



## OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

### CYCLE WOKING – PROPOSED ACCESS IMPROVEMENTS TO WOKING TOWN CENTRE

3 DECEMBER 2008

#### KEY ISSUE

To consider proposals for parallel cycle and pedestrian crossings on Victoria Way, at its junction with Goldsworth Road, and on Cawsey Way, together with a cycle and pedestrian route across the market area and proposals to allow cycling in both directions in Commercial Way and Chapel Street. Also, to consider proposals for increased cycle parking in Commercial way and Oriental Road and revised access arrangements for motor vehicles in Commercial Way.

#### SUMMARY

The report gives details of proposed parallel cycle and pedestrian crossings on Victoria Way at its junction with Goldsworth Road, and on Cawsey Way, together with proposed amendments to Traffic Regulation Orders which will enable cyclists to proceed in both directions at all times in Commercial Way and Chapel Street.

The report also provides details of additional cycle parking in Commercial Way and Oriental Road as well as a revised parking layout for both of these roads. In addition to this revised access arrangements are proposed for Commercial way for motor vehicles.

#### OFFICER RECOMMENDATIONS

**The Local Committee (Woking) is asked to agree that:**

## ITEM 9

- (i) The parallel cycle and pedestrian crossings shown on Drawing Nos. 12746 and 12747, including the traffic calming measure in Goldsworth Road, be approved for detailed design and construction.
- (ii) The modified Traffic Regulation Orders enabling cyclists to proceed in either direction and at any time in Commercial Way and Chapel Street, be advertised and made, subject to any objections being determined, and the Notices of the proposal to introduce parallel pedestrian and cycle crossings and a traffic calming measure in Goldsworth Road be published.
- (iii) A Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to implement the changes to the existing restrictions and proposed restrictions in Commercial way and Oriental Road as shown on drawing numbers 12755 and 12756 be advertised.
- (iv) A Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to restrict access for motor vehicles into Commercial Way from Chapel Street to 7 days a week (Monday to Sunday 1030hr to 1600hr). and revoke the existing restriction at Chobham Road / Commercial Way to allow motor vehicles to access the eastern end at all times be advertised.
- (v) The Local Highways Manager be authorised to consider and determine any objections, in consultation with the Chairman and Divisional Member.

## 1 INTRODUCTION AND BACKGROUND

- 1.1 At its meeting on 16 September 2008, the Committee approved a detailed draft plan and programme for the delivery of cycle improvements in Woking, based on the County Council's successful bid to Cycling England to become a Cycle Town.
- 1.2 One of the key proposals in the bid was to improve the existing Woking Cycle Network, particularly by improving access to and within Woking Town Centre. Woking Cycle Route 5 (to be rebranded as the Pluto Trail) links Woking town centre with St Johns and Knaphill. The route enters the town centre via Goldsworth Road. However, cyclists currently cannot legally cycle over the pedestrian crossings on Victoria Way and Cawsey Way. In addition, Commercial Way can only be used by cyclists in one direction, and at certain times of day. Thus cycle access to Woking town centre from the west is currently poor.
- 1.3 Another one of the key proposals of the bid was to increase the cycle parking within the town centre and at or near the railway station. Currently the available cycle parking is fully utilised with cycles being locked to any other street furniture.

## 2 ANALYSIS

- 2.1 It is proposed to introduce parallel cycle and pedestrian crossings on Victoria Way and Cawsey Way, as shown on Drawing Nos. 12746 and 12747 attached at Annex A. With this type of crossing cyclists and pedestrians each have their own crossing area, and are thus segregated from each other. The pedestrian section of the crossing has pushbuttons and red/green man indicators similar to a puffin crossing, whilst cyclists are detected automatically, and receive a green illuminated cycle symbol when it is safe to cross.
- 2.2 The existing pedestrian crossing on Victoria Way is a staggered pelican crossing. Pedestrians must cross the road in two stages. This stagger will be removed, giving pedestrians and cyclists the opportunity to cross the whole width of the road in one movement. The kerb will be realigned to reduce the overall crossing width to approximately 13 metres. A vertical traffic calming measure will be introduced in Goldsworth Road to reduce the speed of vehicles turning into the road from Victoria Way, thus reducing the potential for conflict between drivers and cyclists, or pedestrians crossing the road.
- 2.3 These revised crossing arrangements are not anticipated to have any adverse effects on traffic congestion at busy times.
- 2.4 The existing pedestrian crossing on Cawsey Way is a wide, non-staggered pelican crossing. Physical changes to the kerbline will therefore be minimal.

- 2.5 These crossings will give direct access from Goldsworth Road, across the market area, to Commercial Way. Part of the market area is adopted highway, and this will be delineated with a white line, so that stallholders do not encroach onto the highway. Pedestrians and cyclists will then have use of a wide paved area to travel between Victoria Way and Cawsey Way. This area varies in width from about 7 metres at the Victoria Way side of the market area to about 5.5 metres at Cawsey Way.
- 2.6 Commercial Way is one way (north-east to south-west) between Chapel Street and Cawsey Way. The northern end of Chapel Street is also one way (northbound). In addition, these roads are pedestrianised between 10.30am and 4pm, Monday to Saturday. In order to allow cyclists access into Commercial Way and Chapel Street from Cawsey Way, and to allow cyclists to proceed from Chapel Street, via Commercial Way to Cawsey Way at all times, it will be necessary to amend the relevant Traffic Regulation Orders, namely The Borough Council of Woking (Commercial Way and Chapel Street, Woking) (One-way traffic, prohibition of driving and prohibition and restriction of waiting) Order 1990 and the Borough Council of Woking (Woking Town Centre) (Traffic Regulation) Order 1994.
- 2.7 Cyclists will then be able to cycle from Chapel Street to Cawsey Way, via Commercial Way at all times, and will be able to cycle in the opposite direction by means of a contraflow cycle lane. These proposals are shown on Drawing No. 12752 attached at Annex B.
- 2.8 As part of these proposals it will be necessary to remove a number of trees in brick planters in Commercial Way, in order to provide sufficient space for cyclists and pedestrians to mingle safely. The planters are in very poor condition and would have needed removal sooner or later in any case. Discussions with the Borough Council on suitable replacement 'greenery' are continuing. However, the removal of these trees will enhance the sight lines for the existing CCTV cameras within this area.
- 2.9 At the eastern end of Commercial Way the existing 'lay-by' between 63 and 75 is planned to be 'filled in' with a new kerb line and cycle parking facilities installed in this area. In addition to this, the planned disabled bays on this side of the road would be transferred to the south side as indicated on drawing number 12755 attached as Annex C
- 2.10 Access to the eastern end of Commercial Way is currently restricted for motor vehicles Monday to Saturday 1030hr until 1600hr, and a physical restriction by the way of rise and fall bollards has enabled the road to be closed during this period. The rise and fall bollards have not been in use for several years and with the planned disabled bays being located on the south side of Commercial Way it would be sensible to allow access for all vehicles 7 days a week. Therefore, the existing restriction is proposed to be revoked.

- 2.11 Access into Commercial Way at Chapel Street is currently restricted to Monday to Saturday 1030hr to 1600hr. Shopping on Sundays is now as busy as other days of the week, so in order to create a friendly pedestrian / cycle environment it is planned to amend the timings of the access restriction at this location to Monday to Sunday 1030hr until 1600hr.
- 2.12 On the south side of the railway station in Oriental Road, the existing cycle parking just to the south west of the access road to Woking station has been fully used since this was installed in May 2007, with cycles locked to the fencing surrounding the BT car park area, indicating the additional demand. Additional cycle parking facilities are planned along the Oriental Road side frontage of the BT building as indicated on drawing number 12756, attached as Annex D. It is also considered that the existing limited waiting area for four vehicles is relocated 21.3m to the south-west to allow for the creation of a new cycle parking area closer to the railway station.

### **3 OPTIONS**

- 3.1 Modern experience elsewhere (e.g. in London and Cambridge) has shown that, where large numbers of pedestrians and cyclists wish to cross a road, a segregated crossing is more successful than a non-segregated (Toucan) crossing. The existing crossings on Victoria Way and Cawsey Way are already well-used, and are likely to become more heavily used, especially by cyclists, in the future. For this reason parallel cycle/pedestrian crossings have been chosen.

### **4 CONSULTATIONS**

- 4.1 The following parties have been consulted on the parallel cycle/pedestrian crossing proposals:
- The Emergency Services
  - Borough and County Councillors
  - Town Centre Management Group
  - Woking Cycle Users' Group
  - Nearby premises
  - Woking Borough Council's Market Manager

Responses received will be presented at the meeting.

Consultation on the changes to Traffic Regulation Orders and on the proposal to introduce a traffic calming measure in Goldsworth Road will take place when the proposals are advertised in the local press, on the Council's website and on street.

Consultation on the proposed additional cycle parking facilities in Commercial Way and Oriental Road has taken place with the Woking Cycle Forum,

[www.surreycc.gov.uk/woking](http://www.surreycc.gov.uk/woking)

Woking Borough Council, Surrey Police, Woking Access Group and South West Trains. All of these stakeholders have welcomed these additional facilities.

## **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 The costs of constructing the crossings on Victoria Way and Cawsey Way are estimated to be £97,000 and £87,000 respectively. The cost of amending the Traffic Regulation Orders and removing the tree planters in Commercial Way is estimated to be £50,000. The additional cycle parking facilities and amendments to the limited parking areas within Oriental Road are estimated to cost £60,000. Funding for these works will come from the Cycle Woking Project, which includes S106 funding and 'match' funding from Cycling England.

## **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 The removal of the stagger from the crossing on Victoria Way will reduce the overall crossing distance by about 7 metres. The crossing route will also be more direct and this will be of particular benefit to those with walking difficulties, wheelchair users and those pushing buggies.
- 6.2 The additional cycle parking facilities will cater for existing users who currently lock their cycle to street furniture and may 'obstruct' part of the highway and for the anticipated increased cycle parking generated from the Cycle Woking project.
- 6.3 The provision of the disabled bays within Commercial Way will assist people with access within the town centre at all times of the day.

## **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 The removal of the trees within Commercial Way will enhance the sight lines of the existing CCTV cameras. The provision of additional CCTV camera sites is being considered for the areas where new cycle parking is planned. These proposals will be put to the Cycle Woking Board.
- 7.2 The provision of improved street lighting is also being considered as part of the Cycle Woking Project within the town centre.

## **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The proposals described above will greatly improve cycle accessibility between Woking town centre / railway station and the west of the Borough, whilst also assisting pedestrians. The provision of additional cycle parking facilities will greatly assist existing and new users.

## **9 REASONS FOR RECOMMENDATIONS**

9.1 These proposals were included in the draft Plan and Programme of works approved by the Committee on 16 September 2008 and reflect the aim to improve Woking's existing cycle infrastructure, as agreed with Cycling England.

**10 WHAT HAPPENS NEXT**

10.1 Subject to approval by the Committee, detailed design of the two crossings will commence immediately, with construction taking place early in the 2009.

10.2 The removal of trees within Commercial Way and the creation of a cycle route will be carried out during early 2009, together with the increased cycle parking facilities.

10.3 The necessary Notices and changes to the Traffic Regulation Orders will be advertised early in 2009.

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