



**OFFICER REPORT TO LOCAL COMMITTEE
(WOKING)**

A320 ROUTE MANAGEMENT STUDY

20 OCTOBER 2008

KEY ISSUE:

To agree the recommendations in the A320 Route Management Study.

SUMMARY:

The A320 Route Management Study investigated the A320 corridor from the Guildford Boundary to Victoria Arch in the centre of Woking. The study focused on walking and cycling but did touch upon Public Transport (bus and rail), as well as congestion and road safety.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- i. That the A320 Route Management Study including its recommendations are adopted and used as schemes for implementation as and when funding permits.**
- ii. That officers be authorised to proceed with any necessary actions including traffic orders, advertisements and notices of intent in order to deliver these projects.**

1 INTRODUCTION and BACKGROUND

- 1.1 The A320 Route Management Study was undertaken during the 2007/08 financial year but due to the Cycling England bid, was delayed in being reported to this Committee until the details of the Cycle Draft Plan and Programme were known.
- 1.2 The Study has concentrated on Walking and Cycling but also touched upon Public Transport (bus and rail), as well as congestion and road safety.

2 ANALYSIS AND OPTIONS

- 2.1 The Study report (Annex A) has been updated since the successful Cycle Woking bid to reflect the latest information available

Walking and Cycling

- 2.2 The study focused on Walking and Cycling along the corridor route. Although Woking has been designated a Cycling Town, the recommendations will both assist walkers as well as cyclists through the planned infrastructure improvements, personalised travel planning and work with schools.

Public Transport

- 2.3 The improvement works for the Cycling Town include significant increases in cycle parking and access to the Woking railway stations, namely Woking, and Worplesdon. Through these improvements and the personalised travel planning, it is envisaged that there will be a significant increase in travel by bike to these railway stations, especially for the people living within a short distance (up to 5km) from one of these local stations.
- 2.4 Local bus services will also be highlighted as a possible mode of travel when the personalised travel planning commences during the spring of 2009.

Road Safety

- 2.5 The A320 continues through a residential area south of the Turnoak roundabout to Almond Avenue where the character of the road becomes more semi-rural. This section of road is subject to a 40mph speed limit and it is recommended to reduce this speed limit to 30mph over this length of road.

3 CONSULTATIONS

- 3.1 The study document has not been widely consulted upon, beyond officers at Surrey County Council. However, the recommended Cycling routes contained within this document have been consulted upon with other partner organisations within the Cycle Woking partnership, during and

after the Cycle Woking bid. Consultation with the residents and other interested stakeholders will be undertaken for the A320 Egley Road near Blackbridge Road planned toucan crossing, as well as the speed reduction measures.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 For the Cycle Woking improvements and installation of a 'Toucan' on the A320 Egley Road the 'match funding' allocation from Cycling England has been based on the population of Woking at 91,000 (to the nearest thousand), with an allocation of £4 per head for 2008/09 (as it is a half year from commencement of the Cycling Town), £8 for 2009/10 and £8 for 2010/11. This will provide a total of £1.82 million of 'match funding' for the Woking Cycling Town. This sum is dependant on the Cycling Town partnership providing at least equivalent funding. This funding can be made up of Local Transport Plan / Local Allocation, Section 106 and Section 278 (development) or other contributions.
- 4.2 As the County Council determines its budget on an annual basis, the funding for 2009/10 and 2010/11 has not yet been identified. However, there has been significant Section 106 funding identified towards the Cycling Town, which will enable the project to make good progress towards its objectives.
- 4.3 With this in mind, the draft programme of works which was reported to this Committee on 16 September 2008 indicated that there has been no funding provision from the County Council for 2009/10 and 2010/11, with only identified Section 106 and 278 funding supporting the 'match' funding. It was therefore agreed that the programme would need to be reviewed on an annual basis and the Local Committee for Woking decide on the priority given to the elements of work included within the Woking Cycling Town against other Integrated Transport schemes which are funded using the Local Transport Plan devolved budget.
- 4.4 The proposed reduction in the speed limit from 40mph to 30mph will need to be included within the Local Transport Plan Assessment Pool and rated against all the other schemes and allocated funds when they become available.

5 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding for the Cycling Town will be in line with this vision whilst fulfilling its key commitments.

6 CRIME & DISORDER IMPLICATIONS

- 6.1 There are no specific crime and disorder implications arising from this report, but improved cycle security will be a key target for the partnership.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

- 7.1 The programme should raise no equality implications, as all the proposals will seek to eliminate any perceived and or actual inequalities.

8 CONCLUSIONS AND RECOMMENDATIONS

- 8.1 There is an overlap between this Study and the Cycle Woking draft Plan and Programme that was approved at the 16 September 2008 meeting of this committee.
- 8.2 There are a couple of additional areas over and above the Cycle Woking proposals that need to be taken into account. These are the recommendation to introduce a 30mph speed limit on the A320 Egley Road between Turnoak roundabout and a point just to the south of Almond Avenue and not to introduce an off road shared pedestrian and cycle track between a point just north of Mayford roundabout and Almond Avenue.
- 8.3 The Local Committee is therefore requested to approve the recommendations set out at the front of this report.

9 WHAT HAPPENS NEXT

- 9.1 The Cycle Woking improvements will be introduced as per the draft Plan and Programme agreed by this Committee on the 16 September 2008. The planned 30mph speed limit will be included within the Assessment Pool of the Local Transport Plan.

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BACKGROUND PAPERS: Surrey County Council bid to Cycling England
Cycling England letter dated 21 July 2008
Woking Cycling Town Report 16 September 2008

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