

From: Nigel Burke, on behalf of Guildford Bicycle User Group (G-BUG)

29th March 2018

To Marc Woodall, Atkins

Dear Marc

Thank you on behalf of G-BUG for inviting us to contribute to the Non-Motorised User (NMU) workshop on Monday 26th March. It was a very constructive event and we are very positive about the proposed NMU route. If it is delivered as specified, it will be a vast improvement upon what it replaces (even better if the suggestions made at the workshop are followed).

There are some points which occurred to me after the workshop:

- If I understood correctly, it is likely the route will not be to the highest width recommended in IAN 195/16, ie it will not provide segregated space for two-way cycling, pedestrians and horses, rather there will be partial or complete sharing: we would urge you to meet the fullest possible standard of segregation for cyclists. I imagine this could be done at relatively marginal cost now, 'future-proofing' the route for many years to come. It might also make the route easier to maintain (eg easier to sweep away leaf debris and cut back overhanging vegetation mechanically)
- I liked the proposal for a route on the north west side of the A3 between Redhill Road and the Painshill roundabout (Redhill Road >> alongside the A3 on newly acquired private land >> Seven Hills Road South >> Old Byfleet Road >> Painshill roundabout). When we inspected the route on the day we did not actually go down Seven Hills Road South (past the Hilton Hotel), but from memory this is currently blocked by vegetation on the final hundred metres or so down to the A3: can you confirm you will remove this obstacle and provide a complete through-route for cycles.
- There was not much discussion of the new bridge which will carry the NMU route over the M25: we are strongly supportive of a bridge instead of a crossing, but my only question is why does it have to be so far off the main route line? This adds quite an extra distance (600m?) to be cycled. I presume this is due to height/width constraints, but is there a possibility to bring it closer to the main route line?

In summary, the points we made on the day were:

- At the Ockham junction there must be a convenient and safe connection for cyclists to negotiate this busy roundabout to reach the cycle route through Ripley.
- At the Painshill junction, there must be a convenient and safe route for cyclists down the A245 to Cobham: this then opens a route to Esher and beyond via the A307.
- Likewise at the Painshill junction, there must be a safe and convenient route for cyclists towards Byfleet, especially safe crossings (or a bridge?) over the A3 ramps, including any new 'jet lanes'.
- As far as possible these links should be incorporated as part of the HE scheme, and where not so, there must be joined up thinking – and funding - between HE and SCC.

- The proposal made by one of your team for an alternative NMU route on the other side of the A3 between the new Wisley Bridge and Cockcrow Bridge, to avoid problems at Boldermere, seemed worthy of investigation.
- There is a need for a safe crossing for cyclists of the new Wisley Lane, at the sharp bend onto the new bridge on the south side of the A3.
- We welcome the clarification that the NMU route will continue beside the A3 between the Ockham junction and the new Wisley Bridge, in addition to the new route beside the new Wisley Lane.
- We welcome that the BOAT along Elm lane will be surfaced, providing a through route for cyclists Elm Lane >> Old Lane>> Ockham Bites.
- We welcome the proposals to open up bridleways over the common land around Junction 10, which, with the new bridges upstream and downstream over the M25, will provide alternative off-road routes away from the main roads, and the associated noise and pollution.

We would naturally be happy to engage further to clarify any of the above, and provide further comments on the plans as they develop.