



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

**CYCLE WOKING – VICTORIA ARCH CYCLE LANES &
TOUCAN CROSSING**

2 SEPTEMBER 2010

KEY ISSUE

To agree the proposals planned for Victoria Arch Woking.

SUMMARY

This scheme was presented to the Local Committee at their meeting on the 7 July 2010, but was deferred for further information (minute 23/10 refers).

The cost of the installing the cycle lanes under Victoria Arch has been reviewed and the 'Section 278 toucan crossing' has been included within this report.

The existing cycle lanes under the Arch are 'sub standard' but provide a vital link, between the designated *Planet Trails* providing cyclists with an improved north/south cross-town movement under the railway. The addition of the toucan crossing allows for improved access for pedestrians, cyclists and disabled people over the A320 Guildford Road linking the station (south side) with the Mount Hermon west neighbourhood, through the new development (currently under construction).

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree:

- i. That Victoria Arch scheme attached as **Annex A** is approved as follows:
 - i. Goldsworth Road – introduce a 1.5m (broken line) cycle lane (Cycling England funded).
 - ii. Victoria Way (under Victoria Arch) – widen the existing (broken line) cycle lanes on both sides to 1.5m (Cycling England funded).
 - iii. Guildford Road (south of Victoria Arch) – introduce a toucan crossing (S278 Development Agreement funded)
 - iv. Victoria Road (outside of Centrium Development) – introduce an off road segregated cycle route (S278 Development Agreement funded).
 - v. Victoria Road (Outside of Centrium Development) – removal of on road cycle lane (S278 Development Agreement funded).

- ii. That the Local Committee delegate authority to the Cycle Woking Programme Manager in consultation with the Local Member and Local Committee 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 Annex A indicates the retention of the existing footways and on-road cycle routes under the arch, with the Cycle Routes being made slightly wider to the desired minimum of 1.5m and extending into Goldsworth Road and joining the existing 1.5m wide cycle lanes on Victoria Way. There is still ample width for the two traffic lanes under the Arch.
- 1.5 Guidelines now requires minimum of 1.5m, there is no maximum, but at this site 1.2m would be increased to 1.5m for both Cycle Lanes leaving 2.95m for each traffic carriageway lane. It should be noted that vehicles can still drive into the cycle lane providing it is clear of cyclists. A Road Safety Audit has been undertaken at this location and will be presented with the Local Committee report.
- 1.6 To the south of the Arch, the cycle lane will join the planned 'off road route' adjacent to the 'Centrium Development' that will extend into Station Approach providing an enhanced facility. This work is the subject of a Section 278 Agreement with the existing 'on road' route being removed. Cyclists can still use the carriageway if they wish.
- 1.7 In addition to the cycle lanes, the Section 278 Agreement includes the provision of a new toucan crossing to the south of the Arch, using the central island as a 'break point' for pedestrians, cyclists and disabled people. The existing zebra crossing will be retained outside of Evans Cycles.
- 1.8 The planned new toucan crossing to the south of the arch will improve the crossing facilities in the area and assist users making a north/south cross town movement as well as improved access to the town centre and railway station for people living / working in the Mount Hermon west neighbourhood, whereby they will be able to use the panned link through the new 'Guildford Road development' that is currently under construction.

- 1.9 Since the Local Committee meeting on the 7 July 2010, the scheme has been revisited in light of the extensive utility works and additional patching works carried out by the County Council in the area. With this in mind the original planned resurfacing of the proposed cycle lanes is now not required and the planned 'green' within the cycle lanes will be restricted to under the Arch only. The revised scheme is now estimated to cost £10,000.
- 1.10 As these routes join together two important routes within the cycle network (Hydra Trail with link to Mars (south section) and Pluto Trail with links to Mars Trail (north section) and Jupiter Trail), refer to Annex B, and taking into account Cycling England's and DfT's analysis on the first 3-years of the original Cycling Demonstration Towns in that investment pay back is at least 3:1. The current facilities around the Arch are a barrier to cycling and therefore would isolate the two main routes and deter cycling.

2. Walking and Cycling

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

3. Public Transport

- 3.1 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.
- 3.2 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.

4. Consultations

- 4.1 The details as indicated in Annex A were presented to the Woking Cycle Forum on 26 May 2010 and these were agreed.
- 4.2 The Section 278 Agreement proposals with the developer of the Centrium (1 Victoria Road), have been the subject of Planning Permission, which includes consultations within that process.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated costs to carry out the revised works as described above are estimated at £10,000. Funding for these works has been agreed with Cycling England who will be funding these works as part of the Grant Funded Cycle Town Agreement.
- 5.2 The Section 278 works will be funded and carried out by the developer of the Centrium site (1 Victoria Road) as part of the signed Agreement with the County Council as Highway Authority and Woking Borough Council as Planning Authority.
- 5.3 According to Cycling England (Lift Off for Cycling), an investment of £100,000 requires an overall increase of just 11 more people cycling regularly for the life of the project. An investment of £1m would require only 109 additional cyclists (cycling at least 3 times per week through the full life of the project - assumed for the purposes of calculation to be 30 years). This does not mean that the same people must continue to cycle, but that on average, there should be 109 more cyclists each year than would be the case were the investment not made.
- 5.4 With the above in mind (paragraph 5.3) this scheme would provide good value in removing a potential barrier and improving a link between important cross-town cycle routes.

6. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 6.1 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.

7. CRIME & DISORDER IMPLICATIONS

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

8. EQUALITIES IMPLICATIONS

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

9. CONCLUSIONS AND RECOMMENDATIONS

- 9.1 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.
- 9.2 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 C 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).

- 9.3 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.
- 9.4 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.
- 9.5 The attendance of County Council and Borough Members on the Cycle Forum will assist in developing the future needs of cycling within the district.
- 9.6 The focused investment already made in Woking has seen a step change in cycling (as well as walking) assisting to meet Sustainable Transport and Climate Change targets.

REASONS FOR RECOMMENDATIONS

- 9.7 The existing cycle facilities within the vicinity of the Arch are poor and create a barrier to increasing cycling. This section is a key link to joining cross-town movements and the planned toucans will assist people with crossing the A320 Guildford Road.
- 9.8 The Local Committee is therefore requested to approve the recommendations set out at the front of this report.

10. WHAT HAPPENS NEXT

- 10.1 Cycling England will continue to monitor the work carried out as well as the levels of cycling being achieved within the Cycling Town.
- 10.2 The new cycle lanes under the Arch will be introduced during September/October 2010, working around any required remedial works on the utility reinstatements.
- 10.3 The planned toucan crossings and off road cycle way adjacent to the Centrium (1 Victoria Road) are planned to start during mid to late September 2010.

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ITEM 9 - TABLED AMENDEDMENT

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BACKGROUND PAPERS: Approved Cycle Woking Plan and Programme
Local Committee minutes 08/10
Cycling England – 'Lift Off' for Cycling Published December
2009.

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