

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: 23 MARCH 2016**



**LEAD OFFICER: MARC WOODALL – SUSTAINABLE TRANSPORT MANAGER**

**SUBJECT: GUILDFORD LOCAL CYCLING PLAN – MINOR IMPROVEMENTS**

**DIVISION: ALL DIVISIONS**

**SUMMARY OF ISSUE:**

As part of the Surrey Transport Plan, the Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans.

As a result of the public consultation held on the Guildford Local Cycling Plan in October and November 2015, a number of minor improvements to improve Guildford's cycle network have been identified.

These have been split into improvements that don't attract any cost, and those that do have some cost associated with them.

**RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to agree that :**

- (i) The minor improvements identified in annex A are approved
- (ii) The existing footway on the eastern side of The Chase between the entrance to Guildford Cathedral to the alleyway link to Arlesford Road be converted to a shared use cycle/footway.
- (iii) The closed road between Cumberland Avenue and Johnston Walk be converted to a shared use cycle/footway
- (iv) The footway and traffic island linking Woodbridge Road road and Leapale Lane be converted to a shared use cycle/footway
- (v) The minor improvements that require funding in annex B are considered for inclusion in the Local Committee Highways forward programme.
- (vi) Any minor improvements in Annex B that the committee wish to take forward immediately be identified.

## **REASONS FOR RECOMMENDATIONS:**

As part of the Surrey Cycling Strategy, the Count Council and Guildford Local Committee want to encourage more people in Surrey to cycle, more safely. Guildford Local Cycling Plan include a map of proposed infrastructure improvements to support this, however there are a number of minor improvements, many of which do not cost money, or are inexpensive that can be implemented quickly and improve the cycle network in the Borough.

The recommendations in this report ask the committee to consider implementing some of these minor improvements, making an immediate positive contribution of the cycle network in Guildford.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Surrey Cycling Strategy, approved by Cabinet in December 2013, with an aim of as 'more people cycling, more safely' and set out its vision:

“..... a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to 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.”

- 1.2 Local Cycling Plans are being developed for all Surrey Districts and Boroughs, and the final documents will include five main elements :

- a. Infrastructure
- b. Promotion and events
- c. Cycle training
- d. Safety campaigns
- e. Monitoring and evaluation

- 1.3 Many of the minor improvements identified in this report have emerged as part of the public consultation process that was undertaken for Guildford Local Cycling Plan in October and November 2015.

## **2. ANALYSIS:**

- 2.1 Guildford's cycling network has developed over many years, and has often been constructed in piecemeal sections where funding, space and planning has allowed. As a result there are a number of gaps or missing information/signage that contribute to the current network being less legible and comfortable for cyclists.

- 2.2 Many of these gaps are very easy and quick to resolve and this report aims to identify these and seeks a resolution to solve them. Annex A provides greater detail on the proposed minor improvements which either do not require any funding, or very modest expenditure.

- 2.3 Annex B provides another list of minor improvements which require either small or moderate amounts of funding to be completed.
- 2.4 All of these minor improvements will contribute to improving the overall cycle network in Guildford by either improving connectivity, making the network more legible, or improving safety.

### **3. OPTIONS:**

- 3.1 The minor improvements have been presented in two annexes in order to provide the committee with different options for considering what they would like to take forward. The minor improvements in Annex A are committee resolutions that have either been historically missed, or tidy up the existing network with a small amount of additional lining
- 3.2 Annex B provides a wider collection of different improvements, some of which will require some design and ground works and so are necessarily more expensive. Members of the committee may wish to consider each of these improvements on their merits and judge whether any of them should be considered for funding through the Local Committee.

### **4. CONSULTATIONS:**

The list of minor improvements identified in Annexes A and B has been developed in part from the responses from the public consultation on the Guildford Local Cycling Plan. The list of proposed improvements has also been shared with Guildford Bicycle User Group (G-BUG) for comment.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

The improvements listed in annex A require only very modest sums of funding and therefore have minimal financial implications, however the funding of measures in Annex would require further consideration.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no direct equality and diversity implications arising from this report. However, emerging analysis from cycle modelling data suggests that men and women and different ethnic groups respond differently to new cycling infrastructure, and this will need to be taken into consideration when design future cycling infrastructure.

### **7. LOCALISM:**

- 7.1 Local cyclists have been involved in the development of this report via G-BUG, and this report takes into account the views of local residents that were consulted during the Local Cycling Plan consultation.

### **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 implications

Increasing levels of cycling, can have a positive impact in congestion reduction and a consequent reduction in carbon emissions. This report seeks to provide the outline proposals to deliver infrastructure that will provide an increase in levels of cycling in Guildford.

### 8.2 Public Health implications

Active travel (walking and cycling), particularly for utility trips such as travelling to work, school and shopping, is considered a key deliverable against Public Health priorities such as Obesity and Air Quality. The National Institute for Health and Care Excellence (NICE) Guidance – Physical Activity : Walking and Cycling states that encouraging walking and cycling reduce the risk of heart disease, stroke, cancer, obesity and type 2 diabetes It can help keep the musculoskeletal system healthy and promote mental wellbeing.

## **9. CONCLUSION AND RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to agree that :**

- (i) The minor improvements identified in annex A are approved
- (ii) The minor improvements that require funding in annex B are considered for inclusion in the Local Committee Highways forward programme.
- (iii) Any minor improvements in Annex B that the committee wish to take forward immediately be identified.

## **10. WHAT HAPPENS NEXT:**

10.1 If the recommendations are approved, the committee resolutions regarding shared use footway/cycleways will come into immediate effect, and other measures will be incorporated into the Local Highways service delivery programme for implementation.

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### **Contact Officer:**

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**Consulted:**

Public consultation  
Guildford Borough Council major projects officer  
Local Highway Manager

**Annexes:**

Annex A – Guildford minor improvements – Lining, signing and conversions  
Annex B – Guildford minor improvements - Highways works




**Sources/background papers:**


- [Surrey Cycling Strategy 2014](#)
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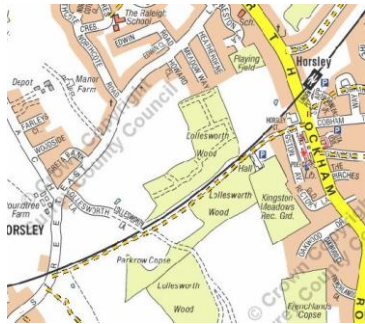
**Annex A – Proposed minor improvements to the Guildford Cycle Network – lining, signing and conversions**

**Lining and signing**



<b>Intervention</b>	<b>Location</b>	<b>Benefit</b>	<b>Cost</b>	<b>Photo</b>
Allow cycling along existing closed road – cyclist signs	Between Cumberland Avenue and Johnston Walk	Provides an off-road link alongside Worplesdon road on an existing wide pavement. Already in regular use	£500	
Sign town bridge for cycle use – directional signs	Town Bridge - Guildford	Makes it clear that cycling is permitted along Town Bridge, and provides information about where you can reach from either side	£500	
Create route from Woodbridge Road to Leapale Lane – requires lining	Leapale Lane	Provides a convenient link on existing infrastructure. Allows cyclists to avoid needing to use Onslow Street.	£500	

<p>Mark cycle route on footway</p>	<p>Woking Road service road</p>	<p>Existing sign is difficult to see from the north, a cycle roundel on the pavement would provide reassurance for cyclists using the route along Old Woking Road</p>	<p>£100</p>	
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**Legal works**

Intervention	Location	Benefit	Cost	Photo
<p>Order for shared use cycling</p>	<p>Footway outside cathedral on the Chase – convert to shared use cycle lane to Arlesford Road Alleyway</p>	<p>A small section of the existing wide footway has not been converted to shared use. This conversion will join up the network.</p>	<p>N/A</p>	
<p>Allow cycling on footpath 99 (The Street)</p>	<p>Horsley to The Street</p>	<p>This route provides an important link between Horsley station and the part of the village located along the Street, saving a much longer journey on roads without and facilities.</p>	<p>N/A</p>	
<p>Order to enable cycling</p>	<p>Friary Street</p>	<p>Buses and taxis are</p>	<p>N/A</p>	<p>Needs photo</p>





<p>south bound (i.e. uphill)</p>		<p>currently allowed to use this route, but not cycles. It improves the link between North Street and the gyratory for cyclists.</p>		
<p>FP287 – Allow cycling along this route</p>	<p>Compton</p>	<p>This is a wide path linking Compton and the western edge of Farncombe. New Pond Road is a long straight road with fast vehicle speeds; this link provides an alternative.</p>	<p>N/A</p>	
<p>Allow cycling on the footway from Jacobs Well Road to Slyfield Industrial Estate</p>	<p>Slyfield</p>	<p>An existing widened footway requires conversion to allow cyclists to use it. It provides a link to the Mars trail linking Woking and Guildford, and provides a safe off road route along a very busy road.</p>	<p>N/A</p>	
<p>Allow cycling on current no cycling section of Clay Lane</p>	<p>Burpham</p>	<p>A cycle route is signed throughout the length of Clay Lane, but at some points the footway hasn't been converted to shared use, requiring cyclists to dismount. While some</p>	<p>N/A</p>	






parts of the footway are narrow, the pedestrian footfall along here is light, and this would represent a significant safety improvement for cyclists.



**Annex B - Draft report on minor improvements and quick wins to Guildford's Cycle Network**

**Civils**

Intervention	Location	Benefits	Cost	Photo
Dropped kerb at recently improved bridleway	Grange Road	Provides easier access for cyclists, and buggy and wheelchair users to the new improved bridleway to Salt Box Road.	£500	
Remove guard rail or widen verge into back of footway	Hazel Ave/Woking Road		£15,000	
Cut section from planter, double yellow lines and widen footway to shared use.	Old Woking Road South/Woking Road	This would provide a more convenient link from Old Woking Road into the Woking Road bus lane, and would segregate cyclists from pedestrians at this point	£15,000	

				
<p>Dropped kerb on car park corner, shelters for cycle parking, sign route along tow path</p>	<p>Town Bridge – Millmead side</p>	<p>This would provide an enhanced parking facility for cyclists and provide easier and safer access to the Wey tow path at this point. This effectively finishes the link between Ladymead and the Town Centre along to Wey.</p>	<p>£15,000</p>	
<p>Surface gap on desire line to Toucan crossing</p>	<p>Woodbridge Meadows – opposite Porsche garage</p>	<p>The existing scrub in the verge demonstrates a strong desire line for cyclists and pedestrians here, surfacing would provide a cleaner, better maintained and resilient surface for all users.</p>	<p>£2,000</p>	

<p>Dropped Kerbs and resurfacing</p>	<p>Merrow Copse/Collingwood Crescent</p>	<p>Where this route is to be widened, dropped kerbs will provide improved access for pedestrians and cyclists.</p>	<p>Match funding of £5,000 (remainder of funding from developers)</p>	
<p>Dropped, vegetation clearance, create route</p>	<p>Stockton Road – Stoke Road</p>	<p>This entrance would provide a quieter route along Stoke Road via the existing service roads</p>	<p>£3,500</p>	
<p>Widen footway into verge and create dropped kerb</p>	<p>Stoke Road/Nightingale Road</p>	<p>This would provide a safe one way cycle route linking up to the service road to Stockton Road.</p>	<p>£10,000</p>	

<p>Re align path to remove right angled bends. Would require consultation with land owners</p>	<p>Wayside Road – Woodbridge Hill</p>	<p>Existing infrastructure at this point makes routes for all user circuitous.</p>	<p>£15,000</p>	
<p>Placing shelters over the existing cycle parking</p>	<p>Outside the Odeon cinema</p>	<p>Would provide enhanced parking facilities at this point in the town, where the existing racks are very popular</p>	<p>£10,000</p>	<p>Needs photo</p>
<p>Road geometry causes conflict. Possible minor kerb re-alignment</p>	<p>Larch Avenue – outside school</p>	<p>Improved safety and make use of redundant highway space.</p>	<p>£5,000</p>	

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