

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 24 June 2013**LEAD OFFICER:** Paul Fishwick, Project Manager, Transport Policy**SUBJECT:** PROPOSED TOUCAN CROSSING A318 BARNES WALLIS DRIVE/OYSTER LANE**DIVISION:** WEYBRIDGE (ELMBRIDGE) & THE BYFLEETS (WOKING)**SUMMARY OF ISSUE:**

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

Some of this work is not confined to the borough of Woking where a toucan crossing is planned crossing the busy A318 Barnes Wallis Drive/Oyster Lane (Weybridge / Byfleet).

The Byfleet side of the road is residential and lies within the Borough of Woking, the Weybridge side of the road is mainly businesses and retail and lies within the Borough of Elmbridge.

There is currently an uncontrolled crossing at this location, but it is difficult to cross this road as it is very congested with traffic. The Local Committee is asked to approve this scheme.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to agree :**

- (i) To the construction of the proposed toucan crossing as indicated on the draft plan attached as Annex A.
- (ii) The necessary Notice under Section 23 of The Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing be published.
- (iii) if objections are received the Project Manager is authorised to try and resolve them;
- (iv) if any objections cannot be resolved, the Area Highways Manager (North East), Area Highways Manager (North West) and the Project Manager, in consultation with the Chairmen of Elmbridge and Woking Local Committees and the divisional Members for Weybridge and The Byfleets, decide whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

There is an existing uncontrolled crossing at this site, but the road is very congested with traffic and it is difficult to cross. Most of the western side of the road within Byfleet is residential where the eastern side is generally businesses and retail. The Local Committee is asked to agree to the proposed toucan as indicated on the draft plan attached as Annex A, which will provide local residents with an alternative (walking and cycling) to the car and will assist in reducing local car journeys, allowing for improved connectivity from where people live (Byfleet) to where people work and shop (Brooklands, Weybridge).

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Department for Transport (DfT) awarded Surrey County Council £3.93 million in July 2011 for its Local Sustainable Transport Fund bid (Key Component), which is branded as Surrey Travel SMART.
- 1.2 On 27 June 2012 the DfT offered Surrey County Council £14.304 million for its £16 million Local Sustainable Fund Bid (LSTF) known as the Large bid, again under the project name of Travel SMART.
- 1.3 Both the Key Component and Large bid were focused on the three towns of Woking, Guildford and Redhill-Reigate.
- 1.4 Some of the schemes within the two successful bids join together Woking and Guildford, such as the cycling and bus priority and corridor topics. In other cases the schemes cross into adjacent borough areas surrounding Woking, such as Elmbridge.
- 1.5 The scheme that crosses the boundary of Woking and Elmbridge will require agreement from both Woking and Elmbridge Local Committees to proceed, but it should be noted that the Local Committee for Woking have already approved this scheme on 5 December 2012, (minute ref 34/12).
- 1.6 This Local Committee also approved the use of regulatory signing to allow shared use on Barnes Wallis Drive/Oyster Lane within the Borough of Elmbridge to the junction with Sopwith Drive on 21 June 2010 (minute 30/10 refers).

2. ANALYSIS:

- 2.1 The two key objectives of the LSTF is to support economic recovery and growth and reduce carbon emissions, and in doing so, reduce the reliance on car traffic, especially local journeys.
- 2.2 The Cycle Woking Cycling Towns project (2008 to 2011) created a network of quality cycle routes within Woking and saw cycle trips rise on average by 27%. One of these routes the *Venus Trail* extended out from Byfleet village centre to the A318 Oyster Lane where off road shared use routes have now been established.
- 2.3 However, the *Venus Trail* has a barrier at A318 Barnes Wallis Drive / Oyster Lane where there is currently an uncontrolled crossing. This road is difficult to

cross, as the road is normally very congested with traffic, especially at peak times.

- 2.4 The borough boundary runs across the A318 at this location and there is a distinctive change in character between the western side (Byfleets, Woking) and the eastern side (Brooklands, Weybridge).
- 2.5 The western side (Byfleets, Woking) is generally residential (where people live) and the eastern side (Brooklands, Weybridge) is generally business and retail (where people work and shop).

3. OPTIONS:

- 3.1 The proposed toucan crossing has been an aspiration for the Local Committee at Woking for some years, and the Local Committee initially approved a scheme at this site on 31 October 2007 (minute 53/07 refers). However, it was not taken forward as there was never sufficient funding available to design and construct it.
- 3.2 The LSTF project has now brought us an opportunity to convert the existing uncontrolled crossing to a toucan and provide improved connectivity between each side of the A318 Barnes Wallis Drive / Oyster Lane.
- 3.3 A crossing at this location will also assist residents from accessing the nearby Byfleet and New Haw railway station.
- 3.4 When the toucan has been completed (subject to the agreement of this Local Committee), a marketing and promotional campaign will be undertaken in a similar way as with other walking and cycle schemes under the Travel SMART programme.

4. CONSULTATIONS:

- 4.1 As stated above, it has been an aspiration for the Local Committee (Woking) to improve the connectivity between the Byfleet side of the A318 and the business/retail side on the Brooklands side of the road.
- 4.2 A consultation with members and residents in 2007 indicated the desire for an improved crossing at this location.
- 4.3 The Local Committee (Woking) has already approved this scheme in the LSTF programme, but as the scheme crosses the boundary into the Borough of Elmbridge, it will require the approval of this Local Committee.
- 4.4 With the improved widened footways and creation of a shared use route on both sides of Oyster Lane up to Byfleet and New Haw railway station, this can only strengthen the need for a crossing at this location.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost to provide the toucan crossing is £100,000, and this will be fully funded by the LSTF grant.
- 5.2 It should be noted that no local funding is required for this scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

Key Impacts	Actions
Younger people-more reliant on walking and cycling as a mode of transport	Identify key routes that link school, retail leisure and business destinations. (This toucan crossing provides improved connectivity between residential and retail/business areas and the railway station).
Older people – less likely to cycle due to mobility and other concerns;	Upgrading the uncontrolled crossing to a toucan will improve connectivity between residential and retail/business areas and the railway station.
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of off road cycle routes designed with least confident cyclists in mind.
Disability – people with mobility problems and visual impairment adversely affected by busy roads.	Upgrading the uncontrolled crossing to a toucan will improve connectivity between residential and retail/business areas and the railway station.

7. LOCALISM:

- 7.1 The planned toucan crossing will improve connectivity for people living, working and shopping in the area.
- 7.2 The toucan will also assist walkers and cyclists in joining the eastern and western sides of the *Venus Trail* and improve access to the nearby Byfleet and New Haw railway station.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health implications

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

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

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

The new toucan crossing and adjacent *Venus Trail* cycling route will be marketed to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The two main key objectives of the LSTF project are to support the economic growth and reduce carbon emissions.

9.2 The creation of good quality crossing facility together with the previously constructed/improved walking and cycling routes will assist Surrey County Council and its partners in achieving those objectives. It is recommended that the proposals for the toucan crossing, as indicated on the draft plan attached as Annex A, are approved as this toucan crossing is a small piece of a much larger network, as the cycle route network within Woking is well established from the Cycle Woking Cycling Towns project, and this crossing will allow improved connectivity to business and retail areas as well as the nearby railway station situated around Brooklands.

10. WHAT HAPPENS NEXT:

10.1 It is planned to design the crossing during the summer/autumn period and install the toucan crossing as indicated on the draft plan attached as Annex A during the autumn/winter of 2013/14.

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Consulted:

Surrey County Council officers, Dave Sharpington, Alan Fordham, Chris Parry,
Andrew Milne, Kevin Patching, Heena Pankhania, Nick Healy
Surrey County Council Local Committee for Woking
Surrey County Council Member for The Byfleets Richard Wilson
Surrey County Council Member for Weybridge Christian Mahne
Elmbridge Borough Council officer – Ray Lee
Woking Borough Council officer Melanie Haywood
Surrey Police, Woking Access Group, Woking Cycle Users Group

Annexes:

Annex A.

Sources/background papers:

Local Sustainable Transport Fund (Key Component) – June 2011
Local Sustainable Transport Fund (Large Bid) – July 2012
