



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

CYCLE WOKING – PROPOSED SCHEMES

**Victoria Arch Cycle Lanes,
York Road – De Lara Way Link route,
Woking town centre allowing cycling,
Walton Road/Eve Road ASL's and
A318 Oyster Lane Byfleet.
Hermitage Road / Five Oaks Close**

7 JULY 2010

KEY ISSUE

To agree the schedule of Cycling Town schemes for implementation during the 2010/11 financial year.

SUMMARY

Members approved all the 2010/11 draft programme of works at their meeting on 3 February 2010 except for a) Planned improvements under Victoria Arch and b) Planned improvements to York Road – De Lara Way link (minute 08/10 refers) and it was requested to bring these items to the next available meeting of this committee.

In addition to this, the Town Centre within Woking has been the subject of a 14 month Experimental Order allowing cycling (dual use with pedestrians) and members will need to agree either to make this Order permanent or not.

As part of the Minor Improvements to the network, Advanced Stop Lines are planned at Walton Road and Eve Road junctions; these will require members approval to be implemented.

In the 'north Byfleet' area additional Section 106 funding has been obtained that could be used to make improved shared-use connections between Byfleet and New Haw railway station with the business and residential areas to the south. To enable these improvements to commence, members approval will be required.

Approximately a 50-metre extension to the existing pedestrian/cycle route is planned on the south side of Hermitage Road leading up to Five Oaks Close that will assist children attending St Hugh of Lincoln School. Although no funding is available at present, members' approval will be required, so that this scheme can be constructed as soon as funding becomes available.

Annexes:

Annex A:	Pages 12-14	Victoria Arch options 1-3
Annex B:	Page 15	York Road/De Lara Way
Annex C:	Pages 16 – 22	Town centre cycling (plan) and consultation
Annex D:	Pages 23-24	Walton Road and Arnold Road
Annex E:	Page 25	Oyster Lane, Byfleet
Annex F:	Page 26	Hermitage Road/St Hugh of Lincoln School
Annex G:	Page 27	Cycle Woking key objectives

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree:

- i. The Victoria Arch scheme attached as **Annex A option A3.**
- ii. The York Road – De Lara Way scheme attached as **Annex B.**
- iii. That the experimental order is made permanent allowing cycling (dual use with pedestrians) within the town centre on designated streets as attached in **Annex C.**
- iv. The planned Advanced Stop Lines at Walton Road/Monument Road and Eve Road/Monument Road attached as **Annex D1 and D2.**
- v. The A318 Oyster Lane Byfleet scheme attached as **Annex E.**
- vi. The Hermitage Road scheme near Five Oaks Close attached as **Annex F.**
- vii. That the local committee delegate authority to the Cycle Woking Programme Manager in consultation with the local member and Chairman to proceed with traffic orders, advertisements and notices of intent in order to deliver these projects.

ANALYSIS AND OPTIONS

1. A320 Victoria Arch

- 1.1 The cycle network in this area generally runs on parallel routes to the railway. The railway in itself is a great asset to the town, but also a potential barrier. There are 'vertical' connections joining these parallel routes but these are not particularly good for walkers or cyclists. Victoria Arch is one of these 'connecting routes' and to encourage more walking and cycling improvements under the Arch are required.
- 1.2 The Borough Council has always envisaged that a long-term solution would be to create shared-use (walking and cycling) tunnels on either side of the Arch. However, at the present time there are no plans to construct either of these tunnels within current programmes.
- 1.3 With this in mind, a 'low cost' solution is needed to improve the condition for walkers and cyclists taking this route.
- 1.4 Three options were investigated indicated in Annex A1 to A3. Option A1 indicates an off road shared-use route under the Arch on the eastern side with the retention of the southbound on road cycle route but the removal of the western on road route. This option has a major disadvantage for cyclists travelling northbound on road, as they could be 'squeezed' against the kerb line on the west side. Pedestrians could also have traffic travelling much closer to the footway on the west side. There are advantages for cyclists on the east side as they will not need to cross the road, but the advantages are out weighed by the disadvantages. Option A2 indicates the retention of an on road west side cycle route. The eastern side on road cycle route is removed and replaced with an off road cycle route. The footway is widened into the carriageway under the arch to enable a shared-use pedestrian/cycle route to be created. The disadvantage with this option is that on road southbound cyclists would need to slow down considerably whilst on the 'shared-use' route under the bridge or would opt to cycle on road but with the potential of being 'squeezed' under the arch. Option A3 indicates the retention of the existing footways and on-road cycle routes under the arch, with the Cycle Routes being made slightly wider to a minimum of 1.5m. Cyclists would use the planned new toucan crossing to the south of the arch outside Evans Cycles to cross the road and use the planned link through the new 'Guildford Road development'.
- 1.5 Woking Cycle Forum supported option 3. It is recommended that Option A3 is approved.

2. York Road to De Lara Way link

- 2.1 Again, the cycle network in this area generally runs on parallel routes to the railway, but this potential barrier has two bridges crossing the

two railway routes (Guildford / Portsmouth and Alton / Basingstoke / Southampton), as indicated in Annex B).

- 2.2 The route using these two bridges uses public right of way 68, which is designated as footpath status. The existing footpath is generally wide throughout (3 m fence to fence), but the surfaced area is around 2m. The adjoining verges are fairly unpleasant with considerable dog excrement and rubbish visible. This route links Mount Hermon with Goldsworth Road and a large supermarket into the cycle network.
- 2.3 It is planned to remove the verges and surface the whole area fence to fence, thus making the area much more attractive for its users.
- 2.4 An improved connection is also planned into the supermarket, but this will be the subject of an agreement with the landowner.
- 2.5 On the north side of the railway several properties have rear access on foot onto this right of way and it is planned to treat these access points with a solid white line. Both the approaches to the bridges are on an incline and therefore there may be a tendency for higher speeds going down the 'hill'. To counter this, it is proposed to place two guard rail style barriers located half way 'down the hill' to slow users. This has worked well at other locations in the country.
- 2.6 There are two bridges over the railway routes. The southern bridge has a usable width of over 3m with good sight lines but the northern bridges have usable widths of 1.84m and 1.88m but there is a 'bend' at the 'join' in the two northern bridges that restricts the sight line. It is recommended that 'Cyclist Dismount' signs be used for the northern bridges.
- 2.7 A Cycle Track Order is required to enable these improvements to be made and the Local Committee is recommended to approve this scheme.

3. Woking town centre

History/Background

- 3.1 As part of the joint Surrey County Council / Woking Borough Council Cycling Town bid to Cycle England in March 2008 one of the main objectives was to improve the routes to and through the town centre in Woking for cyclists by improving the then two crossing facilities across the A320 Victoria Way and the one across Cawsey Way allowing cycling and creating a substantial increase in cycle parking.

Progress to date

- 3.2 An Experimental Order allowing cycling (dual use with pedestrians) within the town centre was introduced on 3 April 2009 in the areas coloured yellow in Annex C and cycling continued to be prohibited within the areas coloured RED, due to these areas either being within

the 'closed' shopping area' or the streets being too narrow to allow shared-use.

- 3.3 Concern was raised by certain groups representing the disabled prior to the introduction of the Experimental Order, however these concerns were based on perceived issues and an Experimental Order allows for a 'rehearsal' of making a Permanent Order and allows for any alterations to be made. If issues are reported, these can be investigated and possible solutions found or amendments made.
- 3.4 The Experimental Order has now been in place for just over 15 months without any reported incidents and it has acted as a lengthy consultation period for people or representatives of groups to report issues and incidents, but to date none have been reported.
- 3.5 Around the country many towns and cities, such as Darlington, Exeter and Brighton have amended Traffic Regulation Orders to allow cycling in certain areas to improve permeability, especially in town centres where increased cycling can assist by improving the economy.
- 3.6 The A320 Victoria Way / Goldsworth Road two phase pelican crossing has been replaced by a single 'straight across' toucan allowing pedestrians, cyclists and the mobility impaired to cross in a single signal phase without having to wait within the 'sheep pen' for a second signal phase. The Market Square area has been widened to the highway boundary by relocating the market traders onto Borough Council owned land thus creating a wider and much safer route in front of the former Post Office building. At Cawsey Way the original pelican crossing has been improved to a toucan crossing which is wider than the original.
- 3.7 Within Commercial Way (western end) a 'contra-flow' cycle facility has been created to allow cyclists to travel against the normal traffic flow, making it much easier to gain access into the town centre and railway station.
Construction on the A320 Victoria Way / Victoria Bridge crossing is currently being finalised that will see cyclists cross the A320 in one single signal phase. Unfortunately, the 20-metre carriageway width does not allow for an improvement for pedestrians, as guidelines will only permit up to 15 metres to be crossed in any one phase.
- 3.8 It is recognised that Woking Borough Council are currently developing and agreeing plans to remodel parts of the town centre, and as part of this, planning permission for the area around the Peacocks was granted on 15 June 2010. The current Experimental Order runs until 2 October 2010 and cannot be extended beyond that date as an Experimental Order. If the committee decides to make the order permanent allowing cycling (dual use with pedestrians) this may require an amendment to the order if it is considered that the shared space

within the vicinity of the redevelopment is not suitable for cycling as well as pedestrian use.

New Road Brighton

3.9 New Road Brighton is a road with shared-use for all vehicles. Before the scheme was introduced there were several vacant shops in this road, since the scheme was completed around 18 months ago there is now a vibrant economy with other streets requesting a similar treatment. A visit to Brighton 12 May 2010 included observations at this location and pedestrians mixed happily with cyclists, cars/vans and HGV's who delivered goods to the adjacent shops. New Road forms part of National Cycle Route 20 and can only be described as 'busy' being adjacent to the Pavilion Park with higher numbers of pedestrians and cycles than in Woking and with the added motorised vehicles.

Consultations

- 3.9 A process of consultation has been in operation since the introduction of the Experimental Order on 3 April 2009 and no incidents have been reported.
- 3.10 A survey form has been made available for people to fill in during Cycle Woking events and the Surrey Police 'Lock it or Lose' it events that have been held since the start of the Experimental Order. Summary details have been included in Annex C1
- 3.11 However, the Older People's Forum has reported back the following positive comment: "Present street markings and signs do not always make clear where the priorities lie. In a continental country blue/green paths are marked for cyclists in pedestrian areas. These might be useful in Woking a cycling town".

Cordon Counts

3.11 The number of cycles accessing the town centre has been counted every three months since May 2009 as part of the Cycling England monitoring requirements. See Annex C2 for details.

Bike Breakfasts

- 3.12 Since January 2010, the last Friday in each month has seen an event held known as the Bike Breakfast (see Annex C3). If a person cycles into the town centre between 7am and 9am they are entitled to a free breakfast. Although every Friday when it has been held has been cold and normally wet, the numbers of cyclists has seen a steady increase of around 10% on each occasion. The number of people cycling into Town Square where the event has been held can easily be doubled if the people who cannot stop are counted as they are either late for their train, late for work, already had breakfast etc.
- 3.13 Following the Bike Breakfasts the number of cycles parked in the town centre has been counted and again these have risen steadily (see

Annex C2), from January 2010 (taken prior to the first Bike Breakfast) to the latest data collected for May 2010.

- 3.14 The Experimental Order has been in place for just over 15 months. It can only be in place for a maximum of 18 months and cannot be extended. It must be replaced by a permanent Order allowing cycling or not.
- 3.15 With the above in mind, and given that there have not been any reported incidents, it has increased the amount of cyclists entering the town centre which in turn can generate economic, health, environmental as well as road safety benefits it is recommended that the Local Committee approve the making of a Permanent Traffic Order allowing cycling within the town centre on designated routes.

4. Walton Road / Monument Road and Eve Road Monument Road Junctions – Proposed Advance Stop Lines

- 4.1 Advanced Stop lines were first introduced in the UK in Oxford in 1986 and have since then been used widely including at certain sites within Woking (A322 Brookwood Cross Roads and A320 Victoria Way/Church Street West).
- 4.2 The Walton Road / Monument Road and Eve Road Monument Road junctions form part of the *Ceres Trail* with Walton Road / Monument Road taking cyclists out of the town centre towards Sheerwater and its business parks and Eve Road / Monument Road taking cyclists into the town centre and Woking railway station.
- 4.3 These junctions are difficult for cyclists as other vehicles queue in two lanes and make the experience for cyclists unpleasant. To provide cyclists with an improved environment, it is proposed to install Advanced Stop Lines at both of these junctions, as per Annex D1 and D2 attached.
- 4.4 Most of the *Ceres Trail* through Sheerwater is located as an 'off road' route on shared/segregated routes. However, the section through Walton Road / Arnold Road (with traffic) and Eve Road / Maybury Road (cycle lane) is an 'on road' route and there is little scope to create an 'off road' route without substantial redevelopment.
- 4.5 With the above in mind, it is recommended the Local Committee approve the introduction of the Advanced Stop Lines at these two junctions.

5. A319 Oyster Lane

- 5.1 The A318 Oyster Lane, Byfleet is a very busy, narrow and often congested road with slow moving traffic, making cycling and walking (crossing the road) difficult and unpleasant.

- 5.2 Located at the northern end of this road and close to the Woking , Runnymede and Elmbridge boundaries is Byfleet and New Haw railway station. This station serves Byfleet residential areas to the south, as well as the Brooklands Business Park and Byfleet Industrial Estate, where around 5,000 people are employed.
- 5.3 An opportunity has arisen, utilising £25,000 of Section 106 funding from within Brooklands Business Park, to create a shared-use route on both sides of the A318 from the Tesco/Marks & Spencer superstores off Barnes Wallis Drive in a northerly direction to the railway bridge at Byfleet and New Haw station.
- 5.4 The existing surfaced route varies in width from about 2m to 3m but the highway boundary is generally wider providing for an opportunity to widen the surfaced area to a nominal 2.5m as and when funding arises, especially potential Section 106.
- 5.5 The railway bridge at the northern end is narrow and controlled by traffic signals. The footways on both sides are very narrow and not suitable for shared-use. Cyclists would be expected to cycle in the carriageway if travelling north of the railway line.
- 5.6 On the Runnymede side of the railway there is an Advanced Stop Line, but this has not been repeated on the south side. It is planned as part of these works to install an Advanced Stop Line on the south side of the railway. This will provide improvements to the cyclist and create a crossing area for pedestrians and cyclists in front of the traffic signals to gain access to the railway station.
- 5.7 A request has been made to South West Trains about the feasibility of opening an access on the south side of the station, but to date no reply has been received.
- 5.8 It is therefore recommended that the Local Committee approve the introduction of a shared-use route on both sides of the A318 together with the introduction of an Advanced Stop Line at the traffic signals as per Annex E.

6. Hermitage Road / Five Oaks Close

- 6.1 Extensive off road pedestrian/cycle routes exist in this area but the existing pedestrian/cycle route on the south side extends only up to a point outside 135 Hermitage Road, some 50 metres short of Five Oaks Close. Requests have been received from St Hugh of Lincoln School through the County Council's Travel Advisor to extend this route to join Five Oaks Close, as indicated in Annex F.
- 6.2 A narrow and fairly 'rough' footway exists up to Five Oaks Close, which can be widened to allow a suitable shared-use route to be created.

This will assist children attending this school to cycle to the school on an off-road route.

- 6.3 The estimated cost of this scheme is £10,000 but at the present time funding is not available.

7. Walking and Cycling

- 7.1 Although Woking has been designated a Cycling Town, the improvements planned will both assist walkers as well as cyclists through the planned infrastructure improvements, travel planning and work with schools.

8. Public Transport

- 8.1 The improvement works for the Cycling Town have included significant increases in cycle parking and access to the Woking railway stations, namely Woking, West Byfleet, Brookwood and Worplesdon. Through these improvements and the behavioural travel changes brought about through travel plans, Woking Cycle Challenge, cycle events and marketing, 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.
- 8.2 Local bus services will also be highlighted as a possible mode of travel when any travel plans are agreed, with possible links to walking and cycling.

9. CONSULTATIONS

- 9.1 Consultations with various stakeholders has been carried out to date during the 'life' of the Cycling Town by Cycle Woking and the Woking Cycle Forum, Woking Cycle Users Group, Basingstoke Canal Authority and South West Trains have made key contributions assisting in developing schemes in what has been a short time period to deliver a large and widespread project.

10. FINANCIAL IMPLICATIONS

- 10.1 The estimated cost to carry out the works as described above were included within the Cycle Woking Annual Programme for 2010/11, as follows:

Location	Estimated Costs	Funding Source
Victoria Arch	£60,000	Cycling England
York Road – De Lara Way	£60,000	Cycling England
Walton Road / Eve Road / Monument Road	£5,000	S106 ('match funding')
Oyster Lane	£25,000	S106 ('match funding').

Hermitage Road / Five Oaks Close	£10,000	TBC (None available at present)
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11. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 11.1 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.

12. CRIME & DISORDER IMPLICATIONS

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

13. EQUALITIES IMPLICATIONS

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

14. CONCLUSIONS AND RECOMMENDATIONS

- 14.1 The 2010/11 Programme was developed during the latter part of 2009 and early 2010 in consultation with other key stakeholders, based on the successful framework bid that was submitted to Cycling England on 31 March 2008.
- 14.2 The Cycle Woking partnership must not deviate away from the framework bid and not 'spread out' improvements across the district whereby the impact of the improvements would be much reduced. The six key objectives as indicated in Annex G must be adhered to and therefore the concentration of the improvements will remain focused on these elements to ensure that 'cycle user-friendly' routes are established commencing from Woking railway station which has seen passenger numbers increase from around 6.7 million passenger journey movements per annum (2006) to 7.5 million (2009).
- 14.3 The programme may require amending from time to time with approval from the Cycle Woking Board to reflect changing circumstances and members would be informed using regular updates.
- 14.4 The awarding of Cycling Town status for Woking is a great opportunity for the Cycle Woking partnership to make a real step change towards cycling (as well as assisting walking) with significant funding focused into the area in a short period of time.

- 14.5 The attendance of County Council and Borough Members on the Cycle Forum will assist in developing the future needs of cycling within the district.
- 14.6 The Local Committee is therefore requested to approve the recommendations set out at the front of this report.

15. WHAT HAPPENS NEXT

- 15.1 The County Council as lead authority within the Cycle Woking partnership must ensure that the elements of work within the programme are delivered by 31 March 2011 and provide the funding to 'match' the funding from Cycling England.
- 15.2 Cycling England will continue to monitor the work carried out as well as the levels of cycling being achieved within the Cycling Town.
- 15.3 As one of the new Cycling Towns, Woking has already attracted much media attention as well as interest from other local authorities nationwide and internationally and has exchanged data and ideas with existing and new cycling towns.

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BACKGROUND PAPERS: Approved Cycle Woking Plan and Programme
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