

# Surrey Transport Plan

## Woking Borough Local Transport Strategy & Forward Programme



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## **Surrey Transport Plan**

### **Woking Borough Local Transport Strategy and Forward Programme**

September 2014

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## Executive Summary

The Surrey Transport Plan is the third Local Transport Plan (LTP)<sup>1</sup> for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. Like the previous Plans, the Surrey Transport Plan is partly an aspirational document. The Woking Borough Local Transport Strategy and Forward Programme forms part of the LTP3. Local Transport Strategies and Forward Programmes will be produced for all districts and boroughs within Surrey and will be 'live' documents, updated every two to three years whilst the Forward Programme (annex) will be updated yearly.

The purpose of the strategy is to support the growth set out within the Borough's Local Development Framework (LDF) and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

The objectives of this strategy are to encourage economic development and regeneration, encourage more sustainable travel by modes other than the car, and manage congestion through Woking town centre and other congestion hotspots across the borough. These objectives are in accordance with Surrey's Environment and Infrastructure priorities.

In order to achieve these objectives the strategy focuses on the current issues and problems on the transport network in Woking. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the borough and related work streams being carried out by the County and Borough Councils and by external stakeholders. A Forward Programme has been produced (see annex) which details the schemes identified to achieve the objectives set out in this strategy.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Woking Borough Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

The strategy has been produced by the County Council in partnership with Woking Borough Council. Public consultation on the draft strategy took place during May-July 2014. The final version will take on board comments received during consultation and will be considered by the Woking Joint Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LPT3).

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<sup>1</sup> [http://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0010/842698/01-STP-Executive-summary-July-2014.pdf](http://www.surreycc.gov.uk/_data/assets/pdf_file/0010/842698/01-STP-Executive-summary-July-2014.pdf)

## 1 Introduction

- 1.1 The Woking Local Transport Strategy and Forward Programme is part of the [Surrey Transport Plan \(LTP3\)](#)<sup>2</sup> and supports the Woking Borough [Local Development Framework \(LDF\)](#)<sup>3</sup>. The LTP3 is the county's third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county.
- 1.3 This LTS considers the Woking Borough Core Strategy and is a key document in informing the response to Central Government and the Enterprise M3 Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floorspace and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to and inform Community Infrastructure Levy (CIL) requirements.
- 1.4 The LTS is a 'live document' that it is intended will be updated every two to three years. The LTS consists of two main parts:
  - The main document, which provides a commentary on the characteristics, problems and opportunities in the area
  - An annex consisting of a forward programme detailing highway and transport interventions to address the problems identified.
- 1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council (SCC) and Woking Borough Council (WBC) seek to encourage sustainable travel patterns and manage congestion in the borough of Woking.
- 1.6 The schemes outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.
- 1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of each scheme has been defined as:

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<sup>2</sup> <http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3>

<sup>3</sup> The [Woking Borough Core Strategy](#), adopted October 2012, forms a key part of the Woking Borough Local Development Framework (LDF) and is referred to throughout this document.

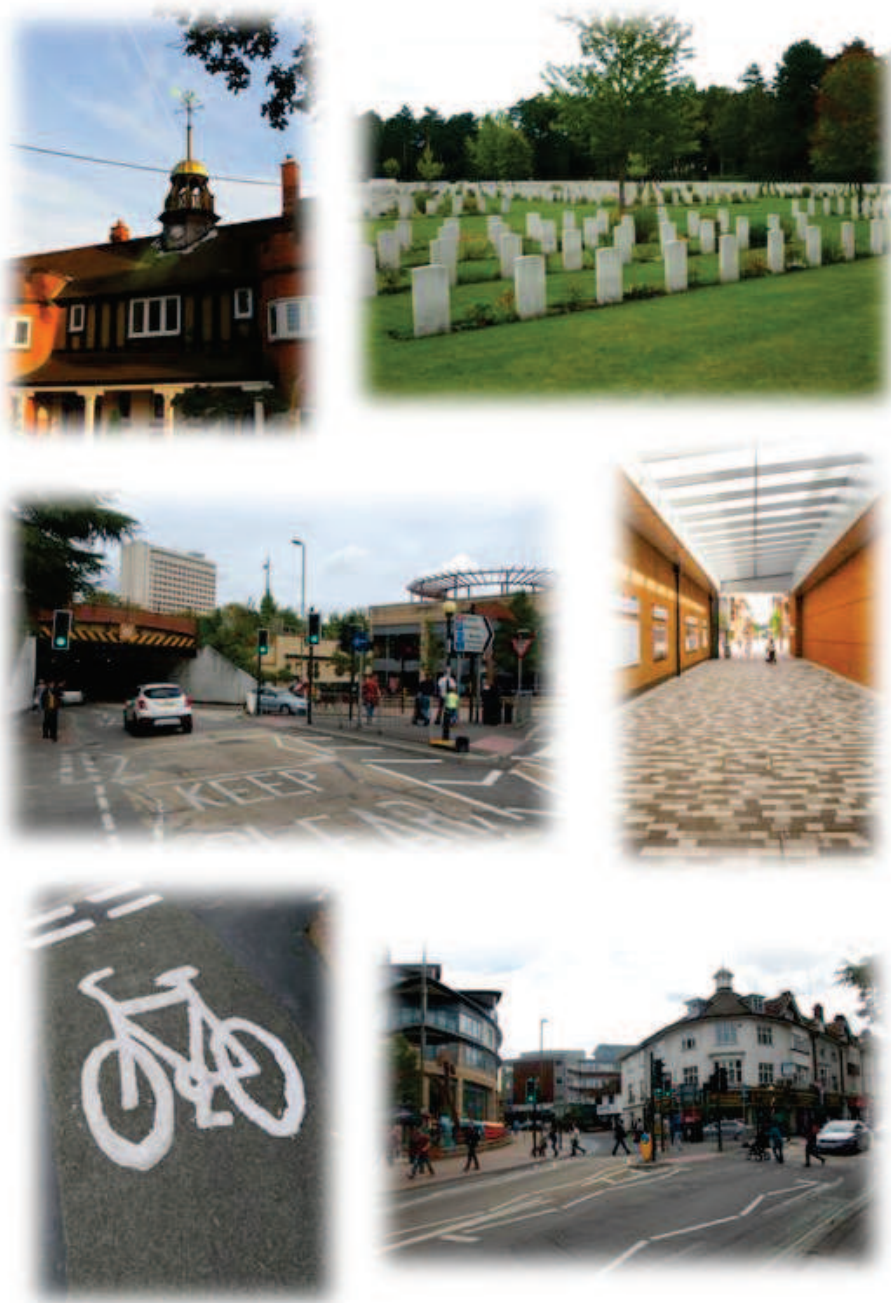


- local schemes, at a cost between £100,000 and £250,000
  - intermediate schemes, at a cost between £250,000 and less than £2m, or
  - major schemes, at a cost of £2m and above.
- 1.8 To provide balance in the programme, schemes that are valued at less than £100,000 have not been included (given their smaller scale and likely quicker turnaround) but schemes above £100,000 have been included as these are likely to require funding from different sources and hence will generally be beyond the scope of Joint Committee funding.
- 1.9 The forward programme will help the county council and borough council to agree strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:
- Major schemes funding via the EM3 Local Transport Body
  - Potential funding via the Enterprise M3 Local Enterprise Partnership (LEP)
  - Joint Committee funding including the Integrated Transport Block (minor improvement schemes programme)
- 1.10 Developer contributions including the Community Infrastructure Levy The Woking Borough Local Transport Strategy & Forward Programme is structured as follows:

Chaper 2	Chapter 3	Chapter 4	Chaper 5	Chapter 6	Chapter 7	Chapter 8
•Objectives and delivery priorities	•Woking transport network	•Woking transport trends	• Future growth and its Impact	•Related work streams and projects	•Places in Woking	• Forward Programme, Funding and Delivery

- 1.11 Chapter 2 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network
- 1.12 Chapter 3 'The Woking transport network' describes the key highways, public transport, walking and cycling infrastructure in the Borough and describes overall issues experienced on the transport network.
- 1.13 Chapter 4 'Woking transport trends' outlines the key trends on the Woking transport network.
- 1.14 Chapter 5 'Future growth and its impact' outlines planned growth in the Borough.
- 1.15 Chapter 6 'Related work streams and projects' places this transport strategy in a wider context.
- 1.16 Chapter 7 'Places in Woking' gives descriptions of the local transport networks in the boroughs main settlements.

1.17 Chapter 8 'Funding and implementation' outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.





## 2 Objectives and delivery priorities

- 2.1 This chapter sets out the objectives of the Woking Borough Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Surrey Transport Plan (LTP3), the SCC's Environment and Infrastructure Directorate, and the Woking Borough Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

### Vision and objectives of the Local Transport Plan LTP3

#### Vision

To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

#### Objectives

**Effective transport:** To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

**Reliable transport:** To improve the journey time reliability of travel in Surrey.

**Safe transport:** To improve road safety and the security of the travelling public in Surrey.

**Sustainable transport:** To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

**Surrey County Council Environment & Infrastructure Directorate Priorities  
2014/15<sup>4</sup>**

**Vision:** A leading economy and an attractive environment, with better roads and transport networks.

**1. Maintain and improve highway and transport infrastructure to support economic growth**

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county's roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

**2. Optimise the use of highway and transport infrastructure to support health, wellbeing and economic development**

- Deliver the Travel SMART programme.
- Deliver the Surrey cycling strategy with Local Committees.
- Complete the passenger transport review.
- Develop business cases for major transport schemes to secure required funding.

**3. Maintain and improve the county's attractive environment**

- Ensure at least 90% of municipal waste is diverted from landfill through recycling, reuse and recovery.
- Work with partners to secure maximum value from waste.
- Ensure the Eco Park will be constructed by 2016.
- Work in partnership to deliver the Countryside Management Transformation Programme.
- Work in partnership to reduce energy costs and carbon impact for the council and schools and to deliver affordable warmth to vulnerable residents.

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<sup>4</sup> This document mainly addresses objectives 1, 2 and 4.

#### **4. Enable and facilitate the sustainable development of key 'places' in Surrey**

- Work with District and Boroughs to support investment in key places in Surrey.
- Support the county council priority to deliver the necessary additional school places through a robust and timely planning process.

#### **Woking Core Strategy Spatial Vision**

Woking will be a Borough of high environmental quality and standards where people choose to live, work and visit, an exemplar in the achievement of sustainable growth.

...The Borough will have a balanced and sustainable multi modal transport system that links homes, jobs and key services and by doing so improves the overall health and well being of all residents.

- 2.2 Based on these visions and objectives the Woking Borough Local Transport Strategy has the following objectives and strategic delivery priorities:

##### **Objective 1**

Encourage economic development and regeneration by:

- Improving accessibility to the Sheerwater business area
- targeting the economic regeneration of the Sheerwater industrial estate
- improving accessibility between residential areas and employment and retail centres
- reducing community severance particularly between residential areas and employment and retail centres.
- improving accessibility to Woking town centre
- improving surface access to London Heathrow

**Objective 2**

Encourage more sustainable travel on foot, bicycle and public transport by:

- providing a balanced and sustainable transport system through improvements to walking and cycling provisions
- improving accessibility to public transport, including rail
- reducing road casualties and the perception of road danger
- developing Woking station as a public transport interchange hub
- managing car parking in Woking town centre and other employment areas
- implementing school travel planning
- implementing town centre travel planning and residential travel planning as part of new development, in line with the Woking borough Core Strategy (Policy CS18)
- addressing rail capacity issues on the South West Main Line

**Objective 3**

Manage congestion through Woking town centre and at other identified congestion hotspots through:

- traffic signal optimisation
- reducing the number of vehicles through Woking town centre
- encouraging more sustainable travel behaviour through improving the environment for pedestrians and cyclists provision and through provision of network where people want to go
- reducing road collisions that lead to congestion
- corridor studies to allow the identification and implementation of traffic management measures on strategic corridors such as the A322
- implementing measures to improve air quality

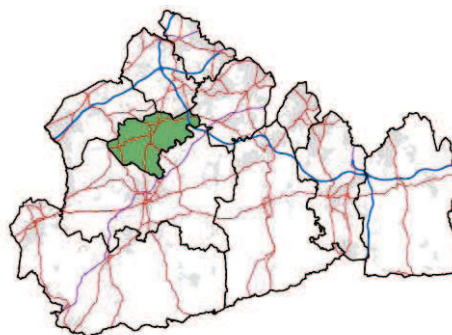
2.3 The objectives above have been considered in relation to specific areas across the borough.

### 3 The Woking transport network

- 3.1 The following Chapter aims to give a description of the current transport network within the borough of Woking. It describes the boroughs context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across Woking.

#### **Surrey and its transport network**

- 3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometres, is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey. Some of the more urbanised areas of Surrey, and particularly those areas bordering London, are relatively well served by bus services.
- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network. Movements to and from central London are well catered for via the main London to Brighton line, London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.
- 3.6 The borough of Woking is located in north west Surrey, approximately 30 miles from London. The borough is predominantly urban with a



**Figure 1 Woking Borough within context of Surrey**



population of 99,198<sup>5</sup> and covers some 6,400 hectares.

### Motorways and Principal Route Network

3.7 The Highways Agency and Surrey County Council are responsible for planning the long term future and development of the strategic and the principal road network respectively. Table 1 presents the road hierarchy in Woking.

**Table 1 Road hierarchy in Surrey County**

Road Type	Category		Responsibility
<b>Motorway</b>	Motorway	Strategic Road Network	Highways Agency
<b>A trunk</b>	Primary Route Network		
<b>A principal</b>	Distributor Road Network	Non-Strategic Road Network	Surrey County Council
<b>B</b>			
<b>C</b>			
<b>Unclassified</b>	Access Roads		

3.8 The main highways in the borough are:

- M25 – runs north-south in the east of the borough separating West Byfleet and Byfleet; there are no motorway junctions located with the borough's boundaries
- A245 (Horsell to Leatherhead via Byfleet)
- A320 (Guildford to Addlestone),
- A324 (Ash to Woking via Pirbright)
- A322 (Guildford to Bracknell and the M4)
- A247 (Clandon to Wych Hill, Woking)
- A318 (Byfleet to Chertsey)

3.9 A3046 (Victoria Way, Woking to Chobham) The main highways and rail corridors are presented on the figure below.

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<sup>5</sup> Source: 2011 Census

3.10 Congestion on the highway network leads to vehicle delay. It can also form a barrier to movement and contribute to the potential risk of increased traffic collisions and resultant casualties. Congestion affects air quality and the borough of Woking currently has one designated Air Quality Management Area (AQMA) within its boundaries at Anchor Hill, Knaphill.

3.11 Refer to Chapter 6 for a description of the Surrey Future Congestion Programme which seeks to address congestion hotspots across the county.

- 3.12 The current [bus network](#) within the borough is focussed on providing accessibility to Woking town centre, with most bus routes running at circa 30 minute intervals during the day with limited evening and weekend services.
- 3.13 The Railair 701 bus service operates daily from Woking railway station serving St Peter's Hospital and London's Heathrow Airport. The service is operated by National Express in conjunction with South West Trains.
- 3.14 Other bus services connecting centres within the borough and cross-boundary are listed in Table 1<sup>6</sup>.

<sup>6</sup> More details may be found at: <http://www.surreycc.gov.uk/roads-and-transport/buses-and-trains/bus-timetables/working-bus-timetables>

## ITEM 16

Woking Borough Local Transport Strategy & Forward programme  
September 2014

Table 1: Bus services operating Woking borough

Service	Route details	Operator	Typical Frequency <sup>7</sup>
28	Woking, Wych Hill, St Johns, Knaphill, Brookwood, Pirbright, Worplesdon, Stoughton and Guildford (terminates at Woking station);	Arriva	operates Monday to Saturday every 60 minutes
34	Guildford, Slyfield Green, Jacob's Well, Sutton Green, Westfield, Woking, St Johns, Knaphill, Bisley, Lightwater, Bagshot and Camberley (calls at Woking station);	Arriva	operates Monday to Saturday every 30 minutes and Sunday every 60 minutes
35	Guildford, Slyfield Green, Mayford, Woking, St Johns, Knaphill, Bisley, Lightwater, Bagshot, Camberley (calls at Woking station)	Arriva	operates Monday to Saturday every 60 minutes
39	Chobham, Knaphill, Woking (39A); Hermitage Estate, St Johns, Woking (39B), Claydon Road, Horsell, Woking (39C) (terminates at Woking station)	Abellio Surrey	Refer to specific timetable
40	Ripley, Send, Woking (terminates at Woking station)	Abellio Surrey	Tues only
47	West End, Bisley and Brookwood Station	Arriva	Mon – Fri, peak hours only
48	Woking, Horsell, Knaphill, Brookwood, Frimley Green, Deepcut, Heatherside, Frimley Park Hospital (terminates at Woking station)	Dickson Travel	Refer to specific timetable
73	Woking, Well Lane, Horsell, Mimbridge, Chobham (terminates at Woking station)	Buses Excetera	Hourly, Mon – Sat
81	Woking and Barnsbury Estate (terminates at Woking station)	Abellio Surrey Arriva	Half hourly, Mon – Sat 5 journeys daily, Sun/Public Hol.
91	Woking, Marston Road, Sythwood, Goldsworth Park, Knaphill, Sainsbury's, Brookwood, Pirbright, Guildford (terminates at Woking station)	Arriva	Every 10-12 mins, Mon – Fri
436	Woking, Sheerwater, West Byfleet, Brooklands and Weybridge Town Centre (terminates at Woking station)	Arriva Abellio Surrey	Half hourly, daily
437	West Byfleet, Pyrford, Maybury and Woking (terminates at Woking station)	Arriva	Hourly, Mon – Sat
446	Staines, Thorpe Park, Chertsey, St Peter's Hospital, Ottershaw, Coombelands, Addlestone, New Haw, West Byfleet, Sheerwater, Woking	Abellio Surrey	Half hourly, Mon - Sat
451	Staines, Chertsey, Addlestone, Weybridge, Manor Farm, Brooklands	Abellio Surrey	Hourly, Mon - Sat
459	Kingston, Esher, Hersham, Addlestone, Coombelands, New Haw, Sheerwater and Woking (calls at Woking station)	Abellio Surrey	Hourly, Mon – Sat

<sup>7</sup> Refer to specific timetables and [www.surreycc.gov.uk](http://www.surreycc.gov.uk) for up-to-date timetables and exact times

Service	Route details	Operator	Typical Frequency <sup>7</sup>
462/463	Woking, Send Burnt Common, Clandon, West Clandon, Merrow, Burpham and Guildford (terminates at Woking station)	Arriva	Hourly, Mon - Sat
520	Tongham, Ash, Normandy, Fairlands and Woking (terminates at Woking station)	Stagecoach in Hants & Surrey	4-5 journeys daily, Mon – Fri. Refer to specific timetable.
557	Heathrow Airport Terminal 5, Stanwell, Ashford, Sunbury, Shepperton, Chertsey, St Peter's Hospital and Woking	Abellio Surrey	Hourly
701	Railair coach link Woking station, Heathrow Airport	National Express/ South West Trains	Twice per hour, daily
Bustler Dial-A-Ride	Operates borough-wide as a door-to-door transport service (pre-booking required <sup>8</sup> )	Woking Community Transport Ltd	Between 08:30 – 17:00 <sup>9</sup> Monday to Friday Between 09:00 – 13:00 Saturday

3.15 Implementing improvements to bus priority and corridors across the borough is one focus of delivering the successful Local Sustainable Transport Fund (LSTF) bid. Details of improvements to be delivered as part of the LSTF are given in the Forward Programme. As developments come forward we would seek contributions as appropriate to the development for other bus improvements.

3.16 Surrey County Council will seek to implement improvements to bus infrastructure as and when funding becomes available. Improvement measures will include:

- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerbing to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
- Real Time Passenger Information – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
- Surrey-wide smartcard ticketing system working in partnership with bus operators
- Intelligent bus priority and other traffic management measures along bus routes

<sup>8</sup> See [http://www.wokingbustler.org.uk/wb\\_wp/](http://www.wokingbustler.org.uk/wb_wp/) for more details

<sup>9</sup> <http://www.surreycc.gov.uk/roads-and-transport/buses-and-trains/bus-timetables/woking-bus-timetables#2>

- Accessibility/safety improvements at railway stations (working in partnership with train operating companies)
- Provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues which may mean they cannot access public transport.

### **Rail provision**

3.17 Woking is served by two railway lines providing excellent access to London and much of the south and west. Woking station is located within 30 minutes of London Waterloo and fast trains operate from Woking to Waterloo approximately every 5-10 minutes during peak hours. Woking station is the second busiest in the county, with 7.4 million entries/exits recorded in 2011/12.



3.18 The South West Main Line supports services between London Waterloo and Weymouth. The line splits at Woking to link with Guildford and the south to Portsmouth.

3.19 The West of England Main Line follows the same route as the South West Main Line between London Waterloo and Basingstoke through Woking and continues on to Exeter St Davids.

3.20 Other stations in the borough serve the local areas at West Byfleet, Brookwood, Worplesdon and Byfleet and New Haw (just beyond the borough's boundaries)<sup>10</sup>.



3.21 Capacity has been identified as an issue on the route from stations in Woking to London Waterloo during the peak hours. Mid- to long-term solutions for capacity constraints on the rail network will be considered under the Surrey Rail Strategy

3.22 In addition to the schemes identified within the forward programme, the county council will also support and seek funding for in order to implement smarter travel initiatives, such as improved provision of information, travel planning and marketing methods designed to encourage more sustainable travel behaviour.

3.23 Patronage data collected by Steer Davies Gleave for the Office of Rail Regulation (ORR) provides an indication of station usage in Woking. The latest available data is presented in Table 2.

**Table 2 Woking Station usage (ORR)<sup>11</sup>**

<sup>10</sup> [WBC Core Strategy Adopted Document October 2012](#) paragraph 2.29

<sup>11</sup> ORR. (2013) Station usage data



Station	Line(s)	Usage (Entries & Exits + Interchanges)
Woking	Alton Line Portsmouth Direct Line South West Main Line West of England Main Line	9,030,681
West Byfleet	Alton Line South West Main Line	1,269,760
Brookwood	Alton Line South West Mail Line Woking to Waterloo)	997,600
Worplesdon	Portsmouth Direct Line	211,556

Problems/Issues

- 3.24 Woking station is the second busiest in Surrey and, during peak hours, commuter trains operate with little spare capacity.
- 3.25 According to the Department for Transport, the 07:32 train service from Woking to London Waterloo is the second most overcrowded train journey in England and Wales<sup>12</sup>.
- 3.26 Growth of 24% is forecast on the South West Main Line over the period to 2031. Should no major capacity enhancements be planned, a capacity shortfall of 37% during the AM peak by 2031 is forecast<sup>13</sup>.

Potential solutions

- 3.27 A Surrey Rail Strategy has been prepared; this sets out potential options to address capacity on the South West Main Line (more details of this are included in Section 4 of this document). These include construction of a 'Woking flyover' railway grade separation at Woking, and the restoration of the Woking-Camberley line.

<sup>12</sup> <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/the-surrey-rail-strategy>

<sup>13</sup> Surrey Rail Strategy Options Paper

**Walking and cycling infrastructure**

- 3.28 Woking has a good level of walking and cycling infrastructure. The [Cycle Woking](#) project has improved the infrastructure of the cycle network (dropped kerbs, provided shared use routes, resurfaced Basingstoke Canal towpath and improved links to local neighbourhoods), increased cycle parking provision across the borough and ensured that all children in the borough have access to National Cycle Training (known as Bikeability).
- 3.29 Cycle Woking delivered 16.34 miles of new off road cycle network in the period July 2008 to March 2011 with 8.02 miles along the Basingstoke Canal. This equates to an increase of 60% in dedicated cycle facilities provided during the programme<sup>14</sup>.
- 3.30 The results of the project have been encouraging: the Cycle Woking End of Programme Report<sup>15</sup> revealed that the completion of the Basingstoke Canal towpath lead to a dramatic increase in both cycling (75%-213%) and walking (89%), as the quality of routes and their appeal have improved. A Basingstoke Canal Survey carried out as part of the monitoring and evaluation process for the Cycle Town project indicated that approximately 440 cyclists used the Canal towpath each day (2010). Additionally, a cordon count also carried out as part of the Cycle Town initiative indicated that between 900 and 1,390 cycle journeys were made towards the town centre daily<sup>16</sup>. The Canal towpath is an important cycle and walking route as it connects places where people live to the town centre and business centres, and enables more short journeys to be made using these sustainable modes.
- 3.31 Walking infrastructure in Woking is to benefit from investment in wayfinding programmes across Woking town centre, funded through a successful bid to the Local Sustainable Transport Fund (LSTF). Please see the Annex for further information, as well as Section 4 of this document.

**Problems/Issues**

- 3.32 There are still some gaps in the strategic walking and cycling network, which some of the schemes identified in this strategy seek to address. Should future funding become available, we would wish to achieve a number of objectives, including developing the network within Woking further, especially to the south of Woking railway station.

<sup>14</sup> Source: [Cycle Woking End of Programme Report](#) (June 2011)

<sup>15</sup> Based on Sustrans surveys carried out in April 2010 and reported in the June 2011 report, (p.6 & Annex B of the report explains)

<sup>16</sup> Please see Annex D of the Cycle Woking End of Programme Report for details.

### Potential solutions

- 3.33 A number of schemes have been identified as potential options for addressing some of the existing gaps in the walking and cycling network. Improvement for cyclists and pedestrians will be considered within the major schemes programme. Details of these schemes are included in the Annex to this document.
- 3.34 Further, a bid for potential funding has been made to the EM3 Local Enterprise Partnership (LEP) for a wider Woking sustainable transport package which looks to address some of the gaps in the walking and cycling infrastructure.
- 3.35 Additionally, a Surrey Cycling Strategy was published in March 2014<sup>17</sup> which seeks to implement district and borough local cycling plans as appropriate (please see Section 4 of this document for more details).

### **Crossrail 2**

- 3.36 Consultation on two potential options for Crossrail 2 took place between May and August 2013. Of the two options, the metro option and the regional option, the latter could result in particular benefits for Woking through increased capacity on the South West Main Line. Results of the consultation indicated slightly higher support for the regional option<sup>18</sup>.

### **Access to airports**

- 3.37 Woking benefits from good links to international airports at London Heathrow and Gatwick as well as local airports at Farnborough and Fairoaks.
- 3.38 Heathrow airport and Gatwick can be easily accessed by car. Heathrow is 15 miles away and Gatwick is 35 miles away via the M25. These routes are operating
- 3.39 The Rail-Air coach link is operated by National Express and runs from Woking station to London Heathrow providing a 25 minute connection to Terminal 5<sup>19</sup> and a 45 minute connection to Terminal 3. The service stops at the Central Bus Station at Heathrow, from where all other terminals can be reached. However, accessibility in this regard is disadvantaged by congestion and in peak periods the Rail-Air coach can be subject to delays causing the journey to take as long as 60 minutes<sup>20</sup>.
- 3.40 By train, London Gatwick is accessible from Woking station via Guildford or Clapham Junction (travel time approx. 1 hour).

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<sup>17</sup> <http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/roads-and-transport-consultations/roads-and-transport-consultations-in-surrey/surrey-cycling-strategy-consultation>

<sup>18</sup> [http://www.tfl.gov.uk/assets/downloads/corporate/crossrail\\_2\\_Consultation\\_Report.pdf](http://www.tfl.gov.uk/assets/downloads/corporate/crossrail_2_Consultation_Report.pdf) (report released November 2013)

<sup>19</sup> Terminal 5, Stop 12 (<http://www.nationalexpress.com/coach/airport/heathrow-airport/index.html>)

<sup>20</sup> Surrey Rail Strategy

**Constraints on the transport network**

3.41 Whilst the transport network serves to facilitate movement around the borough and includes key regional links, some of the characteristics of the network itself act as constraints to its performance. These include:

- A limited number of crossing points of the railways (for all modes)
- Low bridges under railway
- Limited road capacity at some of the key strategic locations in the borough, particularly during peak hours. Examples include Victoria Arch (A320) in Woking town centre
- Gaps in walking and cycling infrastructure
- Overcrowding and lack of capacity on the existing rail infrastructure in the borough.

3.42 Community severance and congestion can occur as a result of these issues.

3.43 The problems listed above contribute to congestion on the road network which results in unreliable journey times and related delay. Travel behaviour and high dependency on the private car also contributes to congestion, particularly during peak travel times.

3.44 This strategy seeks to promote schemes which help address these problems where feasible, by considering all modes in order to encourage travel by more sustainable means than the private car, supporting measures which encourage sustainable transport behaviour change (see LSTF information provided in Section 4 of this document).

## 4 Woking transport trends

4.1 This chapter describes the travel patterns within Woking and the many trends which affect transport in the borough. It is split into four sections:

- [demographic and socio economic trends](#)
- [environmental issues](#)
- [safety](#)
- [economic circumstance](#)

4.2 By looking at these four areas this chapter will give an understanding of the factors affecting transport in Woking.

### Demographic and socio-economic trends

4.3 One of the most influential demographic factors upon the demand for travel is population, specifically the impacts of population growth and the desire for people to live in smaller sized households.

4.4 Surrey's population density varies considerably across the county. Dense urban areas are located in the north within the M25 and in the large towns of Guildford, Woking, Reigate/Redhill and Farnham south of the M25. These dense urban areas are separated by low density rural areas. 83% of the population live in these urban areas which cover just 34% of the county.

4.5 Between 2008 and 2013, Surrey's population grew by 3.7%. This trend is projected to continue over the next 20 years at a rate of about 3.6% per year. Along with increases in population, the number of households has also increased over time, by 11.3% since 1991 and 21.6% since 1981. The number of households in Surrey in 2011 was 455,791. If trends in personal travel demand remain constant, then the growth in population together with the desire to live in smaller households will result in an increase in future travel demand.

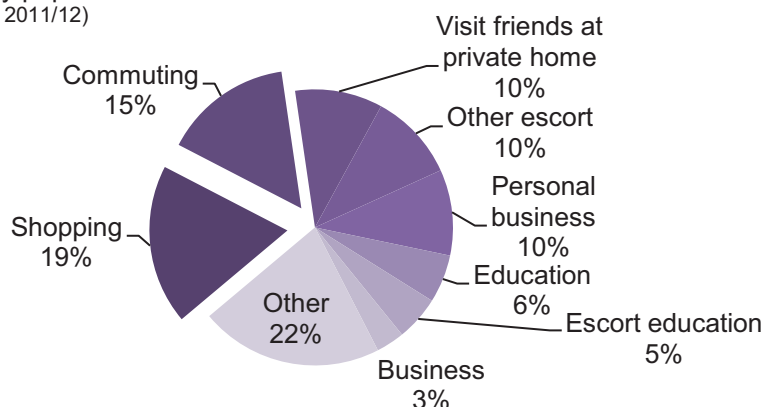
4.6 The vast majority of the population lives in the main built-up part of the borough. The population of Woking Borough has grown from under 5,000 in 1851 to over 99,000 in 2011. The 2011 census showed that Woking had a younger population than England and Wales with 20.18% under 16 compared with 18.86% nationally and 14.96% over 65 compared with 16.45% nationally. The youngest populations are found in the Goldsworth Park and Maybury and Sheerwater areas.

4.7 Graph 1 shows **journey purpose** (by number of trips made) in the South East region in 2011/12<sup>21</sup>. This demonstrates the complex nature of travel patterns although focus is often placed on those that have peak weekday flows during the morning and evening rush such as commuting and education.

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<sup>21</sup> National Travel Survey dataset 'NTS9906 Average number of trips (trip rates) by purpose, region and area type: Great Britain, 2011/12'

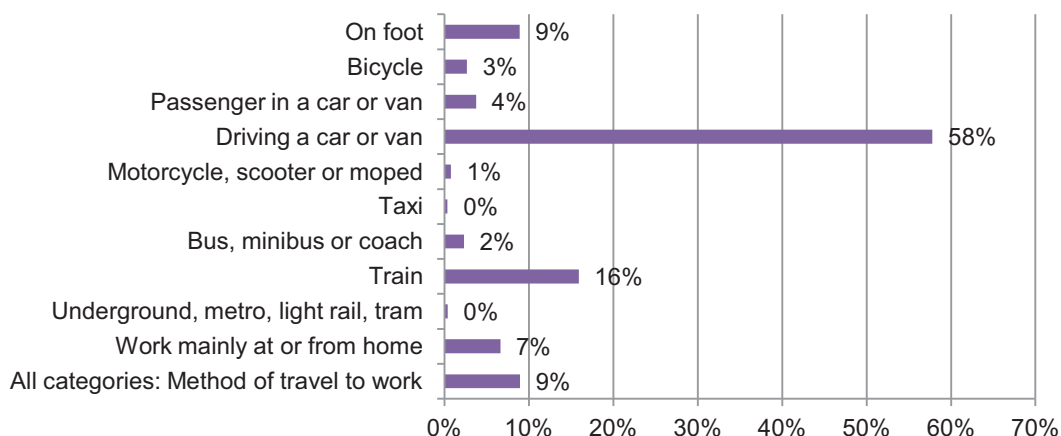


**Graph 1: Journey puprose**  
(NTS South East, 2011/12)

- 4.8 Borough-specific data regarding **travel to work patterns** is available from the Census<sup>22</sup>. 2011 Census data reveals **modal split** in travel to work by Woking borough residents (Graph 2).

**Graph 2: Modal split: method of travel to work**

(2011 Census, Woking residents aged 16-74, excl. not in employment)



- 4.9 The car remains the predominant mode of choice with 58% of residents (age 16-74) travelling to work as a driver of a car or van<sup>23</sup>.
- 4.10 Further observations regarding travel behaviour (**modal split and distance travelled**) can be made, also using Census data:
- 4.11 Car ownership is higher in Woking than the average in the South East (81%) at 85%, although the Maybury and Sheerwater area is an exception with 73% of households having one or more cars or vans in a household<sup>24</sup>.
- 4.12 Journeys less than 5km are considered to be most receptive to change given their shorter distance. The modal split for journeys travelled to work by Woking

<sup>22</sup> Borough specific information has been sourced largely from the 2001 Census; we recognise that some of this data may now be outdated, however, until the relevant data from the 2011 Census data is published, this is the most recent available

<sup>23</sup> This is as a percentage of those residents in employment; accounting for those residents not in employment (28%), the percentage of those driving a car or van to work decreases to 41% of the population.

<sup>24</sup> Statistics sourced from 2011 Census dataset 'car or van availability'

residents that are **less than 5km** in distance has been sourced from the 2011 Census and is summarised in Tables 2 and 3.

Table 2: Modal split by less than 5km distance travelled to work (Woking borough residents, 2011)

Mode	Less than 5km	All distances
On foot	25%	8%
Bicycle	6%	3%
By car (driver or passenger)	61%	58%
By bus	5%	2%
By train	2%	16%
Work at home	0%	12%
Other	1%	1%

4.13 This data can be disaggregated further to show the modal split for journeys less than 2km in length and between 2km and 5km in length:

Table 3: Modal split by distance travelled to work (Woking borough residents, 2011)

Mode	Less than 2km	Between 2km and less than 5km	All distances
On foot	43%	7%	8%
Bicycle	6%	6%	3%
By car (driver or passenger)	45%	76%	58%
By bus	2%	7%	2%
By train	2%	2%	16%
Work at home	0%	0%	12%
Other	1%	2%	1%

4.14 Census data from 2011 reveals where people living in Woking commute to for work. The top destination for commutes starting in Woking is Woking itself. Outside of commutes beginning and ending in Woking, Guildford is the most popular commuting destination. London, Runnymede and Elmbridge are other popular destinations. Of the ten most popular destinations travelled to by rail from Woking, 7 are in London. Outside of Woking as a destination itself, Guildford, Runnymede and Elmbridge are the most popular travel destinations for those travelling as driver of a car or van. The heavy use of rail links into London is reflective of the strong provision available from Woking.

4.15 The travel patterns of borough residents and commuters travelling into the borough present the opportunity to encourage modal shift, especially for journeys less than 5km in length, many of which could be cycled, walked or made by public transport.

## **Environmental issues**

### **Climate change**

- 4.16 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.
- 4.17 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.
- 4.18 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport's share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on transport's role in mitigating against this is an increasing local and national priority.
- 4.19 Between 2005 and 2007 there was a 3% absolute reduction in CO<sub>2</sub> emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 kilo tonnes for total transport CO<sub>2</sub> emissions and 1.84 tonnes CO<sub>2</sub> per capita. This equates to a 7.8% reduction since 2005 in absolute figures and 10% per capita reduction.
- 4.20 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.
- 4.21 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with premature mortality due to heart and lung effects. Approximately 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have a high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.
- 4.22 Road traffic is a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties. One Air Quality Management Area (AQMA) has been declared at Anchor Hill, Knaphill in relation to excessive nitrogen dioxide. Refer to paragraph 6.41 for further information.

- 4.23 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved EU vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.
- 4.24 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

### **Safety**

- 4.25 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the Drive SMART partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a strategy in 2011 which includes a number of measures or interventions by which Drive SMART seek to address road safety issues in Surrey. These include road safety engineering, police enforcement, driver rehabilitation courses, school speed watch and school crossing patrols, as well as school and workplace travel planning.
- 4.26 The county council adopted a Road Safety Outside Schools policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and provides guidance on how the county council will respond to complaints. The policy can be viewed here. The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion.
- 4.27 In 2012, a total of 339 people were reported as injured in road collisions in Woking. Of these, there were no fatalities; 32 were seriously injured. This compares with a total of 5,565 people reported as injured in road collisions in the whole of Surrey -18 of these were killed and 556 were seriously injured.
- 4.28 Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012 and this trend is reflected in Elmbridge - from 5 in 2008 to 20 in 2013.

### **Economic circumstance**

- 4.29 Surrey has an extremely busy transport network, but does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. Congestion arises when the level of traffic flow on a road exceeds, or approaches, the available capacity.

- 4.30 Congestion is a significant and it can affect any route causing problems for drivers, pedestrians and public transport users. For Surrey as a whole, including motorways and trunk roads, the cost of congestion is estimated to amount to about £550 million per annum.
- 4.31 The Congestion Strategy sets out the overall approach to tackling congestion in Surrey further information on this is available in chapter 6 of this document.
- 4.32 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into Waterloo and on the Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.
- 4.33 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.
- 4.34 Further information is available in the Parking strategy.



## 5 Future growth and its impact

- 5.1 This chapter will look at the future growth expected in the borough of Woking and the impact this may have on the transport network. It will then look at how these impacts can be mitigated against in the future.
- 5.2 The Woking Borough Core Strategy identifies a spatial strategy for Woking<sup>25</sup> (2010-2027) and includes the provision of:
- 4,964 net additional dwellings
  - 28,000 sqm additional office floorspace
  - 20,000 sqm warehousing floorspace
  - 93,900 sqm additional retail floorspace.
- 5.3 The housing target equates to at least 292 net additional homes a year.
- 5.4 The following tables present the growth targets broken down by area. Tables 4, 5 and 6 provide breakdowns of the borough's retail and employment floorspace targets over the duration of the LDF.

**Table 4: Area housing targets<sup>26</sup>**

<b>Location</b>	<b>Housing Target (units, rounded)</b>
Woking Town Centre (central, and broad location)	2,180
West Byfleet District Centre	170
Moor Lane site, Westfield	440
Brookwood Farm, Brookwood	300
Infill development (local centres + rest of urban area)	250 + 750
Green belt (to be released after 2022)	550

<sup>25</sup> Source: Core Strategy Adopted Document (Oct 2012) Policy CS1 A spatial strategy for Woking Borough

<sup>26</sup> Source: Core Strategy Adopted Document (Oct 2012) Policy CS10 Housing provision and distribution

**Table 5: Retail floor space targets 2010-2027<sup>27</sup>**

Location	Floorspace
Woking Town Centre	75,300 sqm
West Byfleet District Centre	13,000 sqm
Local Centres <sup>28</sup> ^	3,200 sqm
Knaphill	3,000 sqm
^ excludes proposed development in Knaphill	

**Table 6: Employment floor space targets 2010-2027<sup>29</sup>**

Woking Town Centre	27,000 sqm
West Byfleet	1,000 – 1,500 sqm
Maybury and Sheerwater	None specified, though redevelopment is to be encouraged; see paragraph 3.7 below

5.5 The Woking Infrastructure Delivery Plan provides an indication of other infrastructure needed in the borough. The plan covers education infrastructure, which includes: demand for additional forms of entry to be provided within existing primary and secondary schools, both in the short term (2011-2016) and long term (2017-2027); demand for additional sports provision at Woking College (2011-2016); and the possible relocation of Woking College (2017-2027)<sup>30</sup>.

5.6 Potential key developments in the borough include:

- Victoria Square development<sup>31</sup>
- Sheerwater<sup>32</sup>
- Brookwood Farm

5.7 **Victoria Square** comprises part of a wider regeneration of Woking, and follows on from successful projects at Jubilee Square (completed) and Commercial Way (ongoing at time of writing), both of which improve the shopping environment and create new civic space for shoppers, visitors to the town and for businesses. The regeneration ultimately serves to boost the local and wider economy. Some transport infrastructure schemes needed to support the development in Woking and the related contribution to the economy have been

<sup>27</sup> Source: Core Strategy Adopted Document (Oct 2012) Policy CS1 A spatial strategy for Woking

<sup>28</sup> Local centres comprise Byfleet, Goldsworth Park, Horsell, Kingfield, Knaphill, Sheerwater, St Johns. Category excludes proposed development in /St Johns.

<sup>29</sup> Source: Core Strategy Adopted Document (Policies CS2, CS3, CS5)

<sup>30</sup> Source: Infrastructure Capacity Study and Delivery Plan, Second Draft, Updated December 2011

<sup>31</sup> More information available at: <http://victoriasquarewoking.co.uk/>

<sup>32</sup> More information available at: <http://www.woking.gov.uk/planning/majordevelopments/anewvisionforsheerwater>

submitted for funding to the Enterprise M3 Local Enterprise Partnership (LEP). These schemes are identified in the Annex to this strategy.

- 5.8 **Sheerwater** is being considered for regeneration under the borough council's '[A New Vision for Sheerwater](#)', which could deliver major investment to the area and provide homes, roads, recreation areas, retail and community facilities. Initial timescales suggest a period of public consultation and masterplanning, leading to an anticipated planning application later in 2014<sup>33</sup>.
- 5.9 At **Brookwood Farm** development of 297 homes has been approved by Woking Borough Council. An application for a primary school at the site has also received outline planning permission.

### **Education: growth in school places**

- 5.10 Based on projected future housing growth, pupil numbers are expected to rise in Woking borough. A number of new classrooms will be required to accommodate rising pupil numbers. Such development would impact on the transport system. The potential effects on the transport system and traffic flows will need to be accounted for in the planning and implementation of any school development or expansion.
- 5.11 School expansions will be required in Woking over the next five years in order to meet the future need for additional school places. Over the period 2015 - 2020, 3-4 additional forms of entry is expected to be required (a total of 630-840 additional primary school places) on top of expansions already underway/recently completed e.g. Goldsworth, Beaufort, St Dunstan's, The Marist, West Byfleet Infant and Junior and Sythwood Primary School. To meet the primary bulge coming through the system, 9 additional forms of entry at secondary will be required - 1350 secondary school places in total. These projections are updated on a yearly basis.
- 5.12 Westfield Primary School has been identified for further expansion and a new primary school provision is being planned (subject to site). Plans are being prepared for a new secondary school in South Woking (Hoe Valley Free School) subject to site, with further expansions planned at Bishop David Brown (2016) and St John the Baptist (2018).
- 5.13 These expansions will impact on the local transport system and Surrey County Council is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impacts of school expansions.
- 5.14 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel.

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<sup>33</sup> <http://www.woking.gov.uk/planning/majordevelopments/aneewvisionforsheerwater/timeline>

- 5.15 Any identified mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions

### **Impact on the highway network**

- 5.16 The county highway model has been used to assess the impact of the development set out within the LDF that may have an impact on the generation and distribution of traffic on the present-day highway network.
- 5.17 The assessment<sup>34</sup> provides some indication of potential problem areas/locations which, should the proposed development be delivered without appropriate mitigation measures are likely to experience transport related problems, such as higher traffic flows and increased and less reliable journey times.
- 5.18 The assessment explains that the distinct areas in Woking borough that are projected to be affected most by the additional trips generated from the proposed commercial and residential developments are Woking town centre, West Byfleet town centre and the area to the south of Woking, specifically the B380 Guildford Road, B380 Westfield Road and A320 Guildford Road are to feel the highest impacts in increased traffic flow.
- 5.19 It should be noted that where proposed developments are shown to have a significant impact on the road network mitigation will be required of them as part of the planning process, for example through Section 106 and Section 278 agreements. Exact impacts on the highway network will be dependent on the layout, quantum and other characteristics of proposed developments, all of which will be taken into account when considering appropriate mitigation measures and any developer contributions required.

### **Mitigating the impact**

- 5.20 The overall conclusions of both the county-wide and local transport assessments suggest that major additional highway capacity infrastructure investment such as motorway widening, or local bypasses is not necessary to meet the demands of future development. However, other types of highway capital schemes for urban areas, at key junctions or other sensitive locations will be required in order to promote and manage the additional demand due to future development. These schemes will not necessarily create additional capacity but will assist in managing or improving journey time reliability.
- 5.21 It is envisaged that the scale of impacts within these identified areas could be managed by implementing a combination of transport strategies and measures contained within Surrey's recently adopted third Local Transport Plan (Surrey

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<sup>34</sup> Source: Transport for Surrey, Transport Evaluation for Woking Borough Council's Core Strategy, 2026 Transport Assessment Report

County Council, April 2011, Surrey Transport Plan). The findings of the Woking Transport Assessment only consider the use of the highway network by private and commercial vehicles and do not consider other modes including buses, cycling and walking. They also assume that all development takes place without any improvements being implemented during the course of the plan.

- 5.22 Congestion during peak hours is a significant problem at some key locations in the borough. Congestion modelling<sup>35</sup> has been undertaken and identifies key areas where the highest cost of congestion is felt. These include Brookwood Crossroads in the west of the borough; Woking town centre; some approaches to the Six Crossroads roundabout in Horsell; and the stretch of the M25 which falls within the borough's boundaries.
- 5.23 The cost of congestion can be experienced through several impacts including journey time delay and unreliability, increased emissions and associated costs (fuel, maintenance for example).
- 5.24 Woking is undergoing extensive regeneration in some areas, perhaps most notably in Woking town centre.
- 5.25 The expected growth needs to be mitigated across all modes of transport. Walking, cycling and public transport infrastructure will need to support sustainable alternatives to the private car and investment in behaviour change and social marketing will be critical in achieving this. The borough's roads will need to be sufficient to cope with extra demand on the network and ease existing congestion hotspots to help improve and support the economic viability of the borough.
- 5.26 The remainder of this document sets out how the borough and county councils will work in partnership to manage and mitigate the impact of growth expected in the borough, as described above. Related workstreams are also described, placing the document in a wider context.

### **Environmental impact**

- 5.27 High levels of traffic congestion can have a significant impact on the environment and local air quality. Anchor Hill, Knaphill, is currently the only location in the borough where an Air Quality Management Area (AQMA) has been declared. However, there are a number of other key junctions where the nitrogen dioxide level is currently just below the level where they would be declared an AQMA.
- 5.28 Additionally, the impact of air pollution on the Thames Basin Heaths Special Protection Area<sup>36</sup> has been identified in the borough's Habitat Regulations Assessment of the Core Strategy<sup>37</sup>.

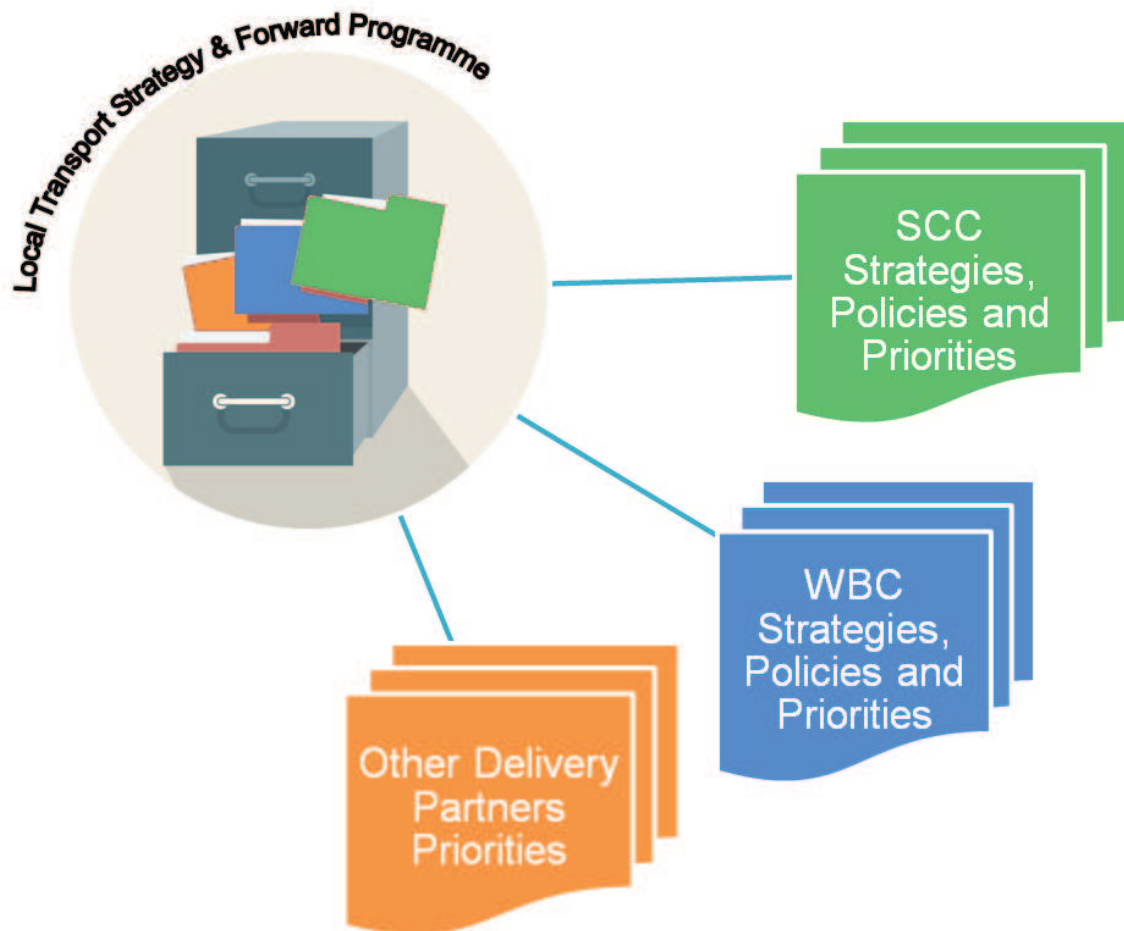
<sup>35</sup> Source: Congestion Journey Time Acquisition Monitoring System DfT 07/08

<sup>36</sup> Within Woking borough, the SPA includes Horsell Common, Sheets Heath and part of Brookwood Heath.

<sup>37</sup> <http://www.woking.gov.uk/planning/policy/ldfresearch/hra> (December 2011)

## 6 Related work streams and projects

- 6.1 This chapter details the many related work streams being carried out by the County Council, Woking Borough Council and other external stakeholders. The 'filing cabinet' analogy diagram below shows how transport elements of SCC and WBC strategies fit together in the Local Transport Strategy. This in the future may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and ambitions of the both SCC and WBC.



### Surrey County Council work streams

#### Surrey Transport Plan Strategies

- 6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of forward programmes for delivery of schemes on the ground.
- 6.3 There is a flexible web-based approach to the development and review of strategies. The following components have been produced:
- Air Quality
  - Climate Change



- Congestion
- Cycling
- Freight
- Parking
- Passenger Transport (Local Bus and Information)
- Travel Planning
- Rail

6.4 Below is a summary of the Surrey Transport Plan strategies.

#### Surrey Air Quality Strategy

- 6.5 Surrey Transport Plan: [Air Quality Strategy](#) was published in 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality in Air Quality Management Areas (AQMA) on the county road network such that Surrey's borough and districts are able to have these areas revoked as soon as possible, with regard to other strategies and funding constraints.
- 6.6 The accompanying objectives are; to work with the accountable borough/district for each AQMA to incorporate physical transport measures in the borough/district council's Infrastructure Delivery Plan, agree options for the enforcement of existing regulations and supporting smarter travel choices (for future implementation dependent on future funding) in order to reduce air pollution from road traffic sources. To provide assistance to the borough/district council in producing their review, assessment and Action Plan progress reports. To consider air quality impacts when identifying and assessing transport measures in Surrey. This is also related to the Climate Change Strategy.
- 6.7 See paragraph 6.41 below for details on the Anchor Hill, Knaphill Air Quality Management Area (AQMA).

#### Surrey Climate Change Strategy

- 6.8 Surrey Transport Plan: Climate Change Strategy<sup>38</sup> was published in 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.
- 6.9 The objectives associated with the strategy aims are to: reduce the overall distance travelled by reducing the need to travel, increase the proportion of travel by sustainable modes (walking and cycling), maintain public transport patronage and increase vehicle occupancy, switch to lower carbon vehicles, encourage efficient

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<sup>38</sup> SCC (2014) Surrey Transport Plan: Climate Change Strategy [Online]  
Available at: [http://www.surreycc.gov.uk/data/assets/pdf\\_file/0008/847574/STP-Climate-Change-Strategy.pdf](http://www.surreycc.gov.uk/data/assets/pdf_file/0008/847574/STP-Climate-Change-Strategy.pdf)  
(Accessed 16.07.14)

driving and manage traffic flows, reduce energy use of highway infrastructure and transport services and manage the risks posed to transport by forecasted effects of climate change.

### Surrey Future Congestion Programme and the Congestion Strategy

- 6.10 The county council produced a [Congestion Strategy](#) as part of the LTP3 in 2011. Building on from this Surrey Future has developed a [Congestion Programme](#) which sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth. It has been prepared to provide a shared and agreed vision for managing congestion on Surrey's road network, building on the Congestion Strategy in the Surrey Transport Plan (LTP3).
- 6.11 Woking is identified in the Congestion Programme as one of the six strategic centres in Surrey and a key public transport hub, because of its direct rail links to London, Portsmouth, Southampton and Farnborough.
- 6.12 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey's road network has been calculated to cost the UK economy £550 million every year. Strategic congestion hotspots are identified and a programme of interventions is proposed for 2015-2019. Woking borough's priority scheme Victoria Arch Capacity Improvements, in central Woking, is identified in the Congestion Programme, along with multi-modal hub improvements at Woking station. Both schemes have been submitted to the Enterprise M3 Local Enterprise Partnership for consideration in their strategic economic plan, and for associated funding. For more information, please refer to the [Enterprise M3 Strategic Economic Plan 2014-2020](#).

#### **What is Surrey Future?**

Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

The partnership supports the aims of the local enterprise partnerships covering Surrey: Enterprise M3 and Coast to Capital.

More information at:

<http://www.surreycc.gov.uk/surreyfuture>

### Surrey Cycling Strategy

- 6.13 Surrey's [Cycling Strategy 2014-2016](#) was published in March 2014. The strategy forms part of the Surrey Transport Plan (LTP3) and covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One aim of the Cycling Strategy is to develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each district/borough Local Transport Strategy and Forward Programmes.

"...a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to do cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county...."

Surrey Cycling Strategy Consultation Draft

### Freight Strategy

- 6.14 Surrey's [Freight Strategy](#) is another of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles pass through the county's roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county.
- 6.15 The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents. To meet this aim the objective laid out are to; provide up-to-date information to the freight industry to enable more efficient, reliable safe and sustainable deliveries, reduce the negative impacts of HGVs on congestion, air quality and road safety (in urban areas) reduce incidences of HGVs being diverted along unsuitable lower category roads when not being used for access.

### Parking Strategy

- 6.16 Surrey's [parking strategy](#) is a component of the Surrey Transport Plan (LTP3). As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations. The objectives of the strategy are to: reduce congestion caused by parked vehicles, make the best use of the available parking space, enforce parking regulations fairly and efficiently and provide appropriate parking where needed. There are three main areas required to realise these aims; the management of on street parking, the operation of civil parking enforcement and parking provisions and policies. Many of the obstacles that are in the way of the realisation of these objectives are linked to the finite parking space in the county.

Surrey Passenger Transport Strategy

- 6.17 The Surrey Passenger Transport Strategy is made up of two parts: Part 1 is the [Local Bus Strategy](#) and Part 2 is the [Passenger Information Strategy](#).
- 6.18 Surrey's Local Bus Strategy was published in April 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey. The objectives for reaching these aims centre on improving accessibility, reliability and punctuality of local bus services.
- 6.19 Surrey's Passenger Information Strategy aims to promote shift towards sustainable modes of travel, promote equality of opportunity by publicising passenger transport options improve passenger transport information and improve confidence in passenger transport reliability.
- 6.20 Delivery of these objectives will be achieved through the following strands of work:
- Development of passenger infrastructure and information, with consideration given to more responsibility being taken on by bus operators (overseen by the county council to ensure standards are met)
  - Continued development of the SCC website, including up to date bus timetables and electronic real time passenger information for bus and train users
  - Support for Traveline, to ensure that this valuable journey planning resource is supplied with timely and accurate data

Travel Planning Strategy

- 6.21 The Travel Planning Strategy<sup>39</sup> forms part of the Surrey Transport Plan (LTP3) and has the aim of providing travel-planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives set out to achieve the aims are based on the two aforementioned areas; schools and workplaces. For these objectives focus on providing the appropriate resources, training and support to schools and ensuring that individual gain independence and self reliance skills. In workplaces these objectives focus on providing advice, tools and information to organisations to set up plans.
- 6.22 School travel planning aims to make it safer and easier for children to walk, cycle or use public transport to travel to school hence; reducing the amount of car dependency, improving traffic congestion and air quality around schools and it can contribute to the long-term health of the child.
- 6.23 Workplace travel planning aims to encourage staff, visitors, service users and customers to use alternatives to single vehicle occupancy. These travel plans could

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<sup>39</sup> SCC (2014) Surrey Transport Plan: Travel Planning Strategy [Online]  
Available at: [http://www.surreycc.gov.uk/data/assets/pdf\\_file/0006/175983/16-STP-Travel-Planning-Strategy.pdf](http://www.surreycc.gov.uk/data/assets/pdf_file/0006/175983/16-STP-Travel-Planning-Strategy.pdf)  
(Accessed 14.07.14)

include measures such as; improving pedestrian and cycling facilities, public transport subsidies, car-pooling and working from home.

### Surrey Rail Strategy

- 6.24 [Surrey Future](#) has also produced the [Surrey Rail Strategy](#). The objective for the strategy is to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver.
- 6.25 Capacity on the South West Main Line is a key issue affecting Woking. Woking station is the second busiest railway station in Surrey (based on annual station entries and exits<sup>40</sup>), with approximately 69% of passengers travelling from Woking travel to London terminals<sup>41</sup>.
- 6.26 Potential interventions have been identified in consultation with the rail industry, business, boroughs and districts and other partners. Draft proposals include enhancing capacity on the South West Main Line and North Downs Line with options considered including a flyover at Woking station.
- 6.27 Access to and from stations is included under the scope of this Woking Local Transport Strategy and Forward Programme whilst proposals to increase rail capacity across Surrey will be considered specifically under the Surrey Future Rail Strategy.

### Surface Access to Airports

- 6.28 Surrey Future is engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and Rail Strategy highlight surface access to airports as an issue. A further study has been commissioned ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick.

### Transport Strategy for Surrey's Schools Places Programme

- 6.29 SCC's [schools place programme](#) aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. Further expansions will be required beyond 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses. It therefore focuses on five areas: travel planning; walking and cycling to school; school design and access; public transport; and parking on and off school sites.

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<sup>40</sup> Surrey Rail Strategy Final 12 Sept 13, Figure 6

<sup>41</sup> Surrey Rail Strategy Final 12 Sept 13, Figure 7



- 6.30 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan later in 2014.

Travel SMART – implementing the Local Sustainable Transport Fund (LSTF) in Woking

- 6.31 The County Council secured a total of £18.2 million from the LSTF for the Surrey [Travel SMART](#) programme, focused on Woking, Guildford and Redhill<sup>42</sup>.
- 6.32 Funding from the LSTF has contributed to the Sheerwater Link Road, improving access to the Sheerwater business parks. Other areas where LSTF funding is contributing to delivery include:
- Bus priority and corridor improvements
  - Walking and cycling measures
  - Information, planning and marketing
- 6.33 Wayfinding measures are being implemented in Woking as part of the Travel SMART measures listed above. Pedestrian wayfinding information is to be improved under the schemes through implementation of a network of signs, the majority of which are map-based. Signs are to be located at arrival points in the town and at 'decision points' on the busiest routes. This will contribute to improving the permeability of Woking town and improve the standard of the public realm. The signs will also serve to provide an overview of the attractions and key destinations in Woking. These map-based wayfinding signs will be installed at key locations including either side of the railway station and in Jubilee Square.

**Maintenance**

Project Horizon

- 6.34 SCC has identified the worst 10% of its road network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will ensure the Surrey network is fit for purpose.
- 6.35 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.
- 6.36 For Woking in particular, the [new programme](#) will result in £8m being invested in the local road network and will enable 36km of road (12% of Woking's local road network) to be reconstructed.

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<sup>42</sup> Funding decisions from the 2011-15 LSTF programme can be viewed at:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3762/lstf-all-funding-decisions-sep-2012.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3762/lstf-all-funding-decisions-sep-2012.pdf)



## Public Health

6.37 SCC is responsible for a number of [public health](#) functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Elmbridge are:-

- Air Quality: most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.
- Road Safety: in 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional injury is the leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.
- Physical Activity: increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active
- Obesity: active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey's children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.
- Community Cohesion: transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environment.
- Noise pollution: can adversely affect mental health, the cardiovascular system and school performance in children.

## Road Safety

6.38 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, SCC works with Surrey Police through the [Drive SMART](#) partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a [strategy](#) in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey. These include road safety engineering, police enforcement, driver rehabilitation courses, school speed watch and school crossing patrols, as well as school and workplace travel planning.

- 6.39 The county council adopted a Road Safety Outside Schools policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and provides guidance on how the county council will respond to complaints. The policy can be viewed [here](#). The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion.

### **Woking Borough Council work streams**

#### Woking Cycling Plan

- 6.40 As part of the new Cycling Strategy a Woking Cycling Plan is expected to be developed. This will include a list of proposed cycling schemes for the borough. The main priorities will be to provide cycle routes that link neighbouring communities and communities to their local services. This will be a main driving force behind cycle improvements in the borough.

#### Woking Air Quality Action Plan

- 6.41 With SCC as the highways authority, WBC is working to produce an Air Quality Action Plan for Anchor Hill, Knaphill which was declared an Air Quality Management Area in February 2014. The Action Plan will seek to identify steps to reduce Nitrogen Dioxide levels, a pollutant produced by vehicles. More information can be found [here](#).

#### Delivery Development Plan Document (DPD)

- 6.42 Woking Borough Council is preparing a Delivery DPD, which will establish site-specific planning policies and allocate sites for development and protection. This DPD will be part of the Development Plan for Woking and is critical to the delivery of the Woking Core Strategy.

### **External work streams**

#### Highways Agency: M25 to Solent Route Strategy

- 6.43 The M25 to Solent route connects London with Southampton and Portsmouth, running within the counties of Surrey and Hampshire.
- 6.44 The A3-A3(M) section is 46 miles long and runs, north to south, near the conurbations of Woking and Guildford. It intersects with two other roads of the SRN: M25 (the London Orbital) and A27 (Eastbourne to Portsmouth).

#### **What is the M25 to Solent Route Strategy?**

The M25 to Solent Route Strategy is a Route-based strategy (RBS) produced by the Highways Agency (HA) which represents a fresh approach to identifying investment needs on the strategic road network. By adopting the RBS approach, the HA seeks to identify network needs relating to operations, maintenance and where appropriate, improvements to proactively facilitate economic growth.

More information at: <http://assets.highways.gov.uk/our-road-network/route-strategies/M25%20to%20Solent.pdf>

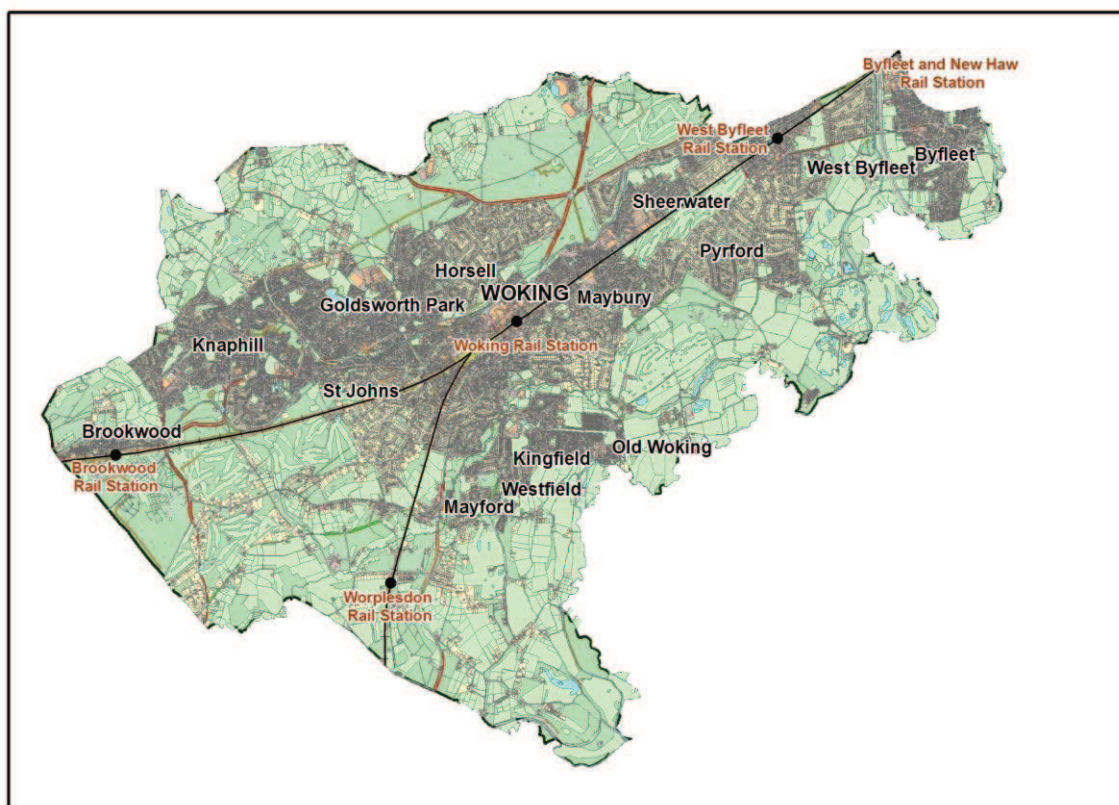
6.45 The Strategy highlights the current bottleneck of both the A3 and M25. The A3 between M25 and Witley is one of the sections which already suffer congestion and the outcomes from the City Deal are likely to create additional traffic flows on the route. The Strategy raises concerns over the route capacity to cope with the additional pressure from future developments in Woking, Guildford and Runnymede which can threaten the economic growth of the area.

Network Rail: Wessex Route Study

- 6.46 Network Rail's [Summary Route Plan](#) for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for CP5. The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.47 The existing CP4 recognises that flat junctions are causing capacity constraints and affecting performance, especially at Woking, limiting train timetable slots, single track sections restricting capacity and platform lengths limiting train length on other areas of the passenger network.
- 6.48 The document also sets out the strategic renewal of the critical track in the key Waterloo to Woking corridor as one of the headline risks, the re-control of the signaling controlled from Woking signal box and takes into consideration the grade separated flyover at Woking.
- 6.49 The Wessex Rail Operating Centres (ROC) will reduce annual operating costs and deliver an improved, efficient railway. A workstation in Woking is expected to be ready in 2017.

## 7 Places in Woking

- 7.1 The section below outlines the different areas across Woking, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas.
- 7.2 Aside from Woking (town centre) and West Byfleet (a district centre), Woking Borough consists of a network of local and neighbourhood centres.
- 7.3 The main town of Woking is located in the centre of the borough and is currently undergoing regeneration. The Core Strategy<sup>43</sup> sets out a vision for the borough which intends that Woking will become a regional focus of economic prosperity. The town centre provides accommodation for a range of retail opportunities as well as several large nationally important businesses. Woking town centre is the main focus for economic activity within the borough and is classified as a Primary Retail Centre.
- 7.4 The majority of the borough's population live in the main urban area, which encompasses a number of smaller centres. West Byfleet and Knaphill are the largest of these centres.
- 7.5 Other key centres include Byfleet, Sheerwater, Horsell, Goldsworth Park and St Johns. Sheerwater contains a number of business parks that contribute to economic activity within the borough. The villages of Brookwood and Mayford lie just beyond the main urban area of the borough.



Main settlements

<sup>43</sup> [Woking Borough Council Core Strategy Adopted Document October 2012](#)

## Woking

- 7.6 Woking is the largest settlement in the borough and is a primary centre in the context of the south east region in terms of economic activity.
- 7.7 A number of high calibre businesses are located in Woking town centre, and the town centre is currently undergoing renewal.
- 7.8 The A320 is the principal road route through Woking town centre providing connections to the M25 to the north and the A3 to the south at Guildford.
- 7.9 Woking railway station is within 30 minutes of London Waterloo and is a key interchange on the rail network and is the second busiest station in Surrey. It is located on the South West Main Line between London Waterloo and Weymouth and the West of England Mainline (London Waterloo – Exeter St Davids).
- 7.10 Vehicle access to the station on the south side is via Oriental Road, White Rose Lane and Station Approach. Approach on the north side is via The Broadway, Chertsey Road and the High Street.
- 7.11 Woking is served well by public transport and also benefits from the Woking-Heathrow rail-air coach link which provides a convenient transfer between Woking and Terminals 3 and 5 of the airport (approximate respective journey times 45 minutes and 25 minutes).



### Current problems/issues

- Movements within and through the local area are constrained by the location of both the railway and canal, concentrating transport movements to the available routes under and over bridges. North-south vehicle movements across the railway are limited to the two available crossings in the town centre: Victoria Arch Railway Bridge (A320) and Maybury Hill Railway Bridge to the east. Both routes suffer from congestion, particularly at peak times.
- Community severance is caused by the limited opportunities to cross the railway line by car, on foot and by bicycle and poor accessibility to the town centre north of the station.
- Possible suppression of economic growth related to community severance and congestion.
- Congestion from Turnoak roundabout to Victoria Arch and on the A320 from Ottershaw leads to delay and unreliable journey times.
- Poor interchange between different modes of transport in and around the railway station. Whilst there is good provision for cycle-rail interchange to the south of the station, better provision could be made to the north of the



station. Bus waiting facilities are poor and not well-signed from the northern exit of the station, despite being located close by.

- The Basingstoke Canal passes through the north of the town and, whilst it is also a key asset in terms of leisure and open space, it provides further barriers to car, pedestrian and cycle movements
- Traffic management issues on Victoria Way, specifically phasing of signals
- Location of car parks concentrated with access from one part of the network
- Subways are seen as undesirable for crossing roads leading to high demand for pedestrian crossings, some of which are not 'called on demand' impacting both on traffic and on pedestrian accessibility.

#### Potential solutions

7.12 Anticipated solutions have been identified to address problems in Woking town centre. They include:

- a major scheme to address capacity problems at Victoria Arch (A320)
- implementing pedestrian and cycle improvements on the approach to Woking station via the Local Sustainable Transport Fund (LSTF) (for example, installation of a wayfinder mapping programme at both exits from the railway station)
- conducting a traffic management study on the A320 Victoria Way to assess how the signals function on this stretch of road
- developing a 'transport interchange hub' at Woking railway station to improve passenger experience in changing between modes.

7.13 Longer term aspirations to address issues in Woking include a 'Woking flyover' grade separated junction at Woking station, along with the reinstatement of the Camberley to Woking (the Sturt Chord) rail link.

7.14 The Surrey Rail Strategy explains the rationale for the Woking Flyover scheme:

"Currently the South West Main Line and the Portsmouth Direct Line join together to the south west of Woking station at a flat junction. This means that trains towards London from Portsmouth have to cross the path of trains from London towards Weymouth, thus taking capacity out of the system. The Woking Flyover would put the Portsmouth Direct Line on a flyover bridge over the South West Main Line, enabling trains to cross the Main Line without conflicting with trains in the opposite direction"

Surrey Rail Strategy Report, Final, 12 September 2013

7.15 More details of the schemes described here can be seen in the accompanying Annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.



### West Byfleet and Byfleet

7.16 West Byfleet and Byfleet are located in the east of the borough on the A245 corridor, and are considered a district centre and local centre respectively. The centres are separated by the M25.



7.17 West Byfleet is the second largest centre in the Borough. It is a transport interchange which connects the area with both Woking and other parts of the region.

7.18 West Byfleet is bounded to the north by the Basingstoke Canal.

7.19 Businesses in Byfleet and West Byfleet provide job opportunities. However, they are not well connected to the existing cycle network. The Wey navigation and M25 act as a barrier, creating severance between the two areas. The A245 is the only road that links West Byfleet and Byfleet across the M25, but it is heavily trafficked and without adequate provision for cyclists. An off road shared route between West Byfleet and Byfleet will be provided along the A245 Parvis Road. More details are given in the Annex.

7.20 The A245 passes through the village and is the only road that links West Byfleet with Byfleet across the M25; signs request cyclists to dismount when travelling over the M25.

7.21 West Byfleet station is on the Alton and Woking to Waterloo line, with frequent services to London Waterloo and 4 services per hour during the off peak period.

#### Current problems/issues

- Accessibility for pedestrians, cyclists and public transport users
- Traffic congestion along the A245 (including Parvis Road) and A318 corridors
- A245 Parvis Road/Camphill Road junction in the district centre is considered a pinch point and results in a car dominated environment; the location is particularly difficult for pedestrians crossing
- Severance is caused by physical barriers of M25, Wey Navigation and railway line, all of which have limited crossing and access points
- The M25 is to the east of the settlement providing further barriers to car and pedestrian movement
- Road safety: at the A245 Parvis Road junction with Camphill Road, West Byfleet, there is a collision pattern of right turning movements at the signal junction; the Road Safety Working Group has identified the need to further improve the junction to assist right turning vehicles and provide a pedestrian/cycle phase to the signals

- The village is bounded to the north by the Basingstoke Canal
- Scotland Bridge is not suitable for HGVs.

### Potential solutions

7.22 Anticipated solutions to some of the problems given above include cycle and pedestrian improvements on the A245 between Byfleet and West Byfleet; road safety improvements at the A245 Parvis Road/Camphill Road junction in West Byfleet and a proposed safety scheme at the A245 Sheerwater Road/Madeira Road junction. More details of these schemes can be seen in the Annex.

### **Knaphill, St Johns and Brookwood**

7.23 Knaphill, a local centre, comprises the largest centre in the west of the borough with key local retail opportunities.

7.24 St Johns is an important local centre offering retail and employment opportunities.

7.25 Brookwood is a neighbourhood centre on the western boundary of the borough; its mainline railway station serves the local area and provides links to London Waterloo, Basingstoke and Alton.

7.26 The ward of Brookwood has a usual resident population of 2,565<sup>44</sup> making it one of the smallest settlements in the borough. An Air Quality Management Area (AQMA) has been declared at Anchor Hill in Knaphill. This will be addressed in partnership by Woking BC and the county council, who will investigate measures to optimise signal options in order to reduce levels of nitrogen dioxide at this location, caused by the stop-start nature of the junction.

### Current problems/issues

7.27 Brookwood Crossroads is a signalised junction on the A322 and A324 and is a key junction on the local road network for journeys towards Guildford, Woking and Bisley (and the M3 beyond). Peak hour congestion is a particular problem at this junction and there are concerns that developments both in and outside the borough, such as the proposed developments at Brookwood Farm (approximately 300 dwellings) and at Deepcut (approximately 1,200 dwellings) – formerly the Princess Royal Barracks – may worsen the situation at this strategic junction.

7.28 A recent [report](#) regarding tackling increasing congestion on the A322 in the vicinity of Brookwood Crossroads was taken to Woking Joint Committee<sup>45</sup>. The need for a study to be undertaken examining the crossroads has been identified. Congestion-related delay and journey time reliability are issues in the area particularly at Brookwood crossroads, as described above.

7.29 The primary objective of the study will be to explore options to reduce congestion for local traffic whilst recognising the strategic role of the A322. Results of the study are expected late 2014/early 2015.

<sup>44</sup> Source: 2011 Census dataset ks101ew – usual resident population

<sup>45</sup> Officer Report to Joint Committee 'A322 Brookwood Crossroads corridor Congestion Issues' 6 March 2013

- 7.30 Some community severance is caused by the Basingstoke Canal (north-south) and the A322 which runs north-south between Brookwood and Knaphill, affecting ease of accessibility in some locations.
- 7.31 Air quality is affected by congestion in the area. An Air Quality Management Area (AQMA) at Anchor Hill, Knaphill has been declared.
- 7.32 There is a perceived lack in capacity on the area's roads.
- 7.33 A total of 297 residential units with open space, sports pitches, ancillary building and facilities, allotments, access road car parking and landscaping at Brookwood Farm are currently under development.
- 7.34 An application for a primary school on the site has also received outline planning permission<sup>46</sup> and access to the school and other facilities described above by modes other than the private car will need to be considered as part of the School Travel Plan to be developed alongside a reserved matters application which has been lodged.
- 7.35 The population of the local area is likely to grow from the implementation of the Brookwood Farm development.
- 7.36 Brookwood station car park is considered at capacity; the proposal contained within the draft Surrey Future Rail Strategy to reinstate the Sturt Chord could have an impact on usage of the car park in future as it draws in commuters from the Camberley area.

#### Potential solutions

- 7.37 Some local area road safety and accessibility schemes are being considered for the Brookwood, Knaphill and St Johns area, including junction improvements at Warbury Lane, Berry Lane/Blackhorse Road.
- 7.38 Solutions could also include improved walking and cycling facilities linking Knaphill, Bisley and Brookwood, including the proposed Brookwood Farm development. Further information about these, and other potential schemes, is included in the Annex.
- 7.39 Improvements to walking and cycling infrastructure and bus priority and corridor improvements in the area will be considered under the wider Woking sustainable transport package.

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<sup>46</sup> Planning reference: PLAN/2012/1059

**Maybury and Sheerwater**

7.40 The Core Strategy identifies Maybury and Sheerwater as Priority Places, which can be defined as areas of deprivation unable to benefit from surrounding affluence. They will be targeted over the course of the Core Strategy to address the challenges of the area.

7.41 The ward of Maybury and Sheerwater is the second most densely populated in the borough<sup>47</sup>, after Goldsworth West.



7.42 Sheerwater is located just over a mile from Woking railway station with its excellent links to London. The area has the largest business park in the borough.

7.43 Sheerwater is bounded by Monument Road to the west and the mainline railway to the south; Maybury is situated to the south of the railway.

7.44 A new 80 metre link road has been substantially completed (at time of writing) to link Monument Road and Albert Drive. The link will remove through traffic from Eve Road and Arnold Road and improve accessibility to Sheerwater and promote and encourage the area's economic and social vitality.

Current problems/issues

- Congestion where strategic roads join local roads e.g. on Oriental Rd/Maybury Hill close to the White Lion Retail Park
- Community severance caused by the east-west one-way system from Monument Road and by the railway line running east-west through the area.
- Poor accessibility to key local community facilities and employment areas caused by limited public transport infrastructure/lower level of car ownership.
- Speeding and safety issues on Albert Drive
- The one-way system to the west of Monument Road restricts access to Woking town centre
- A lack of walking and cycling infrastructure contributes to the low accessibility of the area
- Limited railway crossing points are a particular problem in Sheerwater, and lead to limited permeability through the local area, impacting on accessibility.
- There are limited places to cross the canal.

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<sup>47</sup> 2011 Census usual resident population

### Potential solutions

- 7.45 Work is currently underway to produce proposals to regenerate and redevelop parts of Sheerwater (project is known as 'A New Vision for Sheerwater'). The plans could provide major investment to the area and deliver homes, roads, parks, shops, community facilities and key infrastructure. Initial timescales suggest a period of public consultation and masterplanning, leading to an anticipated planning application in Autumn 2014<sup>48</sup>.
- 7.46 Borough wide improvements to walking and cycling infrastructure are being considered under a proposed wider Woking sustainable transport package. This package has been submitted for potential funding to the EM3 LEP.

### **Horsell and Woodham**

- 7.47 This area covers the north of the borough and is home to 12% of the borough's resident population<sup>49</sup> (encompassing the wards of Horsell West and Horsell East & Woodham).
- 7.48 Horsell is a key local centre in the north of borough. The A245 and A320 are key transport corridors in this area.



- 7.49 The Six Crossroads roundabout is a key junction, both in the immediate area and on the wider Woking transport network. It is located to the north east of Woking on the A320 and A245 corridors and is the point where the A245, A320 and Monument Road all converge.

### Current problems/issues

- 7.50 Current problems and issues include congestion on the approaches to the Six Crossroads roundabout, in particular the A245 Shores Road, the A320 Chertsey Road and Monument Road. The A245 is a signed route to access Woking town centre; the Six Crossroads is a key point on any journey to access J11 of the M25 as well as St Peter's Hospital.

### Potential solutions

- 7.51 The Six Crossroads roundabout is a major severance point for cyclists travelling between Ottershaw and Woking. It is proposed that toucan crossings across Shores Road and Woodham Road are constructed to link the existing shared use routes either side of the roundabout (see Annex).

<sup>48</sup> Reference: <http://www.woking.gov.uk/planning/majordevelopments/aneurovisionforsheerwater/timeline>

<sup>49</sup> 2011 Census usual resident population

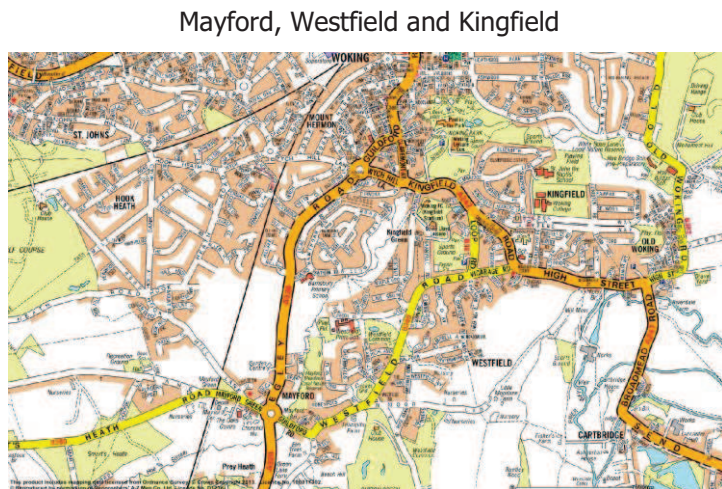


**Mayford, Westfield and Kingfield**

7.52 Mayford village, located approximately 2.5 kilometres south of Woking town centre, is classified as a neighbourhood centre in the borough's Local Development Framework (LDF). The village facilities serve the day-to-day needs of the local community.

7.53 Kingfield village centre provides a focus for the local community with a range of retailing, leisure and community uses.

7.54 Westfield village centre is a localised small centre with a purpose built shopping parade.

Current problems/issues

7.55 Peak hour congestion at Kingfield along the A247, along with vehicle speeds and peak hour congestion on Westfield Road are considered problems.

Potential solutions

7.56 Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.

**Pyrford and Old Woking**

7.57 Pyrford and Old Woking are neighbourhood centres and serve the day-to-day needs of the residents in the immediate surrounding area. Old Woking is located on the A247 between Send and Woking and is home to Woking College.

Current problems/issues

7.58 Safety issues have been identified at the Maybury Hill/Old Woking Road junction. Other issues identified in the area include speeding along the Old Woking Road and the link roads into Woking, particularly East Hill and Maybury Hill; and speeding along Pembroke Road.

Potential solutions

7.59 Following a study to consider options at Maybury Hill/Old Woking Road junction, a scheme has subsequently been approved and implemented (December 2013<sup>50</sup>).

7.60 Any potential future solutions will be based on the problems identified and/or will be related to any development coming forward in the area. The local programme may

<sup>50</sup> 4 December 2013 Joint Committee – Item 10 Highways Update



include schemes estimated to cost less than £100k (and therefore below the scope of this strategy) which seek to address safety issues and speed management.

### **Summary**

7.61 In summary, the local transport strategy has identified the main transport problems in Woking borough and which the forward programme seeks to address have been identified as:

- Peak hour road congestion and related delay
- Bus and car journey time unreliability
- community severance caused by the railway
- infrastructure capacity on the rail network including number of carriages, station infrastructure and junction capacity
- junction capacity issues on the road network
- environmental issues such as impacts of congestion and transport upon air quality
- remaining gaps in the walking and cycling infrastructure, particularly at boundaries between Woking borough and surrounding districts and boroughs (such as Elmbridge, Guildford and Runnymede).

## **8 Forward Programme, Funding and Delivery**

- 8.1 This chapter outlines the scope and purpose of the Forward Programme and the potential funding and delivery mechanisms that will be used should schemes from the programme should be bought forward for implementation.
- 8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

### **The forward programme (see Annex)**

- 8.3 The forward programme has been designed to meet the objectives of the Local Transport Strategy by including schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximised.
- 8.4 The programme identifies short, medium and longer term schemes and packages of measures which seek to deliver improvement in line with the above objectives and identified problems and issues. The schemes are grouped at various spatial levels:
- Borough-wide – the principal road and rail networks
  - Key settlements
- 8.5 In the short term, mainly smaller scale schemes are identified (with the exception of two major schemes identified on the County Council's current major schemes programme) which may be funded through the Joint Committee capital programme and/or S106 funding.
- 8.6 The value and status of schemes has been defined as:
- Local schemes valued at between £100,000 and £250,000
  - Intermediate schemes valued between £250,000 and £2 million
  - Major schemes valued at £2 million or above.
- 8.7 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee funding. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).
- 8.8 In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic development and planned growth.

- 8.9 The forward programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets local and strategic objectives.
- 8.10 The delivery stages are defined as:
- Scheme identification – the need for a scheme is identified, initial drawings may have been produced
  - Identification and assessment of options – outline design of scheme options has been/is being produced
  - Preferred route and statutory processes – preliminary design of preferred option
  - Detailed design – scheme is designed to allow and instruct construction
  - Construction – scheme is fully designed and works have begun on site.
- 8.11 The delivery body throughout is the county council, unless other delivery bodies are specified.
- 8.12 The forward programme will be revised on a yearly basis by the Joint Committee to take account of available funding and to ensure:
- There are no other more effective alternative options available which address the impacts of growth and policy objectives
  - Delivery is on track with necessary feasibility design and design work progressing for priority schemes.

## **Funding**

- 8.13 The estimated cost of schemes identified in the forward programme is provided in the annex. The actual future costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study.
- 8.14 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the initial short- to medium-term of the strategy. Beyond this period scheme costs and possible funding sources become increasingly difficult to estimate and this document should be seen as identifying schemes that are considered priorities in the medium and longer term.
- 8.15 Potential funding for schemes could be a combination of:
- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL)



- Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations), Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Transport Bodies
- County council capital funding allocated for more strategic schemes by the Woking Joint Committee
- Capital funding by the borough council
- Capital funding from the EM3 Local Enterprise Partnership. A number of schemes have been submitted by the county council to the LEP for consideration in their strategic economic plan.

8.16 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above.

8.17 Funding for schemes above £2m will be sought from the EM3 Local Enterprise Partnership primarily. Funding for schemes estimated at less than £2m will be sought from a range of sources, including Joint Committee allocations where prioritised by the Joint Committee.

### **Delivery**

8.18 The Joint Committee will use its capital programme and local knowledge to drive more local scheme delivery in the short term within the context of local objectives. The Joint Committee will also drive priorities in the medium and longer term and consider contributing to more strategic intermediate schemes through funding feasibility work or even contributing to the overall cost, perhaps spread over a number of years.

8.19 Major schemes will be funded through bids to the local transport body and overseen by the Surrey Future partnership.

8.20 The delivery body will generally be the county council sometimes in partnership with others such as the Borough Council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators. In some other cases, the delivery body is the developer when an entire highways scheme is secured through the S278 process.

8.21 Each scheme will require a detailed feasibility study and the actual costs will depend on the precise schemes brought forward. The availability of funding will also depend on a number of factors.

8.22 Nevertheless the cost of the schemes identified is considered reasonably in line with potential funding over the first five years of the strategy. Beyond the first five years,



scheme costs and possible funding sources become increasingly difficult to estimate with certainty.

8.23 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)<sup>51</sup> or the Habitats Regulations process<sup>52</sup>. This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:

- Obtain EIA screening opinion from relevant planning authority
- Clarify the planning position relevant to the scheme
- Consider archaeological impacts of the scheme by consulting English Heritage and the county archaeologist
- Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
- Consider an ecology impacts of the scheme by consulting the county ecologist
- Consider any landscape impacts of the scheme, by consulting the county landscape architect

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<sup>51</sup> EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

<sup>52</sup> EU Habitats Directive (92/43/EEC)

**Glossary**

<b>Term</b>	<b>Description</b>
Air Quality Management Area (AQMA)	An identified area where current, and likely future, air quality is unlikely to meet the Government's national air quality objectives.
Bus operator	Bus services are run by private operators who have been awarded a contract by Surrey County Council
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.
Capital funding	Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.
Coast to Capital (C2C)	The Local Enterprise Partnership of which the easternmost Surrey districts and boroughs are part. More information at: <a href="http://www.coast2capital.org.uk/">http://www.coast2capital.org.uk/</a>
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 4/5/6	5 year periods by which Network Rail is regulated by the Office of Rail Regulation CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 <sup>53</sup>
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Department for Transport (DfT)	Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.
Enterprise M3	The Local Enterprise Partnership of which the westernmost Surrey districts and boroughs (including Woking) are part. More information at: <a href="http://www.enterprisem3.org.uk/">http://www.enterprisem3.org.uk/</a>
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses formed in 2011 by the Department

<sup>53</sup> Ove Arup 'Surrey Rail Strategy Report' (September 2013)



	for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area
Local Sustainable Transport Fund (LSTF)	A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.
Local Transport Body (LTB)	Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport
Local Transport Plan (LTP3)	Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.
Primary Route Network	The primary route network (PRN) designates roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country. The PRN is constructed from a series of locations (primary destinations) selected by the Department for Transport, which are then linked by roads (primary routes) selected by the local highway authority.
Quality Bus Corridor	A strategic bus route that is improved to encourage more people to use buses. This will include measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops.
Real time passenger information (RTPI)	Real time passenger information is information that changes continuously as a result of events and is

	typically used during the course of a journey (primarily how close the service is running to time and when it is due at a stop, but also incidents that affect service operations, platform changes etc) and is displayed on Passenger Information Systems such as a display board.
Scheme status	
Intermediate scheme	Infrastructure scheme estimated to cost between £250,000 and less than £2 million.
Local scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million
Scheme delivery stages (see Annex):	
1. Scheme Identification	The need for a scheme is identified; initial drawings may have been produced.
2. Identification and assessment of options	Outline design of scheme options has been/is being produced.
3. Preferred route and statutory process	Preliminary design of preferred option.
4. Detailed design	Scheme is designed to allow and instruct construction.
5. Construction	Scheme is fully designed and works have begun on site.
Scheme delivery timescales (see Annex)	
Short term	Timescale for start of construction 0-2 years from now, see Annex for given years
Medium term	Timescale for start of construction between 3 and 6 years from now, see Annex for given years
Long term	Timescale for start of construction 6+ years from now, see Annex for given years
Section 106 (S106)	Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.
Surrey Future	A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: <a href="http://www.surreycc.gov.uk/surreyfuture">http://www.surreycc.gov.uk/surreyfuture</a>
Surrey Rail Strategy	Document prepared by Ove Arup & Partners on behalf of the Surrey Future partnership to consider

	rail issues and options which could be supported by the council to produce benefits for Surrey.
Surrey Transport Plan	See 'Local Transport Plan (LTP3)'
Travel SMART	A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.

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