

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)



DATE: 5 December 2013

LEAD OFFICER: Paul Fishwick, Project Manager, Transport Policy

SUBJECT: PROPOSED CYCLE ROUTE FROM BISLEY TO KNAPHILL

DIVISION: LIGHTWATER, WEST END and BISLEY

SUMMARY OF ISSUE:

The county council in partnership with three borough councils were successful in obtaining over £18 million in grant funding from the Local Sustainable Transport Fund (LSTF), focused on Woking, Guildford and Redhill-Reigate.

Some of this work is not confined to the borough of Woking where a cycle route is planned to link Bisley to the existing Cycle Woking route at Knaphill.

The extended route though Bisley could use either existing off road shared routes and quiet streets, estimated at £8,500 or an off road route adjacent to the A322 between Clews Lane and School Close, estimated at £140,000. However, currently there is not sufficient funding available to carry out the A322 option.

The Local Committee is asked to approve the recommended option.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to agree :

- (i) To adopt Option 2 as the official off road cycle route between Clews Lane and Church Road.
- (ii) To Option 3, do nothing now, but retain the £8,500 developer contribution and put this towards creating the option 2 route at a later date..

REASONS FOR RECOMMENDATIONS:

The Bisley to Knaphill cycle route (Pluto Trail) is already partly established over most of its route, but is not joined up all the way nor does it have direction signs. The Local Committee is asked to agree to option 3, do nothing now, but adopt option 2 as the official off road route between Clews Lane and Church Road and look to introduce this route at the first opportunity when sufficient funding becomes available, as indicated in Annex A.

Option 1 route could be used by local people if desired, until the option 2 route has been constructed, but would remain un signed.

This will enable people to use this route legally for local journeys by cycle, which will provide local residents with an alternative to the car and will assist in reducing local

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car journeys.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Department for Transport (DfT) awarded Surrey County Council £3.93 million in July 2011 for its Local Sustainable Transport Fund bid (Key Component), which is branded as Surrey Travel SMART.
- 1.2 On 27 June 2012 the DfT offered Surrey County Council £14.304 million for its £16 million Local Sustainable Fund Bid (LSTF) known as the Large bid, again under the project name of Travel SMART.
- 1.3 Both the Key Component and Large bid were focused on the three towns of Woking, Guildford and Redhill-Reigate.
- 1.4 Some of the schemes within the two successful bids join together Woking and Guildford, such as the cycling and bus priority and corridor topics. In other cases the schemes cross into adjacent borough areas surrounding Woking, such as Surrey Heath.
- 1.5 There are two possible options for the Bisley scheme within Surrey Heath. Option 1 would be to follow a route using quiet streets and existing off road cycle ways. Option 2 would be to create an off road shared cycle pedestrian route on the east side of the A322 Guildford Road.
- 1.6 Option 1 could form a temporary route, until such time as funding has been found to create the option 2 route. Option 1 could then revert to a 'local route'.

2. ANALYSIS:

- 2.1 The two key objectives of the LSTF is to support economic recovery and growth and reduce carbon emissions, and in doing so, reduce the reliance on car traffic, especially local journeys.
- 2.2 The Cycle Woking Cycling Towns project (2008 to 2011) created a network of quality cycle routes within Woking and saw cycle trips rise on average by 27%. One of these routes the *Pluto Trail* extended out from Woking town centre to Knaphill and then to the junction of the Limecroft Road and the A322 Guildford Road, just inside the Surrey Heath area, where it links with an off road route on the eastern side of the A322 Guildford Road that extends to the Pegasus Crossing just to the south of the former Fox public house.
- 2.3 However, the off road shared route then ceases outside of the former Fox public house and the former Fox garage, but is established again to the north of the former engineering works at 317-319 Guildford Road outside of the residential properties outside of 309 Guildford Road.
- 2.4 The existing off road route than continues to the junction with Clews Lane and extends into Clews Lane to the junction with Oakwood Court.
- 2.5 There is no signed route between Clews Lane and School Close. At the junction of A322 Guildford Road and School Close, the shared

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footway/cycleway is established again and continues north to a point almost opposite Ford Road, close to the West End / Bisley boundary.

3. OPTIONS:

Option 1(Local / temporary route)

- 3.1 Option 1, which could become a temporary route until such time as funding has been located for Option 2, or remain as a 'local route' would commence at the junction of the A322 Guildford Road with Clews Lane, use a short section of Clews Lane, on road until it reaches Pilgrims Way and then winds its way through Cobbetts Walk and Grey Friars Drive using these quiet residential streets as an on road route. The planned cycle route then joins the existing off road shared route on Church Lane, or could use Church Lane towards the A322 Guildford Road and then join the existing 'off road route towards West End.
- 3.2 However, option 1 could be used now by local people if desired, without signing and lining and retain the £8,500 of developer funding and put this towards the overall cost of introducing option 2.

Option 2 (A322 off road route)

- 3.3 Option 2, would be to create an off road shared footway/cycle route on the east side of the A322 Guildford Road between Clews Lane and Church Lane. However, considerable work is required over parts of this route to establish a minimum 2.5 metre width, and where possible a 3.5 metre width would be created.

Option 3 (Do nothing)

- 3.4 Option 3 would be to do nothing now, but retain the £8,500 developer contribution, and put this towards creating the Option 2 route at a later date.
- 3.5 The options described above provide a solution to create a route in the near future (option 1) and keep this as a 'local route' when funding has been found for option 2. However, local people may wish to use this route without the additional expense of signing and lining, until the A322 option 2 route was constructed.

Extending this route to West End and Brookwood railway station

- 3.6 There is the potential to extend this route further north to join to the village of West End, when the opportunity arises.
- 3.7 A further extension of this route could be made in the future to connect directly to Brookwood railway station (0.912 million passenger journeys per annum (2010/11)), using the existing Pegasus crossing just to the south of the village and use off road route (still to be established).
- 3.8 However, the majority of this route is within the borough of Woking, where potential routes are being considered.

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- 3.9 The existing off road shared use route adjacent to the A322 Guildford Road on both sides of the road, from Ford Road south to Church Lane, which was the subject of a report to this Local Committee on 9 March 2006 (minute 20/06 refer) and was constructed as part of the A322 Guildford Road 'Hen and Chickens' roundabout works that were completed in 2007.
- 3.10 The development that is currently taking place outside of the former Fox garage will construct a 3 metre wide footway suitable for shared use (pedestrians and cycles) under a section 278 agreement.
- 3.11 The former Fox public house has recently been the subject of a planning application, and although this has not yet been determined, the formal response from the county council would request a 3 metre wide footway suitable for shared use along the site frontage.

4. CONSULTATIONS:

- 4.1 The majority of the off road shared use route is already in place and signed, but the sections around the former Fox public house and garage are the missing link in this network.
- 4.2 The route from Clews Lane to Church Lane (Option 1) uses on road quiet streets, and it is not normal practice to consult on what is already a right for cyclists.
- 4.3 The off road route (Option 2) adjacent to the A322 Guildford Road between Clews Lane and Church Road; frontagers should be consulted on this option.
- 4.4 The Local Committee is only required to agree to the use of an existing footway to be converted to shared or segregated use as in Option 2. There are no legal notices or orders to be made and there are no approvals required for the use of the carriageway.
- 4.5 As part of the consultation process comments have been received from Bisley Parish Council and Divisional Member (Lightwater, West End and Bisley).
- 4.6 Bisley Parish Council considered the options at their meeting on 11 November 2013 and commented as follows; "Bisley Parish Council has determined that its preferred option is Option 3 in your report, which is to hold the £8,500 identified from s106 contributions for the time being to then be used on Option 2 (A322 Guildford Road proposal) when further funding becomes available. It was felt that the reality is that cyclists will not use the route from Clews Lane, through Pilgrims Way, Cobbetts Walk and Greyfriars Road to Church Lane identified under Option 1 and that using £8,500 from s106 funding for signing this proposed route would be wasteful. You will also probably be aware that these roads also operate as a voluntary one way system for school traffic at drop off and collection times".
- 4.7 Divisional Member Adrian Page has commented "I am not sure that routing cyclists through a maze of residential streets is the right thing to do. I am sure most cyclists would ignore the route and stick to the A322.

I am supportive of the cycle strategy linking Knaphill and West End. However, it has to be a realistic and straightforward route that would be embraced by cyclists not ignored because it is too tortuous to follow”.

- 4.8 These comments have been taken into account when drafting this report and are reflected in the recommendation to this Local Committee.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost to provide the planned cycle route as in Option 1 is £8,500. However, this option could remain as it is now, without signing or lining and used by local people.
- 5.2 Two local developments could provide this funding under section 106 (Town and Country Planning Act) contributions and this will provide for the improvements and signing to the route.
- 5.3 However, Option 2 has been estimated at £140,000. Currently there are not sufficient funds available (£8,500 only) to carry out option 2.
- 5.4 Option 3 would be to ‘hold’ the £8,500 for the time being to be used on option 2 when further funding becomes available, which is not time limited.
- 5.5 This proposed options have been checked with officers within Development Control who agree that it satisfies the terms of the agreement with the developer.
- 5.6 In addition, as part of the Section 278 agreement (Highways Act), the developer of the former Fox garage will also construct a 3 metre wide footway along the site frontage that will form part of this planned cycle route.
- 5.7 The potential developer of the former Fox public house site, will also be requested to construct a 3 metre wide footway outside the site frontage that will also form part of this planned cycle route.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 In developing the county council’s LSTF and cycling programme the following impacts and actions have been identified:

Key Impacts	Actions
Younger people-more reliant on cycling as a mode of transport	Identify key routes that link school, retail, leisure and business destinations (For Bisley, establish link to Bisley Primary School, and link to existing Pluto Trail for wider area connections).
Older people – less likely to cycle	Segregation of routes from

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due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian routes and access	pedestrians wherever possible. (For Bisley most of the off road route is already established as shared footway, is less than 3m (minimum for segregation) and pedestrian flows are low, therefore retain the shared use).
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of off road / quiet streets cycle routes designed with least confident cyclists in mind. (For Bisley, this will improve connectivity between Bisley and retail/business areas. Also, observational evidence indicates that females are using the route already).
Disability – people with mobility problems and visual impairment adversely affected by cycle where they interact with pedestrian routes.	Achieve full segregation wherever possible. (For Bisley as for Older people see above).

7. LOCALISM:

- 7.1 The planned cycle route for option 1 uses residential streets and shared use footways through a residential area of Bisley, on the eastern side of the village and A322 Guildford road, providing easy access for much of the population, as well as access via Hawthorne Way to Bisley Primary School. This route could also be retained as a 'local route' when option 2 was implemented.
- 7.2 The option 2 route will provide a good direct route joining up the existing two section of shared use adjacent to the A322.
- 7.3 Both options will provide an alternative mode of travel other than the car, especially for local journeys and it is hoped that the route can be extended north to West End village and south to Brookwood railway station in the future.
- 7.4 However, option 1 will allow Bisley to be connected to the Cycle Woking cycle network, providing cycling time of approximately 25 minutes (based on cycling at 9 mph) to the centre of Woking from Bisley, with the potential of an off road link to Brookwood railway station in the future.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below

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Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health implications

Increased cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the LSTF.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The new routes will be marketed to residents and businesses and training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The two main key objectives of the LSTF project are to support the economic growth and reduce carbon emissions.
- 9.2 The creation of good quality continuous cycle routes will assist Surrey County Council and its partners in achieving those objectives. The Bisley to Knaphill cycle route is a small piece of a much larger network, but the route within Woking is well established from the Cycle Woking Cycling Towns project, and this connects to business and retail areas.
- 9.3 It is recommended that option 2 is adopted as the official off road route between Clews Lane and Church Road Bisley, and is introduced as soon as possible.
- 9.4 It is also recommended that Option 3, do nothing now, but retain the £8,500 developer contribution for the option 2 route should be agreed.

10. WHAT HAPPENS NEXT:

- 10.1 In conjunction with the former Fox garage and Fox public house developments, it is planned to create a continuous cycle route between Clews Lane (Bisley) and Knaphill, as indicated on the attached Annex A..
- 10.2 Funding opportunities should be explored to provide the £140,000 to introduce the off road route adjacent to the A322 between Clews lane and Church Road Bisley..

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Annexes:
Annex A.

Sources/background papers:
Local Sustainable Transport Fund (Key Component) – June 2011
Local Sustainable Transport Fund (Large Bid) – July 2012
