of the route the canal towpath is in reasonable condition for the use of cycling as well as walking, however access improvements are required at certain important locations along the route of the canal, as well as the installation of cycle stands

benches etc at suitable points.

37. However, if the route is planned to be improved for additional use, localised widening will need to be undertaken. Sustrans has Project Managed many similar improvements nationally, coordinating funding from a number of sources.
38. It is suggested that the new East – West route begins at the eastern end at Byfleet Road within the Borough of Runnymede and proceeding west along the towpath to Queens Road Pirbright (Guildford). There is the possibility extending the cycle route further west to link Frimley Green, Mytchett (Surrey Heath), Ash Vale and Ash (Guildford) and Aldershot (Hampshire).

39. However, further work is required to investigate the current problems along the route from Byfleet Road to Queens Road together with suitable access arrangements.
40. A Pre feasibility study was undertaken several months ago to establish a bid for funding (Annex D), to enable the works to commence this financial year. The County Council has allocated £63,000 towards the cost of the first phase of work.
41. Sustrans have established an estimated cost of £500,000 to improve the route over the Byfleet Road to Queens Road section and this would need to be evaluated and a priority given to works and phases.
42. Surrey Highways officers are evaluating the route during early June 2007 to establish the County Council's priorities over improving this route.
43. A meeting with the Basingstoke Canal Trust, Sustrans and Woking Borough Council has provided broad agreement to proceed with the East – West Route and Sustrans has volunteered to Project Manage this scheme. Further meetings of this group are planned to enable the project to move forward.

Other Cycle Improvements (included within LTP bid for 2007/08 Annex D)

1. **Blackbridge Road Woking** – This location was included in the Woking Cycle User Group's Top 'Ten' Priorities for 2004/05. It includes making the designated two-way cycle route at the top of the hill where it is currently one-way. This would also require sign posting. Estimated Cost £15,000. In addition to this the crossing of the A320 and access to the schools on Barnsbury Farm Estate could be improved with the introduction of a Toucan Crossing facility. Estimated Cost £75,000
2. **Boundary Road to Chertsey Road Woking** - This location was included in the Woking Cycle User Group's Top 'Ten' Priorities for 2004/05. This appears on the ground as a 'missing' cycle route link where signing and lining together with minor civils works would join up a suitable access route on the edge of Woking Town Centre. Estimated Cost £10,000
3. **Cycle Parking at Heathside Car Park** – The Safe Routes to Station Plan indicates that Cycle Parking needs to increase by 25% at Woking Station to enable the County Council (and Woking as a Hub), to meet the Local Transport Objectives by 2010/11. Estimated cost £15,000

Heathside Car Park, owned by Woking Borough Council, has been identified as a suitable location to install covered cycle parking facilities and clothing lockers. These facilities would enable around 20 cycles to be stored.

4. **Woking Cycle Network 2** – The Woking Cycle Network Route 2, which runs from Woking Station to Goldsworth Park and Littlewick has poor access arrangements at the junction of Arthur's Bridge Road and Well Lane. The improvement would require the re-configuration of the central island, enabling cyclists to access through the centre of the island to proceed east and west. Estimated Cost £20,000

A full schedule of improvements made as a bid for Local Transport Plan (LTP) funding (2007/08) has been included in Annex D

CYCLE DEMONSTRATION TOWNS

44. Six towns in England, namely Aylesbury, Brighton, Darlington, Derby, Exeter and Lancaster are sharing nearly £17 million to promote cycling.



45. The Cycling Demonstration Towns are leading the way in encouraging local people to use pedal power. The funds are being used to make the environment more cyclist friendly, to offer safety training and to encourage take up through extensive promotion.
46. Through the Cycling Demonstration Towns project, Cycling England is funding and working with six local highway authorities to develop an exemplary physical environment for cycling, supported by a comprehensive range of 'soft' measures to encourage more people to cycle. Its purpose is to deliver a step-change in cycling levels, in towns which start from a low or moderate cycling mode share.
47. Cycling England will contribute up to £500,000 per year, per town for three years, matched by equal or greater funding from the local authority and its partners
48. It is planned by Cycling England to extend the number of towns currently designated as Cycling Demonstration Towns. It is envisaged that Surrey County Council will put forward Woking as a candidate to Cycling England to become a Cycling Demonstration Town from 2008/09 as the area already has an established Cycle Network, is designated as a Regional Hub, this document develops a forward strategy including planned improvements to the existing network and Regional Routes over the next 3 to 5 years.
49. If Woking was successful, funding could be available from the County Council Central budget and supported by the Local Transport Plan delegated budget as identified in the 5-Year Local Transport Plan, as well as match funding from Cycling England of up to £500,000 per annum over 3 years.

Walking

50. Town Centre Accessibility Studies have been carried out in the town centres of Woking and West Byfleet. A package of measures has been developed and implemented during 2006/07 for Woking and a package of measures for West Byfleet are currently being considered for implementation during 2007 to 2008/09 (refer to Annex E)



51. Further funding has been made available, via the County Council Local Committee for Woking to develop and install further measures in Woking Town Centre during 2007/08, including improving the lighting and access arrangements between Woking railway station and Woking Park.

52. In addition to the above, an LTP central funding bid is being developed for 2008/09.

53. Following implementation of the above works, the areas will be monitored to ensure that the works undertaken are satisfactory.

54. The Woking Access Group have been requested to identify problem locations to enable improvements to be considered in future bids for funding.