



## OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

### PROPOSED KINGFIELD SCHOOL SHARED USE LINK

20 OCTOBER 2010

#### KEY ISSUE

To agree the provision of an off road shared use route linking Shackleford Road with Kingfield School.

#### SUMMARY

Kingfield School is a 'expanding school' creating a new 'school year' at the start of the school term (September) with an expected role of around three times that of 2009/10. The Cycle Woking project includes for the provision of improved routes to school from the Cycle Woking Network and Kingfield School is partly surrounded by a busy 'A' class road.

There is a 'wide' footway on the north side of the A247 that connects Shackleford Road with the school and this could provide a suitable off road shared-use route for cyclists, especially students attending Kingfield School at a relatively low cost.

#### OFFICER RECOMMENDATIONS

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

- i. That the proposed shared-use route connecting Shackleford Road with Kingfield Road as indicated in Annex A is approved.

## 1. ANALYSIS AND OPTIONS

- 1.1 As part of the Cycle Woking project, all the schools within Woking have been investigated to consider improved links to the school from the existing or proposed cycle network together with good cycle storage facilities.
- 1.2 Kingfield School is located on the 'north side' of the busy A247 Kingfield Road near its junction with the B380 Vicarage Road. There is a 'wide' footway leading from the school towards Shackleford Road.
- 1.3 Currently, a number of students use a right of way (Footpath 57) to the west of the school that connects the western end of Rydens Way to the school. However, the footpath is boarded by hedges and fencing and is too narrow through its 'central section' to be considered for any shared-use.
- 1.4 The school is going through a major expansion programme and changing from a pure Infants School (Reception to Year 2) whereby approximately 150 students attended in 2009/10, to a full Primary School, with a new year added at the start of a new school year in September. Therefore in September 2010, approximately 50 new students started at this school. By September 2013, this could have risen to around 350 students.
- 1.5 To assist with improving access to this school using sustainable modes of travel, the off road route from Shackleford Road to the school could be used as a shared-use route. This footway is up to 6 metres wide with good sight-lines along its length. Small trees line the centre part of the footway, that could lend itself to a demarcation between pedestrians and cyclists, however a bus stop is located part way along the route that attracts people who wait in what would be the designated 'cyclists area' if the route was segregated.
- 1.6 With this in mind it is proposed that shared-use maybe more appropriate in this instance.
- 1.7 There would be little work to do to create an off road shared-use route over this section as only six shared-use signs would be required together with a small amount of white lining.

## 2. Consultations

- 2.1 The details as indicated in Annex A were presented to the Woking Cycle Forum on 15 September 2010 and these were agreed.
- 2.2 The school has also agreed to the proposed shared-use route.

## 3. FINANCIAL IMPLICATIONS

- 3.1 The estimated costs to carry out the proposed shared-use as described above are estimated at £500. Funding for these type of works has been agreed with Cycling England and will be taken from the Minor Improvements to the Network (including links to school) that was agreed by this Local Committee on 3 February 2010 (minute 08/10 refers). This funding has originated from S106 'match' funding.

#### **4. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 4.1 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.

#### **5. CRIME & DISORDER IMPLICATIONS**

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

#### **6. EQUALITIES IMPLICATIONS**

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

#### **7. CONCLUSIONS AND RECOMMENDATIONS**

- 7.1 This improved link will allow for students as well as other cyclists to use an off road route from Shackleford Road to gain access to the school that has plans to expand the number of students attending to around three times the 2009/10 role.
- 7.2 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.
- 7.3 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.

#### **8. REASONS FOR RECOMMENDATIONS**

- 8.1 The existing cycle facilities within the vicinity of the school are poor and are generally confined to the A247 Kingfield Road. It is quite clear that young students (Reception to year 4) should not be made to cycle on the busy A247 and would not have been trained to Bikeability levels 1 or 2 (taught in years 5 and 6), with Bikeability level 2 including some on road cycling but not on roads equivalent to the A247.
- 8.2 Without good quality links to this school, it will be difficult to increase cycling to the school and could result in an increase of car trips to the school, most of which designated as short journeys.

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 If the Local Committee approve the scheme, it is envisaged that the planned shared-use route would be introduced during January 2011.

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