



## OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

### PROPOSED SYTHWOOD SHARED USE LINK

20 OCTOBER 2010

#### KEY ISSUE

To agree the provision of an off road shared use route linking Tresillian Way with the Salvation Army Hall and therefore connecting Goldsworth Park and lake with the existing off road cycle network.

#### SUMMARY

The *Triton Trail* is currently broken between the Salvation Army Hall and Tresillian Way where cyclists are required to use the carriageway of Sythwood. This passes Sythwood School and the on-road route could deter many potential cyclists especially students attending local schools including Woking High School.

The provision of an off road cycle route connecting the route from the Salvation Army Hall to Tresillian Way would enable cyclists to use an off road (or quiet roads) route from the Goldsworth Park area into Woking Town Centre.

#### OFFICER RECOMMENDATIONS

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

- i. That the proposed shared-use route connecting Tresillian Way with the existing shared-use route at the Salvation Army Hall as indicated in Annex A is approved.

#### 1. ANALYSIS AND OPTIONS

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- 1.1 As part of the Cycle Woking project, all the schools and Business Parks within Woking have been investigated to consider improved links to connect to the existing or proposed cycle network together with good cycle storage.
- 1.2 Sythwood School is located on the 'south side' of Sythwood, but there is a 'gap' in the off road cycle network in the vicinity of this school and linking the Goldsworth Park Trading Estate, whereby cyclists are required to use the carriageway of Sythwood between the Salvation Army Hall and the quite cul-de-sac road of Tresillion Way that links to Goldsworth Park lake.
- 1.3 A number of students have been observed cycling to Woking High School using the Sythwood carriageway, however the potential to increase cycling and remove existing car journey's on the 'school-run' could be increased if an off road link was created between Tresillion Way and the Salvation Army Hall. A future provision could be the installation of a toucan crossing outside of the school to improve sustainable connections to the school and to the businesses opposite.
- 1.4 This off road shared-use route would provide a continuous off road (or on quite roads) cycle (and walking) network from Goldsworth Park to the town centre and Woking railway station. This has the potential to increase cycling, as well as walking journeys along this route for schools, commuting, businesses, shopping etc. and reduce 'short journeys currently made by car.
- 1.5 The existing shared-use route currently stops just to the north of the Salvation Army Hall. This section was constructed in 2008 as part of the S278 Agreement for that development. The next section up to the bus stop opposite the school currently consists of an uncultivated area mainly long grass. This section would require a new shared-use area to be constructed approximately 3 m wide.
- 1.6 From the bus stop to its junction with Tresillion Way, there is an existing footway , but this would need to be widened to up to 3 m, including an improved access into the Goldsworth Park Trading Estate.

## **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, but would request that a toucan style crossing is installed at the first opportunity.

## **3. FINANCIAL IMPLICATIONS**

- 3.1 The estimated costs to carry out the proposed shared-use as described above are estimated as follows:
- |                                 |         |
|---------------------------------|---------|
| Salvation Army Hall to Bus Stop | £44,500 |
| Bus Stop to Tresillion Way      | £26,500 |
- 3.2 Through changes in the Cycle Woking programme there is the potential for up to £75,000 to become available that will enable part or this entire route to be constructed before the end of March 2011. This funding is partly funded through Cycling England (£44,000) and £31,000 (S106).

#### **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 cycle and walking route will allow for students as well as other cyclists to use an off road (or quiet roads) route from Goldsworth Park to the town centre and avoid the use of the carriageway (crossing Sythwood for walkers), making the journey more pleasant.
- 7.3 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.
- 7.4 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 overall good but do not join up with the gap in the network in the most important location outside of the school and the access to the Goldsworth Park Trading Estate.

- 8.2 There is clearly a need to install an improved crossing facility to the school from the north side, but the creation of this off road route is the first part of the 'jig saw' in the wider picture. Without good quality joined up cycle and walking routes in this area it will be difficult to increase sustainable modes of travel such as cycling and walking.
- 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 changes in the Cycle Woking programme provide sufficient 'savings' to enable the scheme to be implemented, even within phases, it is envisaged that the works would be completed by 31 March 2011.

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