

## **A320 Route Management Study Woking / Guildford Boundary to Victoria Arch**



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Woking / Guildford Boundary to Victoria Arch**

**Report**

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## **1. Introduction**

This report summarises the work undertaken by Surrey Highways (West Area Office – Woking) in developing a route management strategy for the A320 from the Woking / Guildford boundary to Victoria Arch located in Woking Town Centre.

The work has been carried out following the approval, at the Local Committee for Woking on the 21<sup>st</sup> February 2007 and inclusion in the Local Transport Plan 2007/08 Programme.

The route has been divided into 4 sections as follows:

- 1** A320 Guildford Road between Woking / Guildford boundary and Prey Heath Road.
- 2** A320 Egley Road between Prey Heath Road and Almond Avenue.
- 3** A320 Egley Road between Almond Avenue and Midhope Road
- 4** A320 Guildford Road between Midhope Road and Victoria Arch

The route study investigated accessibility for pedestrians, cyclists and public transport users (bus and rail), congestion and road safety.

The report has been delayed in being finalised and presented to the Local Committee for Woking until the 20 October 2008, due to the successful partnership bid in being awarded Cycling Town status for Woking on 19 June 2008.

The successful bid has influenced some a number of the pedestrian and cycle side of the report, which has given a higher priority to several of the routes within the next 3 financial years and identified others within a possible 2011/12 to 2013/14 if Cycle Woking is successful and additional ‘match’ funding allocated from Cycling England, which has been the case with the original six Cycle Demonstration Towns.

This report should be seen as the base for improvements along the route and used for developing schemes when funding is made available.

## 2. Walking and Cycling

The existing provision for cyclists using the A320 contained within the study area is varied. The route is not indicated within the current Surrey Cycle Guide as a suitable route to use, however during the site survey work a reasonable number of cyclists were using the route, some on carriageway but the majority using the footways (where they exist).

The Surrey Cycle Guide and the Woking Walking & Cycling Strategy (June 2007) indicates a suitable cycle route between Woking Town Centre (commencing at Woking railway station) and Guildford, using Route 3, via Westfield and Sutton Green.

The successful Cycling Town bid and draft Plan and Programme have identified the creation of several new routes within and along the A320 corridor which forms the base of this report. Each of these routes has been explained within the sections below.

### Section 1. A320 Guildford Road between Woking / Guildford boundary and Prey Heath Road

The draft Plan and Programme for Cycle Woking has identified the need for an 'off road' route from Guildford to Woking town centre, the Earth Trail, using the A320 to Mayford roundabout and then using the Hoe Valley to join the existing route, Mars Trail, at Kingfield Road / Westfield Avenue.

The existing route starting from the Woking boundary on the west side moving in a northerly direction, there is an existing surfaced footway behind the tree line



adjacent to 'Poor Jacks' wood. This route requires clearance of the vegetation, sweeping of the footway with maintenance of the surface by way of patching and an overlay. This route would make an ideal start of a 'off road' route to Woking.

*Photograph to left indicates the footway behind the trees at Poor Jacks Wood*

Beyond this section the footway continues to a point with Prey Heath Road. The footway up to a point opposite the Nursery, although used is bumpy in places due to tree roots, requires edging back, some minor patching and an overlay.

The section from this point to the junction with the access road to a haulage company has been recently reconstructed leaving a 1 metre 'verge'

From the junction with the access road to the haulage company dropped kerbs are required together with tactile paving should be installed. North of this access to a point approximately 50 metres south of the 50mph / de-restriction signs there is an

existing footway, this requires siding out, limited patching and limited overlay. The footway north of the 50mph/de-restriction signs the footway is in good condition up to Prey Heath Road.

Between Prey Heath Road and the 'Old' Guildford Road junction there is an existing pedestrian island located on the A320 Egley Road. This crossing facility allows access from properties located on the eastside of the A320 to Worplesdon railway station. The crossing facility requires tactile paving, but whilst the survey work was being undertaken several pedestrians and cyclists used the facility to gain access to the station. The junction of A320 / 'Old' Guildford Road / Prey Heath Road are lit as a short section of street lighting exists over this area.

The existing crossing arrangement at the A320 / Prey Heath Road junction is not satisfactory. The dropped crossing arrangement is set too far back into the junction, providing a poor sight line looking south, which is obscured by vegetation. It is recommended to re-locate the crossing closer to the A320 using the central island.

#### **Prey Heath Road (A320 to Worplesdon railway station).**

The road is subject to a 40mph speed limit, has no footways with deep ditches on either side. The verge space is limited therefore not allowing for 'off road' walking / cycling. There was one 'Pedestrians in Road' sign lying on the verge. No other signs were observed along the road and it is recommended to install two signs for westbound traffic, the first near the junction with the A320 with a supplementary distance plate and the second to the west of Worplesdon Station access. For Eastbound traffic, there is a need for one to the east of Worplesdon station and one at a suitable location to the west of the station access.

There is a system of street lighting, but it is not up to the current standard, but is probably 'fit for purpose'. The bridge under the railway is subject to a minor improvement scheme, which includes improving the drainage and constructing a pedestrian walkway. This scheme has been designed but is yet to be funded.

For cycling purposes Prey Heath Road is included on the Surrey Cycle Guide and is a good link to the station. Cycle facilities exist at the station and additional cycle stands are planned in partnership with South West Trains as part of the Cycle Woking works.

The Cycle Woking project has identified an improved link to the station with a possible 'off-road' shared route for pedestrian s and cyclists, which could be implemented after 2011/12.

The 'Old' Guildford Road is also included on the Surrey Cycle Guide, but it is recommended that Pedestrian and Cycle signs be installed prior to the A320 crossing to indicate Worplesdon Station and Westfield, Kingfield.

A pedestrian / cycle sign is also recommended on the Westside of the A320 at the access island directing people to Guildford and Worplesdon Station. These works could be undertaken when the route is rebranded as part of the Cycle Woking Planet Trails.

## Section 2. A320 Egley Road between Prey Heath Road and Almond Avenue.

The existing footway from Prey Heath Road junction to Mayford roundabout is in good condition, but does require siding out. There is no direction sign for southbound traffic (and or pedestrians / cyclists) for Worpleton Station. It is recommended that both a traffic and pedestrian / cycle sign is installed directing to the station.



*Photograph to left indicates the existing footway between Prey Heath Road and Mayford Roundabout (west side).*

At the Mayford roundabout, the existing crossing on the southern side requires tactile paving to be installed. On the Mayford Green 'arm' the existing crossing facility requires tactile paving, but the southern access requires re-locating to line it up with the existing central island access.

Within Mayford Green, there is an additional crossing facility, which is recommended to retain but would require tactile paving.

On the northern arm of the junction the existing crossing facilities are adequate, but the sight line across the roundabout, whilst looking south is obscured by vegetation. It is recommended that Woking Borough Council reduce the vegetation to improve the forward visibility sight line.

The B380 Guildford Road (east arm) does not have any access facilities and it is recommended to install dropped kerbs with the access through the island.

To create an 'off road' route for cyclists and improve the pedestrian route for walkers, it is recommended that the existing route on the west side up to the Mayford roundabout is then routed to the east side at the existing access, which requires tactile paving.

This route should be signed as Woking, Old Woking, Westfield, Kingfield for north bound and Worpleton Station and Guildford for southbound. At the B380 Guildford Road arm, north bound should be signed as Woking, with Old Woking, Westfield and Kingfield directed towards Guildford Road / Westfield Road. Southbound signing should be Worpleton Station and Guildford. Again these works could be undertaken as part of the Cycle Woking rebranding.





North of Mayford roundabout the eastside footway is narrow and it is recommended that it be widened to a minimum of 2 metres up to the junction with Almond Avenue. At the Drakes Way junction, tactile paving is required.

*Photograph to left indicates the existing east side footway and bus lay-by south of Almond Avenue.*

On the west side (for pedestrian access only), there are no dropped kerbs at Egley Drive and it is recommended that these are installed with tactile paving as access onto the footway can only be gained by using the A320 carriageway and using a vehicle crossing.

The footway ends at the last property, but access to the two Nurseries was noted with a 'track' in the grass verge. It is recommended that a footway be installed to both Nurseries from the south.

At Almond Avenue tactile paving is recommended as well as widening the access to around 1.8m.

The improvements to the west side existing footway, would enable a shared pedestrian / cycle track to be developed to Barnsbury Infants Schools. However, the Cycle Working Project has identified an 'off road' route through the Hoe Valley that will be created as part of the development of this site. This route will have a link from the Hoe Valley into the Barnsbury Estate and enable access to be gained to Barnsbury Infants school. It is likely that Hoe Valley route together with the link through Barnsbury Estate will be created well before the improvements described above on the west side of the A320 (Maybury roundabout to Almond Avenue) and therefore this route would be treated as a low priority.

### **Barnsbury Infants School**

Barnsbury Infants School is located just inside Almond Avenue with 130 students (January 2007) attending the former Infants and 251 students (January 2007) attending the former Junior school and the average distance that students live from the school is 1.1km (Infants) and 1.6km (Juniors).

The School has a School Travel Plan and has recently started a Cycle Club.

A survey of parents about walking and cycling to the school concluded the following results:

The area surrounding the school has narrow roads and its hard to find a parking space. Cars park on pavements, Zig Zags lines or in a deserted garage area close to the school

Pupils come from a wide radius in some cases crossing a busy main road.

We would like to see more children either walking or cycling to school.

The survey also showed a demand for engineering proposals to make the journey safer. In order of priority these are: 1.Safe crossing of Egley Road A320 (in at least 2 places)17% 2.Crossing of Almond Avenue outside the school 7% 3.Crossing Junction of Westfield Road & Westfield Ave.6% 4.Traffic Lights at Junction of Almond Avenue & A320 4% 5.Safe Crossing at Wych Hill 4%

In response to these survey results, the following comments can be made:

It is the policy of the County Council through the Local Transport Plan to increase travel to schools by other modes other than the car. Therefore, the parking of the car should not be made easier, but can be made safer. The parking on the School Keep Clear markings is against the Highway Code (Rules 238 and 243) and it is planned to make the parking on yellow School Keep Clear markings unlawful in the near future.

Parking on pavements is again against the Highway Code and Surrey Police have developed a 'Parking Notice' for use outside schools where this occurs.

The crossing of the A320 Egley Road (in at least two places) has been investigated. There are four possible locations as follows:

- a) A320 to the south of Almond Avenue – It is difficult to locate a controlled crossing close to the Almond Avenue junction due to the close proximity of a bus lay-by either side of the road. A crossing facility located south of the bus lay-by would not lead to any footway on the west side, therefore the crossing would not be used. It is therefore not recommended to implement a facility at this location.
- b) A320 to the north of Almond Avenue – A crossing located to the north but close to Almond Avenue would only be used by people driving into Hillside and then walking across to the school. This may encourage more car trips into Hillside, a residential cul-de sac. It is therefore not recommended to implement a facility at this location.
- c) A320 near Old Hill – This location is used by parents and students to cross the road, but the A320 just to the north of Blackbridge Road is considered a better site.



- d) A320 just to the north of Blackbridge Road. – This site is used by parents, students and people from the local area, as a footpath access from the ‘centre’ of Barnsbury Estate s close to this crossing point. This is the preferred location for a toucan crossing as the Cycle Woking project has identified a route from



the Hoe Valley through the Barnsbury Estate, across the A320 using the planned toucan crossing and to Wych Hill using Blackbridge Road.

*Photograph to left indicates the preferred location for a Toucan crossing, A320 Egley Road just to the north of Blackbridge Road.*

The crossing of Almond Avenue has been investigated and there were only a few vehicles using the road and it was not difficult to cross.

The crossing of Westfield Road with Westfield Ave has also been investigated and a proposed puffin crossing be planned to be introduced near to the Cricketers Public House on Westfield Road during 2008/09.

The introduction of a widened junction with a dedicated right hand turn lane at the A320 junction with Almond Avenue was the subject of a Local Committee report on 26 April 2004. However, this scheme, although approved at the time, has never been constructed as the estimated costs have risen dramatically mainly due to the presence of statutory undertakers plant in the western verge, that would require diverting.

A traffic signal scheme has also been the subject of previous reports and as a package, is included with a scheme to signalise the A320 junction with Acacia Avenue. However, the estimated cost of either of these schemes is above the £500,000 threshold and therefore is included as an Intermediate Scheme. There is no timescale for the implementation of this scheme, but it is unlikely within the next 10 years without third party funding.

The safe crossing at Wych Hill will require further investigation where it should link into the Cycle network.

### **Section 3. A320 Egley Road between Almond Avenue and Turnoak Roundabout**

The eastern footway north of Almond Avenue is narrow for a distance of about 20 metres and then widens out again before joining the Egley Road (Service Road) at its junction with Lilac Avenue. Pedestrians then cross the service road and join the eastern footway to the junction with Acacia Avenue. There are no dropped crossing facilities at this point.

After crossing Acacia Avenue, the footway continues up to ‘Turnoak’ roundabout. It is recommended to widen the footway to accommodate an off road cycleway, however, the section just to the north of Almond Avenue would be difficult to achieve this width. With the Cycle Woking proposals, it is recommended to give these works a low priority.

The section of Service Road between Lilac Avenue and Acacia Avenue, the cycle route would utilise the existing road. The service road would again be used to the north of Acacia Avenue and join a widened footway to ‘Turnoak’ roundabout.

There is no footway between Hill Side and just to the south of Old Acre and pedestrian movements indicate that there is no requirement for one. The existing footway from just to the south of Old Acre is used, but pedestrians cross either at the crossing point, where an island exists or just to the north of Blackbridge Road, where it is planned to install a Toucan Crossing, as detailed above.

The western footway from Blackbridge Road to ‘Turnoak’ roundabout should remain unchanged, except for improvements at the roundabout to allow for pedestrian and cycle movements using a widened shared use footway.

#### **Section 4 Guildford Road (Turnoak Roundabout) and Victoria Arch**

This section does have a footway on both sides but is insufficient to widen to a shared pedestrian and cycle track.



Almost opposite Brooklyn Road the footway becomes very narrow and is not suitable for most pedestrians. This could be widened slightly, but the cost would be high. It is therefore recommended that this be rated as a low priority improvement.

*Photograph to left indicates the narrow footway.*

From observations on site, it was noted that most pedestrians and cyclists used Constitution Hill instead of the A320 Guildford Road. From Hillview on the west side, pedestrians and cyclists who had used Constitution Hill then either crossed the A320 using the pelican crossing outside Quadrant Court or used the existing footway into Woking on the west side. Most cyclists then used the carriageway to cycle into the town centre. It is recommended that to upgrade the existing crossing facilities to a toucan would be a low priority, as there are no plans to create a shared pedestrian / cycle route.

Just to the north of York Road it was observed that a traffic island is used by many pedestrians to cross over the A320. It is recommended to create a crossing facility at this location.

From Heathside Road north to Victoria Arch the area is subject to alterations from planned developments, therefore no further work was undertaken.

### **3. Public Transport (Bus)**

The A320 corridor is served by the following bus services:

34 Camberley to Guildford via Woking using Guildford Road only north of 'Turnoak' roundabout, with a frequency of 2 per hour in each direction.

35 Camberley to Guildford via Woking using Guildford Road (Woking), Egley Road and Guildford Road (south of Mayford roundabout), with a frequency of 1 per hour in each direction.

71 Woking to Old Woking using Guildford Road (Woking) only, with a frequency of 1 per hour in each direction.

81 Woking to Barnsbury Estate using Guildford Road – Egley Road – Acacia Avenue – Ash Road – Willow Way – Almond Avenue – Egley Road, with a frequency of 2 per hour in each direction.

462/463 Woking to Guildford via Send. This services only the Guildford Road (Woking), with a frequency of 1 per hour in each direction.

548 Woking to Tongham (Wednesday only) is operated using the A320 to Prey Heath Road. There is one bus from Tongham (am) with a return (pm).

The main bus stops along the corridor route have raised kerbs and bus shelters together with up to date bus stop information. No further improvements are suggested at the present time.

### **4. Public Transport (Rail)**

Within the district of Woking there are four rail stations. Worplesdon is on the Portsmouth / Guildford to London (Waterloo) via Woking line. Brookwood, Woking and West Byfleet are on the Weymouth to London (Waterloo) main line.

Within this study, Worplesdon and Woking stations are directly affected as the A320 corridor route passes both of them within a short distance.

Worplesdon station is located off Prey Heath Road and is clearly a 'commuter station' with 2 trains per hour in the am and pm peaks and hourly outside of these periods. Woking is one of the busiest stations in the UK with around 6.7 million passenger journeys annually.

The Cycle Woking project is planning to increase the number of cycle stands at Worplesdon and introduce an improved shared pedestrian and cycle route to this station. At Woking railway station, the focal point of the project, a substantial increase in cycle parking is envisaged together with improved pedestrian facilities.

The introduction of Personalised Travel Planning (PTP) as part of the Cycle Woking project will investigate for resident's different ways of travel, using

walking, cycling, and public transport use and car share. PTP is planned to be introduced during the spring of 2009.

## **5. Congestion**

Congestion is rare along most of the route, but the section 4, Turnoak roundabout to Victoria Arch does suffer from some limited congestion during peak periods. Congestion levels are monitored by the County Council's Transportation Studies section and are beyond the remit of this report.

## **6. Road Safety**

Road safety along the route has been investigated and has been the subject of discussion at the Casualty Reduction Working Group (Woking) meetings in the recent past, especially at Turnoak roundabout, where 'Think Cycle' symbols were installed in the Spring of 2008.

However, the speed limit changes along the route from 30mph to 40mph near Turnoak in a southerly direction to a point just to the south of Mayford roundabout where it then changes to 50mph. It remains 50mph until a point just to the south of Prey Heath Road where it then becomes derestricted.

The Turnoak roundabout to Almond Avenue is within a residential area therefore it is recommended that the speed limit over this section be reduced to 30mph.

## **7. Recommendations**

- a) An off road shared pedestrian and cycle track is created on the west side of the A320 from the Guildford Boundary in a northerly direction to Mayford roundabout and link into the planned Hoe Valley route.
- b) An off road shared pedestrian and cycle track is created in Prey Heath Road from the A320 to Worplesdon railway station.
- c) An off road shared pedestrian and cycle track is only investigated from a point just to the north of Mayford roundabout on the east side to Almond Avenue after completion of the planned Hoe Valley route.
- d) The installation of a toucan crossing is installed on the A320 Egley Road just to the north of Blackbridge Road.
- e) The installation of an improved crossing facility on the A320 just to the north of York Road.
- f) The 40mph speed limit between Turnoak roundabout and just to the south of Almond Avenue is reduced to 30mph.