



Local Cycling and Walking Infrastructure Plan for Woking

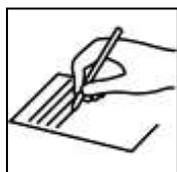
March 2020

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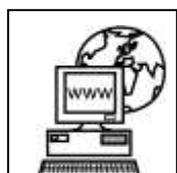
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Foreword

Surrey County Council has committed to achieving net zero carbon emissions across Surrey by 2050.

46% of carbon generated within Surrey by residents and businesses is transport related. This is roughly twice what it is for most other areas of the UK.

In order to tackle this, we need our residents and partners to help with a collective change in the way we travel in and around Surrey.

Surrey County Council has committed an ambitious 5-year budget, announced for 2020-21 that will see significant investment in Surrey County Council's Active Travel Programme for walking, cycling and buses as well as our Rights of Way connectivity. This financial commitment is a telling signal of our focus: getting people out of their cars.

This innovative and in-depth Local Cycling and Walking Infrastructure plan (LCWIP) is the first of its kind for the county and follows the work of other climate conscious and forward-looking transport authorities, setting out a clear vision for the connected and active travel we want to adopt as we lower our transport emissions.

Working closely with the Department for Transport, we are undertaking with this work, a new approach to mapping the movements of our communities. This, combined with ground-level engagement with residents and partners, will be imperative to understand exactly what our residents need and precisely where they need it.

We are intensely ambitious in seeking a continuation of this essential work across all of Surrey, taking particular consideration of our most deprived areas, in order that we leave no-one behind as we realise our Community Vision for Surrey over the coming decade.

With the coming publication of our Climate Change Strategy, we are bringing about drastic change to the way we view travel. This LCWIP marks the outset of that change and I am excited to see it brought to life in the following years.

Cllr Matthew Furniss
Cabinet Member for Highways

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Annexes are available on request by email to surreytransportplan@surreycc.gov.uk

About this document

This document has made minor alterations to the original document submitted to the Department for Transport to allow it to be read by screen-reader software.

Version 1.1 August 2020

Summary

To take action on the Climate Emergency, Surrey County Council is working to achieve our 'Greener Future' vision of a zero carbon and resilient county by 2050. With 46% of the county's carbon emissions produced by transport, growing rates of walking and cycling has an important part to play in achieving this vision, as well as having wider public health and other benefits.

The Government's ambition is to make walking and cycling the natural choice for shorter journeys, and short parts of longer journeys (for example, cycling to a railway station). Woking has great potential in this regard, being a compact town with local shops and services, and with frequent bus and rail connections for journeys beyond the town. With investment that makes it easier, safer and more pleasant to walk and cycle, there is scope for many more journeys in Woking to be made on foot or by bike. This plan identifies how investment might best be made to grow rates of walking and cycling in Woking.

To create a plan, this report

- identifies walking and cycling networks that would connect Woking town centre to surrounding neighbourhoods;
- surveys these networks and compared the current condition of routes to UK best practice, highlighting where improvements are needed or could be beneficial; and
- prioritises routes to direct investment in the most advantageous locations first.

The plan identifies the priorities for cycling investment as being:

- along the canal ('Saturn Trail');
- connecting Sheerwater to Woking town centre and West Byfleet ('Ceres Trail');
- upgraded cycle facilities along Lockfield Drive;
- improved cycle provision along Oriental Road ('Deimos Trail'); and
- connecting Horsell to Woking town centre ('Europa Trail').

To connect surrounding neighbourhoods to the pedestrian-friendly town centre, the plan identifies as priorities for investment in walking facilities:

- Chertsey Road, from the railway station to Carlton Road;
- Maybury Road, from the railway station to Monument Road;
- Monument Road, from the canal to College Road;

- White Rose Lane, Woking Park and Elmbridge Road, connecting the railway station to Woking College; and
- links between Horsell and Woking town centre.

For these priority walking and cycling routes, our proposed approach is to work towards a transformation of the route as a whole to create a connected network of high quality routes that provides seamless connections for greatly improved sustainable travel. This would be accompanied in the short term by targeted investment in the rest of the network, communication campaigns and maintenance work, and in the longer-term by transformation of the wider network.

Introduction

Why make this plan?

To take action on the Climate Emergency¹, Surrey County Council is working to achieve our 'Greener Future' vision of a zero carbon and resilient county by 2050. With 46% of our county's carbon emissions produced by transport, it is vital that we rethink transport and fundamentally shift the county to a more sustainable relationship with travel if we are to achieve this.

For similar reasons, in 2017 the Government launched a Cycling and Walking Investment Strategy. The Government's ambition is to make walking and cycling the natural choices for shorter journeys, and for short parts of longer journeys.

Walking and cycling are highly sustainable ways to travel. It is recognised that whilst there is great potential for more trips to be walked or cycled in Surrey, this must be accompanied by investment in the right places to make travelling on foot or by bike practical and desirable from journey start to journey finish, where it is not already.

As well as being sustainable, walking and cycling are also 'active' ways to travel that encourage everyday physical exercise and support mental wellbeing. Surrey County Council recognises that improving wider determinants of health, such as how easy it is to walk and cycle, is essential to delivering the county's Health and Wellbeing Strategy too.

Where journeys on foot and by bicycle can be made safe and pleasant, walking and cycling can be quick, convenient and popular ways to travel shorter distances. Improving walking and cycling connections can make it easier to access public transport options too, for making longer journeys.

For each of us, walking and cycling more is an opportunity to save money on travel and improve our physical and mental health. For all of us together, investing in walking and cycling is a cost-effective way to tackle climate change and pollution, support local shops and services and make our streets safer. The more we walk and cycle, the clearer our roads are for the trips we make that do need a motor vehicle, too.

¹ Surrey County Council declared a Climate Emergency on 9 July 2019

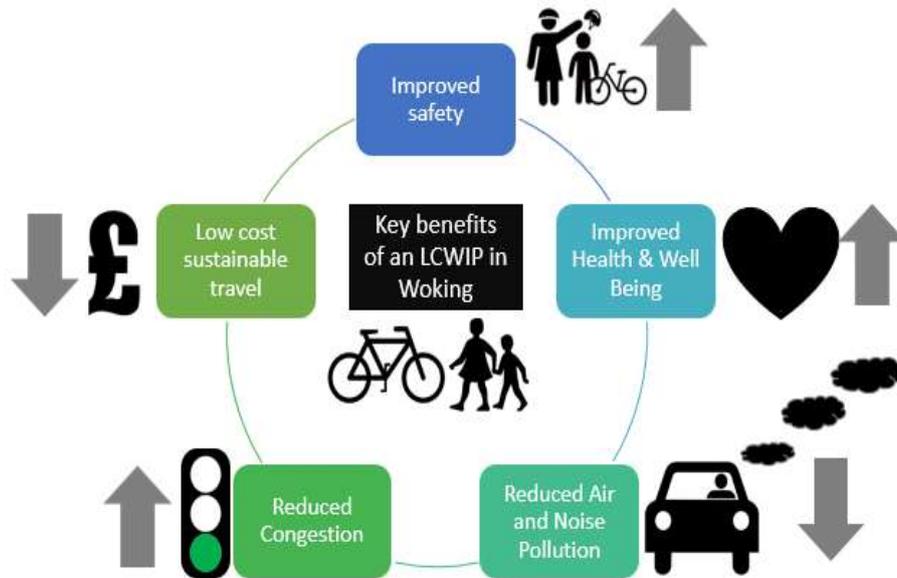


Figure 1: Key benefits of a Local Cycling and Walking Infrastructure Plan for Woking

The Government's Cycling and Walking Investment Strategy (Department for Transport, 2017) is available at <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

What does this plan do?

Local Cycling and Walking Infrastructure Plans are a new approach, developed by the Department for Transport, to improving walking and cycling networks in local areas. Surrey County Council are pleased to have been awarded funding by the Department to work with them on developing this document, one of the first in the UK.

The approach involves:

1. Understanding existing and future travel patterns, and the things that would help everyone to walk and cycle more.
2. Identifying the most important routes and places for walking and cycling in an area, as well as any gaps in this network.
3. Surveying these and comparing the current situation with best practice from across the UK, to show where and what type of improvements are needed or could be beneficial.
4. Creating a prioritised list of infrastructure improvements that will help target investment in the right places.

Department for Transport guidance on the Local Cycling and Walking Infrastructure Plan approach is available at <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

What do we mean by walking and cycling?

References in this report to walking (and pedestrians) are intended to refer to all travel (and persons travelling) on foot or with a mobility aid. In conducting the survey work and in developing the plan, particular care has been taken to ensure the needs of those with various types of mobility aid, pushchairs and luggage have been considered.

References in this report to bicycles, cycling and cyclists are intended to encompass a variety of bicycle designs and users, including e-bikes and non-standard bicycles such as those adapted for disabled users and cargo bikes. It is also recognised that low-powered electric scooters and other lightweight personal mobility options often have similar requirements to cyclists in terms of facility features and design speeds, and whilst in the majority of cases these cannot currently be used legally on cycle facilities and we would not encourage such use, designing facilities with these users in mind too could prove a helpful future-proofing strategy in preparedness for any change in the law.

What might we achieve?

Woking is a compact town with local shops and services. A significant proportion of the borough's resident population work within the borough itself. Around 7,000 Woking residents travel less than two kilometres to work, a distance which can be easily walked; a further 7,000 travel between two and five kilometres to work which is a distance that can be comfortably cycled². For journeys beyond the town, the train is a popular choice: approximately eight million rail journeys³ each year start or end at Woking's major town centre railway station, with passengers seeking convenient ways to make their journey between the station, the town centre and other nearby neighbourhoods. These characteristics and others make Woking a prime location for investment in walking and cycling.

Between 2008 and 2011, over £4.3 million was invested in cycling facilities across Woking through the Cycle Woking initiative, which resulted in substantial increases in rates of cycling along the Saturn Trail⁴, Cycle Woking's flagship route along the Basingstoke Canal. This shows that investment in active travel in the town is effective. More recently there has been a concerted effort to improve the walking and cycling environment in the town centre itself, including the construction of Bedser

² Source: Nomis data (dataset QS702EW Distance travelled to work, from 2011 Census data)

³ Source: Office of Rail and Road <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>

⁴ Cycle Woking – End of Programme Report. Report to Woking Local Committee 12 October 2011. Available at:

<https://mycouncil.surreycc.gov.uk/Data/Woking%20Local%20Committee/20111012/Agenda/PE%20item%204%20Cycle%20Woking%20End%20of%20Programme%20Report.pdf>

Bridge over the canal, public realm works in the High Street area and new cycle connections being provided as part of the Woking Integrated Transport Project and the Woking Sustainable Transport Package⁵.

This plan would build upon these initial investments in cycling and walking infrastructure to reach more of Woking's neighbourhoods with better quality facilities, connecting them to the high quality town centre environment and to each other. Woking stands to benefit from a 'network effect', whereby introducing good quality walking and cycling facilities will increase walking and cycling rates on both the route where they are introduced and the existing good quality facilities that connect with it.

Compact towns and cities elsewhere in the UK have successfully encouraged much higher rates of walking and cycling through investment. In Cambridge for example, investment in cycling has led to 1 in 3 Cambridge residents cycling to work (and note that this definition of 'work' excludes students travelling to university)⁶. Making cycling 'mass market' has been an important part in the area's strategy for keeping people and freight moving despite substantial growth in new housing and business sites, and has been achieved through a step-change in cycle route design as well as expansion of the network and an increase in cycle parking.



Figure 2: Investment in cycling in Cambridge has seen rates of cycling grow

This plan will look at improvements to the attractiveness, comfort, directness, gradient, safety, connectedness and coherence of walking and cycling routes in Woking, and propose schemes and other interventions that will make it easier, safer and more pleasant to walk and cycle. With this investment, there is scope for many more journeys in Woking to be made on foot or by bike – particularly some of the many short distance trips to work, school, the shops and the railway station.

⁵ The Woking Integrated Transport Project and Woking Sustainable Transport Package are projects currently underway in the town to support the redevelopment of the town centre

⁶ National Infrastructure Commission 'Running Out of Road: Investing in cycling in Cambridge, Milton Keynes and Oxford'. Available at: <https://www.nic.org.uk/wp-content/uploads/Running-out-of-Road-June-2018.pdf>

For a discussion of how walking and cycling could benefit health, congestion, the climate, the local economy and more, refer to Annex B: The case for cycling and walking investment in Woking

How does this plan fit with other plans and strategies?

Local Cycling and Walking Infrastructure Plans are part of a new national approach to improving trips by bike and on foot, linked to the Department for Transport's Cycling and Walking Investment Strategy.

Concern for our planet's future has recently risen rapidly up the political agenda, and is now dominating transport policy and decision making. This is recognition of the key role transport is understood to play in the problems causing climate change and how, therefore, the impact and importance of shifting to sustainable modes of travel wherever possible can have on helping to address the issues we face.

Surrey County Council has declared a Climate Emergency, and by enabling more people to walk and cycle regularly this plan can reduce carbon emissions in the county.

It will help Surrey County Council deliver on its overarching Surrey Transport Plan, which advocates investment in walking and cycling as part of efforts to make travel in Surrey effective, reliable, safe and sustainable. It has been guided by Surrey County Council's agreed Cycling and Low Emissions Transport strategies, as well as Woking 2027 – Woking Borough Council's plan for development in the borough.

It will also help Surrey deliver on its Health and Wellbeing Strategy, by helping people to live healthy lives through regular exercise and reduced pollution, supporting mental health and emotional wellbeing by helping people better connect with each other and the place they live, and supporting people in Surrey to fulfil their potential by making it affordable and safe for everyone to access local jobs, shops and services.

On a local level, the LCWIP proposals will support the Woking 2050 climate change strategy. Increasing levels of cycling and walking for more journeys into and out of Woking town centre will help to create a sustainable borough by reducing our impact on the environment. Implementation of the LCWIP will provide a strategic network of high quality cycle and walking routes, which will meet local needs and enables the local economy to prosper.

The climate emergency announced for Woking in July 2019 pledges for the borough to become carbon neutral by 2030. The LCWIP interventions and proposed measures will help to encourage and maintain mode shift from the car to cycle and walking trips, thereby reducing vehicle carbon emissions.

Strategies, policies and plans at a national, regional and local level have been reviewed and are summarised in Annex C: Policy review

Walking network

Woking is a town naturally suited to walking. The town centre is within walking distance of many residential neighbourhoods, and most neighbourhoods have their own local centre too with a selection of everyday shops and services.

Investment in the town centre 'Core Walking Zone'⁷ and Basingstoke Canal have transformed these locations into highly attractive – and well used – walking environments, with the latter forming a green corridor connecting the town centre to much of the east and west of the town. Beyond the town centre, some neighbourhoods feature historic rights of way within their layout whilst others have had pedestrian paths and cut-throughs created linking their cul-de-sacs. Most lower-speed roads and streets incorporate a pavement on both sides, and while some arterial roads have no pavement there is typically good walking provision along nearby, more pleasant alignments.

Some challenges remain, however. Nationally, a trend for underinvestment and lack of priority for walking facilities saw rates of journeys walked plummet 30% between 1995 and 2013⁸, putting more traffic on roads and contributing to growing rates of obesity and poor health. Within Woking, the foremost challenges are:

- the high quality town centre Core Walking Zone and canal towpath facilities need connecting to the 'necklace' of surrounding residential neighbourhoods;
- some pavements and footways are narrow, have uneven surfacing or are otherwise difficult for someone with a mobility aid, pushchair or luggage to use;
- there are remaining issues of severance caused by main roads, the railway and the canal;
- some walking routes lack passive surveillance, lighting, and long sight-lines, and have limited access points which can put off prospective walkers over personal safety concerns;
- bicycle riding has been permitted on some pavements and paths, which can discourage some walkers from using these facilities;
- the existing footpath network can feel illegible and labyrinthine to a new user;

⁷ Terminology used in the Department for Transport's Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities

⁸ Statistic taken from Cycling and Walking Investment Strategy (Department for Transport, 2017)

- facilities linking neighbourhood shops and services and the surrounding residential streets can, in many cases, be improved; and
- many residential road junctions are to a dated wide bell-mouth design which increases crossing distances for pedestrians and encourages higher traffic speeds at these safety-critical locations.

Identifying a walking route network

Walking routes along each of the principle corridors that radiate from Woking town centre were identified, typically to a distance of between 1 km and 2 km from the railway station to represent a comfortable walking distance.

These routes were compared against the location of schools, shops, medical facilities, key employment sites and Woking Borough Council's 'Priority Places' (from the Woking 2027 Core Strategy). Routes were adjusted where appropriate to link closely with these locations, and three routes were added for assessment at the points where there are links across the railway (which is one of the principal causes of severance in the Woking area). The routes have been arranged such that they do not duplicate one another, but do connect.

The resulting walking network is described in the Table 1 overleaf and Annex A Map 3.

Ref. No.	Route description
W1	Canal heading west from town – from Chobham Road bridge to Langmans Lane bridge
W2	Canal heading east from town – from Chobham Road bridge to the path connecting the towpath to Blackmore Crescent near Bateson Way in Sheerwater
W3	Chertsey Road route – following Chertsey Road from Woking railway station to Carlton Road
W4	Maybury Road route – heading northeast away from Victoria Arch on High Street, Broadway and then Maybury Road to the Maybury Arch
W5	Oriental Road route – from the southern entrance to Woking railway station, following Oriental Road and then College Road and East Hill to its junction with Old Woking Road
W6	Maybury Hill route – from Monument Rd canal bridge, following Monument Rd, then Maybury Hill to its junction with Old Woking Rd
W7	Heathside Road route – from Station Approach, following Heathside Road and then Pembroke Road to its junction with Maybury Hill
W8	Park Road route – from Oriental Road, following Heathside Crescent (briefly) and then Park Road to its junction with Old Woking Road
W9	White Rose Lane route – following White Rose Lane away from Station Approach to the Jack and Jill steps, and also a spur through the park from White Rose Lane heading between the ponds and passing to the east of the leisure centre to then follow Elmbridge Lane and Sundridge Lane towards John the Baptist School and Woking College
W10	Guildford Road route – from southern entrance to railway station, following Station Approach southwest to join and follow Guildford Road, Constitution Hill and then Guildford Road again to the Turnoak Roundabout, with one spur along Mount Hermon Road, another spur following Claremont Avenue and the A247 to Woking football club, and a third spur connecting Constitution Hill to Woking football club and White Rose Lane via the park
W11	Goldsworth Road route – from Victoria Arch, following Goldsworth Road and then Bridge Barn Lane to cross Arthur's Bridge, and then to follow Lockfield Drive and footpaths through the centre of Goldsworth Park estate to reach Kestrel Way, with a spur from Goldsworth Road following Kingsway and St Johns Road to its junction with Janoway Hill Lane
W12	Horsell route – from Jubilee Square, heading north on Mercia Walk and Bedser Bridge to then skirt the east side of Horsell Common and use the footpath network around St Andrew's School to reach Wilson Way, Horsell High Street and Horsell C of E Junior School, with a spur from the footpath network by St Andrew's School along Ridgeway to Woking High School
W13	Chobham Road route – following Chobham Road from Chertsey Road to Woodham Road
W14	Wych Hill Lane route – from Turnoak Roundabout, following Wych Hill Lane, Triggs Lane and Goldsworth Road to its junction with Bridge Barn Lane
W15	Twin Bridges route – from Mount Hermon Road, following Footpath 68 to Goldsworth Road, crossing straight over and crossing the canal on Step Bridge to reach Horsell Moor Rec, with a spur away from Footpath 68 along Footpath 69 and De Lara Way to its junction with Kingsway

Table 1 – Walking routes studied in this plan

Walking route surveys

The fifteen routes were surveyed in person by Surrey County Council transport planners, using the Walking Route Audit Tool ('WRAT') method developed as part of the Active Travel Wales Guidance⁹. The method assesses each route for

- attractiveness,
- comfort,
- directness,
- safety, and
- coherence.

The method splits the route into sections with similar route characteristics, such that specific locations of concern can be picked out. Tables 2.1 – 2.15 summarises the relative condition of each route section based upon the survey findings, along with recommended remedial actions. Condition is shown as a percentage of the total possible score that the route could achieve. The tool's guidance recommends that a score less than 70% implies action is required.

For the method and full results of the Walking Route Audit Tool assessment, see Annex E: Walking Route Audit Tool

The walking routes were additionally assessed using a 'multi-criteria assessment' approach to identify those routes where improvements were most likely to have a positive impact on the local economy, environment and health and that would best connect key destinations and deliver local and national policy aims. The potential impact of improving each route, assessed in this way, is also recorded in Table 2.1 – 2.15.

The Multi-Criteria Assessment method and results are documented in Annex D: Multi-Criteria Assessment of Walking Routes

⁹ Annex C of the Department for Transport Guidance provides further detail on this tool: <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

W1 Canal heading west from town

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
Whole route	Medium	63%	63%	100%	83%	n/a	71%

Table 2.1: Scores for route W1

Recommendation: Consider targeted improvements. Broadly good quality, but addressing maintenance defects and vandalism could improve attractiveness. Introducing lighting, improved drainage and widening footways at narrow points could also be considered, although this would need to be sensitive to the canal’s other functions. The audit noted that a lack of passive surveillance, limited sight-lines and limited entry/exit points are off-putting characteristics for some user groups – these could be mitigated by creating places and reasons for people to stop and enjoy the canal (e.g. installing benches) to increase natural surveillance, introducing additional entry/exit points (e.g. by formalising desire-line cut-throughs) and installing CCTV.

W2 Canal heading east from town

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
Whole route	High	50%	75%	100%	67%	n/a	67%

Table 2.2: Scores for route W2

Recommendation: Consider targeted improvements. Comments identical to route W1, above.

W3 Chertsey Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W3.1 railway station to Duke St	Very High	50%	63%	88%	17%	50%	56%
W3.2 Duke St to Stanley Rd	Very High	67%	80%	67%	50%	50%	67%
W3.3 Stanley Rd to Carlton Rd	Very High	33%	30%	50%	17%	0%	30%

Table 2.3: Scores for route W3 and its constituent sections

Recommendation: Prioritise for comprehensive improvement. The WRAT audit noted that in the town centre area footways are cluttered. For the route as a whole, narrow footways, proximity to traffic and high traffic speeds are off-putting, and a review of crossing locations could improve both convenience and safety. The missing section of footway linking to the entrance to Horsell Common and an associated crossing should be installed. The route would benefit from the introduction of tactile paving, dropped kerbs, and from maintenance.

W4 Maybury Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W4.1 Victoria Arch to railway station	High	83%	92%	100%	100%	100%	94%
W4.2 railway station to Locke Way	High	75%	80%	100%	67%	100%	81%
W4.3 Locke Way to Stanley Rd	High	33%	40%	50%	50%	0%	40%
W4.4 Stanley Rd to Maybury Arch	High	33%	30%	63%	0%	0%	31%

Table 2.4: Scores for route W4 and its constituent sections

Recommendation: Prioritise for comprehensive improvement. The high quality nature of this route in the town centre needs to be extended beyond Locke Way heading out of town. Pavements need to be resurfaced, widened, made fully accessible, clutter removed, vegetation removed/replaced and pavement parking controlled. The route has high traffic volumes, speeds and noise, which would ideally be mitigated. Sight lines and conflict points with both motor traffic and bicycles need review. With no pavement on the south side of Maybury Road, access to the bus stops located there and to the pavement on the south side of Broadway need improvement.

W5 Oriental Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W5.1 railway station to Onslow Cresc. (east)	High	83%	67%	88%	67%	100%	76%
W5.2 Onslow Cresc. (east) to Maybury Hill	High	63%	58%	75%	67%	50%	64%
W5.3 Maybury Hill to Old Woking Rd	High	83%	50%	83%	83%	50%	71%

Table 2.5: Scores for route W5 and its constituent sections

Recommendation: Consider targeted improvements. The route would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs (particularly in Onslow Crescent area near school), and from maintenance. Some crossings and, in places, the footway could usefully be widened to improve comfort and separation from traffic. Consider new foot access to retail park and introducing new crossings there and to access bus stops and side roads. Pavement parking is known to be an issue at the eastern end of the route.

W6 Maybury Hill route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W6.1 canal to Oriental Rd	Medium	25%	63%	70%	67%	100%	59%
W6.2 Oriental Rd to Old Woking Rd	Medium	83%	38%	75%	50%	0%	54%

Table 2.6: Scores for route W6 and its constituent sections

Recommendation: Prioritise canal to College Road section for comprehensive improvements (due to footfall); consider targeted improvements on remainder of route. The prioritised section would benefit from measures to reduce the dominance of motor traffic in this location, as well as replacement of damaged street furniture and cleaning. On Maybury Hill, there are issues with footway condition and proximity to traffic, and a need to introduce / modernise accessibility features such as dropped kerbs and tactile paving.

W7 Heathside Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W7.1 Heathside Road	Medium	75%	80%	70%	67%	0%	69%
W7.2 Pembroke Road	Medium	100%	88%	100%	83%	0%	85%

Table 2.7: Scores for route W7 and its constituent sections

Recommendation: Consider targeted improvements. The route would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs and tactile paving. The footway could usefully be widened in places.

W8 Park Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W8.1 Old Woking Rd to Pembroke Rd	Low	100%	88%	100%	83%	50%	88%
W8.2 Pembroke Rd to Oriental Rd	Low	100%	75%	75%	83%	0%	77%

Table 2.8: Scores for route W8 and its constituent sections

Recommendation: Consider targeted improvements. The route would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs and tactile paving.

W9 White Rose Lane route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W9.1 Jack & Jill Steps to park gate (White Rose Lane)	Very High	88%	75%	100%	50%	100%	79%
W9.2 park gate (White Rose Lane) to railway station	Very High	75%	60%	70%	67%	50%	67%
W9.3 the park	Very High	83%	100%	100%	83%	n/a	90%
W9.4 Elmbridge Lane and Sundridge Rd	Very High	83%	88%	100%	100%	50%	89%

Table 2.9: Scores for route W9 and its constituent sections

Recommendation: Prioritise railway station to Woking College section for comprehensive improvements; consider targeted improvements on remainder of route. The prioritised section would build upon the high quality walking environment in the park to create a link between the station and Woking College. On White Rose Lane, there are issues with pedestrian congestion (high footfall), footway parking, footway camber/condition and proximity to traffic, and the footway is intermittent on one side. To the south side of the park, footway condition is patchy and some dropped kerbs/tactile paving is missing.

W10 Guildford Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W10.1 Mt Hermon Rd	Very High	67%	50%	83%	67%	0%	60%
W10.2 the park (Cons. Hill to Elm Bridge)	Very High	83%	88%	100%	100%	100%	92%
W10.3 Guildford Rd (Turnoak Roundabout to Claremont Av)	Very High	67%	80%	50%	33%	50%	60%
W10.4 football club to Mt Hermon Rd	Very High	83%	90%	90%	83%	100%	88%
W10.5 Mt Hermon Rd to Heathside Rd	Very High	50%	58%	60%	33%	50%	53%
W10.6 Heathside Rd to station (south entrance)	Very High	75%	90%	100%	67%	100%	84%

Table 2.10: Scores for route W10 and its constituent sections

Recommendation: Consider targeted improvements. Although the impact potential is very high and there are some low scores on this route, the low scores are principally related to the effects of high traffic volumes along the Major Road Network A320 route. The park and Mount Hermon Road can be seen to be alternative routes that are broadly of good quality, albeit Mount Hermon Road would benefit from improved pavement condition, some pavement and crossing width improvements and accessibility features such as dropped kerbs and tactile paving.

W11 Goldsworth Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W11.1 Victoria Arch to Morrisons	Medium	67%	83%	80%	83%	100%	81%
W11.2 Morrisons to Arthur's Bridge	Medium	75%	80%	100%	100%	50%	85%
W11.3 Arthur's Bridge to Harelands Roundabout	Medium	83%	88%	90%	100%	50%	88%
W11.4 Harelands roundabout to Kestrel Way	Medium	67%	60%	90%	100%	50%	76%
W11.5 Kingsway and St Johns Rd	Medium	100%	70%	67%	83%	50%	77%

Table 2.11: Scores for route W11 and its constituent sections

Recommendation: Consider targeted improvements. (Medium impact potential, few issues noted.) Pedestrian crossing facilities at the Triggs Lane and Bridge Barn Lane roundabouts need to be brought up to modern standard. The route generally would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs and tactile paving.

W12 Horsell route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W12.1 Jubilee Sq. to Bedser Bridge	High	100%	90%	75%	67%	100%	84%
W12.2 Bedser Br. to n. corner Horsell Moor	High	83%	90%	100%	100%	100%	94%
W12.3 N. corner H. Moor to Horsell Park	High	67%	75%	100%	83%	n/a	77%
W12.4 Horsell Park to Wilson Way	High	38%	67%	75%	50%	n/a	55%
W12.5 Wilson Way and Horsell High St	High	67%	50%	100%	50%	50%	68%
W12.6 Horsell High St to Horsell CoE Jnr Sch	High	83%	88%	100%	67%	100%	87%
W12.7 Horsell Pk to Ridgeway / footpath 16	High	17%	50%	75%	50%	n/a	44%
W12.8 Ridgeway and Morton Rd	High	83%	25%	100%	100%	n/a	80%

Table 2.12: Scores for route W12 and its constituent sections

Recommendation: Prioritise for comprehensive improvement. (High impact potential and poor WRAT score.) The off-road footpaths are surrounded by high fencing, and footways are narrow and in poor condition in places. The footpath network would benefit from improved wayfinding. In the Horsell High St area there is motor traffic dominance which discourages visits on foot to this local service centre, and footway condition is poor in places. Accessibility measures (dropped kerbs and tactile paving) are

needed in some locations, including outside Woking High School. It is noted that Ridgeway is a characterful private road, as well as a public right of way.

W13 Chobham Road route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W13.1 Chertsey Rd to Victoria Way	Low	83%	100%	90%	67%	100%	89%
W13.2 Victoria Way to Woodham Rd	Low	83%	75%	100%	67%	50%	80%

Table 2.13: Scores for route W13 and its constituent sections

Recommendation: Consider targeted improvements. (Low impact potential, few issues noted.) Some parts of the route would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs and tactile paving.

W14 Wych Hill Lane route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
W14.1 Bridge Barn Lane to Wych Hill Roundabout	Low	67%	60%	50%	50%	50%	56%
W14.2 Wych Hill Roundabout to Turnoak Roundabout	Low	67%	60%	67%	33%	50%	57%

Table 2.14: Scores for route W14 and its constituent sections

Recommendation: Consider targeted improvements. Difficulties were noted crossing junctions, in particular at Silversmith’s Way, College Lane and the roundabouts. The footway is narrow under the railway bridge, at the Wych Hill Roundabout and between Mount Hermon Road and Guildford Road. Measures to reduce the dominance of motor traffic would improve the route’s safety and attractiveness. Some parts of the route would benefit from the introduction / modernisation of accessible footway features such as dropped kerbs and tactile paving.

W15 Twin Bridges route

Route section	Impact potential (from Multi-Criteria Assessment Framework ,Annex D)	WRAT score: Attractiveness	WRAT score: Comfort	WRAT score: Directness	WRAT score: Safety	WRAT score: Coherence	WRAT score: overall
Whole route	Low	33%	33%	75%	100%	100%	63%

Table 2.15: Scores for route W15

Recommendation: Consider targeted improvements. This is a difficult route to improve given space constraints, but provides a useful traffic-free link across the railway line overcoming severance. Addressing maintenance defects and vandalism, and introducing visual interest (e.g. art, low-height vegetation) along the route could improve attractiveness. Introducing lighting could also be considered. The audit noted that a lack of passive surveillance, limited sight-lines and limited entry/exit points are off-putting characteristics for some user groups, however these should be addressed by ensuring there are suitable alternative routes.

Walking route survey conclusions

There were few general trends to note about the results of the walking route surveys as issues tended to be specific to individual routes, however one issue that arose frequently was that dropped kerbs and tactile paving were absent or not to current standards (the 'coherence' score). A second issue that was common across a number of routes was the presence of an accumulation of minor maintenance issues, which taken together detracted from the attractiveness and comfort scores.

More positively, it was found that routes typically scored well for directness and, particularly in the town centre and canal towpath where investment has been made, routes were broadly attractive, comfortable and safe. These route sections are assets upon which to build in developing a pedestrian network that makes walking a natural choice for short trips in the town.

The audit results, in combination with the route's impact potential, were used by Surrey County Council transport planners to inform discussion on what actions are required, and where efforts should be focussed in the first instance.

Recommendations have been made for each route, and are listed in table 2.

These recommendations identify five routes (or parts of routes) as priorities for improvement, as they either scored poorly in the Walking Route Assessment Tool, were identified as having a high impact potential through the Multi-Criteria Assessment Framework, or a combination of the two. The priorities for improvement are:

- W3 Chertsey Road route;
- W4 Maybury Road route;
- W6 Maybury Hill route – canal to College Road section;
- W9 White Rose Lane route – railway station to Woking College section; and
- W12 Horsell route.

These priority routes and route sections are highlighted in Annex A Map 4.

For the priority routes and route sections, the recommended approach is to seek comprehensive improvements that come together to create a high quality facility that scores well in all Walking Route Assessment Tool areas along their full length. For the remaining routes and route sections, the recommended approach is instead to make targeted improvements to resolve specific issues identified along the route. The *Our Plan* section of this report outlines how this might be achieved.

Cycling network

Woking was designated a Cycle Town in 2009 by Cycling England, making it one of 18 pioneer areas in the UK for investment in modern cycle infrastructure. As part of this programme a planet-themed network of cycle routes was introduced covering much of the borough, at the heart of which was the 'Saturn Trail', an upgraded towpath along the Basingstoke Canal forming a new east-west trunk route. The popularity of Woking railway station's 'Cycle Hub' is testament to the success of that initial investment.

Regeneration works in the town centre as well as the Woking Sustainable Transport Package, both currently underway, are now investing further in new cycle routes in the town centre area and traffic-free bridges for cyclists (and pedestrians) across the canal.

Much of Woking's urban area falls within a comfortable 5 km cycle distance of the town centre, making cycling a viable alternative to the car for many local trips where routes can be made convenient, coherent and attractive. Some parts of the town are laid out with cul-de-sac networks that feed into arterial roads. Cul-de-sac networks tend to have low motor traffic volumes as they are only used for access rather than as through-routes, and this can make them attractive cycling routes, however they can also be circuitous in nature which adds to journey distance.

The key challenges that remain to be addressed are:

- the cycle network coverage needs extending to areas that do not currently have facilities;
- cycle facilities can be disjointed, incomplete and difficult to follow at street-level *en route*, particularly outside of the town centre;
- outstanding severance issues caused by the railway, main roads and (away from the town centre) the canal;
- paths linking residential cul-de-sacs should be upgraded to become suitable cycling links, to create more direct routes for cyclists;



Figure 3: New street design outside Woking railway station better accommodates pedestrians and cyclists

- some existing facilities require modernisation – for instance where on-road cycle facilities mix cyclists with heavy and/or fast traffic, and where on-pavement facilities are narrow, in close proximity to traffic and/or mixed with heavy footfall and milling pedestrians (e.g. outside shops);
- many of the town’s busy road junctions and roundabouts can be difficult for cyclists to traverse, and are off-putting to new cyclists; and
- the Basingstoke Canal remains a successful east-west trunk route, but the increasing use by cyclists is putting pressure on the canal’s other functions as a linear park and historical site, and as a walking route.

Identifying a cycle route network

Woking has an established cycle network in the Planet Trails (Annex A Map 5). These are a themed suite of cycle routes that cover much of Woking Borough, introduced as part of the aforementioned Cycle Woking initiative. It is our ambition through this plan to build upon that investment by improving and expanding this network, raising facility standards in line with the Department for Transport’s Route Selection Tool criteria (see *Cycle Route Survey* section, below).

A study was commissioned to map the shortest (existing) cycle route from each home within a 5 km radius of Woking railway station to the station itself. The station was used as a proxy location for the whole town centre, as well as being a significant destination and multi-modal interchange in its own right. The flows were weighted to account for demographic factors, and aggregated to highlight routes where the greatest demand for cycling could be expected should improvements be made. These flows are illustrated in Annex A Map 6.

The Department for Transport funded Propensity to Cycle Tool was also reviewed as a second method to identify where cycle flows might be expected to be greatest. Outputs from this tool are illustrated in Annex A Maps 7 - 10.

For the method and full results of the assessment of potential cycle flows, see Annex F: Predicting cycling flows

The existing Planet Trail network was compared with the flows identified through the origin-destination study and by the Propensity to Cycle Tool, as were extensions that have been proposed to that network and other cycle facilities in Woking. This was used to identify routes to consider as part of this study.

The routes for investigation are set out in Table 3, and shown in Annex A Map 11.

Ref. no.	Associated Planet Trail and signage colour	Route
C1	Europa Trail	Horsell High Street to town centre , via Church Hill, Brewery Road and Chobham Road Bridge
C2	Jupiter Trail	Woking High School to town centre , via Ridgeway, Footpath 19, Brewery Road and Chobham Road Bridge
C3	(New trail) ¹⁰	Lockfield Drive / Littlewick Road roundabout to town centre , via Lockfield Drive
C4	Pluto Trail	Knaphill centre to Woking town centre (Victoria Arch) , via Victoria Road, Inkerman Way, Barrack Path, Robin Hood Road, St Johns centre, St Johns Road, Kingsway, Goldsworth Road and High Street
C5	Saturn Trail	Canal towpath (both directions from town centre, to Hermitage Road Bridge in the west and Lambourne Crescent / Bishop David Brown School in the east)
C6	(New trail)	Fisher's Hill to Goldsworth Road Morrisons , via Mile Path, College Lane, Triggs Lane and Goldsworth Road
C7	(New trail)	Fisher's Hill to Guildford Road , via Mile Path, Wych Hill, Star Hill, and Wych Hill Lane, then two alternate routes: one along York Road to its junction with Guildford Road, the other continuing along Wych Hill Lane then following Guildford Road itself as far as Claremont Avenue
C8	Earth Trail	Elm Bridge to town centre , via Woking Park, Constitution Hill, Guildford Road and Victoria Way
C9	Mars Trail (South)	Mayford Roundabout to Woking railway station (south entrance) , via Westfield Road, Westfield Avenue, Woking Park and White Rose Lane
C10	Ceres Trail	West Byfleet railway station to Woking town centre (Victoria Arch) , via Woodland Avenue, Sheerwater Road, Albert Drive, Arnold Road, Maybury Road and The Broadway
C11	Deimos Trail	Lion Retail Park to Woking town centre (Victoria Arch) , via Oriental Road, Station Approach and Victoria Road
C12	Oberon Trail ¹¹	Maybury Inn to Maybury Road , via Maybury Hill
C13	Venus Trail ¹²	Hoe Bridge School to Woking railway station (south entrance) , via White Rose Lane
C14	Mars Trail (North)	Ottershaw to Woking railway station , via Brox Road, A320 and Chertsey Road

Table 3 – Cycle routes studied in this report

¹⁰ There are advisory cycle lanes on Lockfield Drive, but they are not a formalised Planet Trail

¹¹ This would be an extension to the proposed Oberon Trail

¹² This would be an extension to a previously proposed extension of the Venus Trail

Cycle route surveys

The fourteen routes were surveyed in person by Surrey County Council transport planners, using the Route Selection Tool ('RST') method from the Department for Transport's guidance for Local Cycling and Walking Infrastructure Plans. The method assesses each route for

- directness;
- gradient;
- safety;
- connectivity; and
- comfort.

It also notes the number of problematic ('critical') junctions and crossing points.

The method splits the route into sections with similar route characteristics and of not more than 1 km in length, such that specific locations of concern can be picked out. Each route was surveyed in both directions. Tables 4.1 – 4.14 summarises the relative condition of each route section based upon the survey findings.

For the method and full results of the Route Selection Tool assessment, see Annex G: Route Selection Tool

C1 Europa Trail: Horsell High Street to town centre

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards town centre	5.00	5.00	0.40	5.00	0.00	1.00
Towards Horsell High Street	5.00	4.18	0.40	5.00	0.00	1.00

Table 4.1: Overall RST scores for route C1. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.67

Rank (1 = least concern): 12

C2 Jupiter Trail: Woking High School to town centre¹³

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards town centre	5.00	3.88	1.99	5.00	0.00	0.00
Towards Woking High School	5.00	4.26	1.99	5.00	0.00	1.00

Table 4.2: Overall RST scores for route C2. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.76

Rank (1 = least concern): 9

¹³ Scores for this route reflect how it would need to be cycled currently, which is via Chobham Road, Horsell Rise and Ridgeway, rather than the proposed Horsell Moor and Footpath 19 alignment

C3 Lockfield Drive / Littlewick Road Roundabout to town centre

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards town centre	5.00	4.78	0.37	3.76	0.18	0.00
Towards Lockfield Drive / Littlewick Road	5.00	4.21	0.37	3.61	0.18	0.00

Table 4.3: Overall RST scores for route C3. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.29

Rank (1 = least concern): 14

C4 Pluto Trail: Knaphill centre to Woking town centre (Victoria Arch)

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Woking town centre (Victoria Arch)	5.00	4.35	1.67	4.69	0.79	0.00
Towards Knaphill	5.00	3.57	1.58	4.67	1.10	0.00

Table 4.4: Overall RST scores for route C4. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.70

Rank (1 = least concern): 10

C5 Saturn Trail: Canal towpath

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Hermitage Road Bridge	3.00	5.00	3.00	3.28	0.13	0.00
Towards Bishop David Brown School	3.00	5.00	3.00	3.28	0.13	0.00

Table 4.5: Overall RST scores for route C5. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.40

Rank (1 = least concern): 13

C6: Fisher's Hill to Goldsworth Road Morrisons¹⁴

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Goldsworth Road Morrisons	5.00	5.00	3.05	4.46	1.73	0.00
Towards Fisher's Hill	5.00	4.38	3.05	4.46	1.85	0.00

Table 4.6: Overall RST scores for route C6. Minimum score = 0, maximum score = 5

Overall score (mean average): 3.17

Rank (1 = least concern): 5

¹⁴ Scores for these routes are based upon how they would need to be cycled currently, which is via Pond Road and Hook Heath Road, in place of the footpath section of Mile Path

C7 Fisher's Hill to Guildford Road¹⁴

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Guildford Road	4.00	4.60	2.44	4.58	1.34	0.00
Towards Fisher's Hill	4.00	4.23	2.12	4.58	1.34	0.00

Table 4.7: Overall RST scores for route C7. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.77

Rank (1 = least concern): 8

C8 Earth Trail: Elm Bridge to town centre

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards town centre	5.00	4.52	2.74	5.00	1.94	0.00
Towards Elm Bridge	5.00	4.64	3.31	5.00	1.94	0.00

Table 4.8: Overall RST scores for route C8. Minimum score = 0, maximum score = 5

Overall score (mean average): 3.26

Rank (1 = least concern): 4

C9 Mars Trail (South): Mayford Roundabout to Woking railway station (south entrance)

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards railway station	3.00	4.60	2.32	4.84	1.92	0.00
Towards Mayford Roundabout	4.00	5.00	2.59	4.84	1.84	0.00

Table 4.9: Overall RST scores for route C9. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.91

Rank (1 = least concern): 6

C10 Ceres Trail: West Byfleet railway station to Woking town centre (Victoria Arch)

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Woking town centre (Victoria Arch)	5.00	4.96	3.07	5.00	1.77	0.00
Towards West Byfleet railway station	5.00	4.72	3.07	5.00	2.22	0.00

Table 4.10: Overall RST scores for route C10. Minimum score = 0, maximum score = 5

Overall score (mean average): 3.32

Rank (1 = least concern): 2

C11 Deimos Trail: Lion Retail Park to Woking town centre (Victoria Arch)

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Woking town centre (Victoria Arch)	5.00	1.81	1.47	5.00	2.72	0.00
Towards Lion Retail Park	5.00	1.81	1.47	5.00	2.72	0.00

Table 4.11: Overall RST scores for route C11. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.67

Rank (1 = least concern): 11

C12 Oberon Trail: Maybury Inn to Maybury Road

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards Maybury Arch	5.00	4.00	2.00	5.00	0.00	1.00
Towards Maybury Inn	5.00	4.00	2.00	5.00	0.00	1.00

Table 4.12: Overall RST scores for route C12. Minimum score = 0, maximum score = 5

Overall score (mean average): 2.83

Rank (1 = least concern): 7

C13 Venus Trail: Hoe Bridge School to Woking railway station (south entrance)

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards railway station	5.00	3.90	2.72	4.48	3.39	0.00
Towards Hoe Bridge School	5.00	4.40	2.72	4.48	3.63	0.00

Table 4.13: Overall RST scores for route C13. Minimum score = 0, maximum score = 5

Overall score (mean average): 3.31

Rank (1 = least concern): 3

C14 Mars Trail (North): Ottershaw to Woking railway station

Direction	Directness	Gradient	Safety	Connectivity	Comfort	Critical Junctions
Towards railway station	5.00	3.76	4.14	3.88	3.24	0.00
Towards Ottershaw	5.00	3.76	4.14	3.88	3.24	0.00

Table 4.14: Overall RST scores for route C14. Minimum score = 0, maximum score = 5

Overall score (mean average): 3.34

Rank (1 = least concern): 1

Cycle route survey conclusions

Overall, there was a tendency across all routes surveyed for directness, gradient and connectivity to be good, showing that the network has promise in terms of taking people the way they would like to go. Conversely, there was a tendency for safety, comfort and critical junction scores to be low, indicating that the condition and quality of cycling infrastructure needs investment if prospective cyclists are to use them.

The survey showed that there were some cycle routes where much of the route was already of good quality, and intervention focussed at particular points on the route could quickly and effectively create a good cycle facility from end to end. For other routes, more comprehensive improvements along the length of the route are needed. It was therefore chosen to prioritise one route that scored reasonably well for focussed improvements that would complete a high quality end to end cycle route, alongside three routes that scored poorly and were found to be in particular need of investment to raise the quality of the facility throughout its length.

The Ceres Trail (C10) was identified as the most promising candidate to prioritise for a focussed improvement, for the section linking The Broadway in the town centre and Albert Drive in Sheerwater. This was the second best scoring route, behind the Mars Trail (North) (C14) for which more minimal improvements are needed.

Of the lowest scoring routes, the new C3 route, the Saturn Trail (C5) and the Europa Trail (C1) were identified as most in need of investment, as the three lowest scoring routes. For the Saturn Trail (C5), it is proposed that the section between Arthur's Bridge in the west through the town centre to Monument Road in the east be the focus for improvements, being the highest trafficked section and an important connection between other cycle routes including the three other prioritised routes C1, C3 and C10. Improvements to the Saturn Trail will need to be sensitive to the canal's other functions – for instance, no new lighting would be installed away from the town centre, and cycle calming would be introduced to help walkers and cyclists share the towpath.

Additionally, it is noted that the Deimos Trail (C11) was the next most poorly scoring route. There are existing proposals to upgrade the cycling infrastructure along this route, as part of a potential second phase to the Woking Sustainable Transport Package. This route has been prioritised too, although it is expected that delivery of improvements here will be delivered separately as part of that package.

The prioritised routes for investment are shown in Annex A Map 12.

To unlock the full potential of cycling within Woking, it is proposed that the prioritised routes form a 'first phase' of cycling improvements for the town, with other routes upgraded in later phases until ultimately the full network surveyed as part of this exercise has been improved in line with the Department for Transport's Route Selection Tool criteria.

Our plan

The research and analysis described in earlier sections of this report have

- identified walking and cycling networks that would connect Woking town centre to surrounding neighbourhoods;
- surveyed these networks and compared the current condition of routes to UK best practice, highlighting where improvements are needed or could be beneficial; and
- prioritised routes to direct investment in the most advantageous locations first.

For the priority walking and cycling routes, our proposed approach is to work towards a transformation of the route as a whole to create seamless connections that reflect best practice.

Improvements of such scale will need to be undertaken in manageable phases. The prioritised routes have been identified as those where early investment has the greatest potential to increase rates of walking and cycling. For the remaining routes, we propose targeting specific issues identified through the on-street surveys initially. Once work on the priority routes is complete, attention can turn to upgrading these remaining routes more comprehensively.

The surveys have also identified communication campaigns and maintenance works that would be beneficial.

Wherever possible, walking and cycling improvements will be delivered with, or as part of, complimentary improvements to the public realm or local environment, including tree planting.

Transforming priority routes

The Walking Network chapter of this report identified five walking routes (or route sections) as priorities for improvement:

- W3 Chertsey Road route;
- W4 Maybury Road route;
- W6 Maybury Hill route – canal to College Road section;
- W9 White Rose Lane route – railway station to Woking College section; and
- W12 Horsell route.

Similarly, the Cycling Network chapter identified five cycling routes as priorities for improvement:

- C1 Europa Trail;
- C3 Lockfield Drive route;
- C5 Saturn Trail (Arthur's Bridge to Monument Road);
- C10 Ceres Trail (The Broadway to Albert Drive); and
- C11 Deimos Trail.

Some roads, streets and paths find themselves on the list for first-phase improvements in terms of both walking and cycling. In these areas, it will be particularly important for proposed improvements to give both walkers and cyclists the facilities they need, with improvements that are complimentary rather than in conflict. These locations are:

- Maybury Road and Maybury Hill areas; and
- footpaths in the Horsell area.

These priority walking and cycling routes are where it is proposed investment should be directed first, and where Surrey County Council should strive to replicate best practice to create complete, seamless end-to-end routes. To achieve such a transformative approach, it is proposed that funding be sought to establish a new project to deliver coordinated improvements to the priority walking and cycling routes (with the exception of C11 Deimos Trail, which it is expected will be improved through the emerging Woking Sustainable Transport Package Phase 2 project). Surrey County Council will explore options for how such a project could be funded.

For an idea of the kinds of comprehensive improvements that might be undertaken to improve the priority cycle routes, see Annex I: Concept interventions for priority cycle routes. Associated costs for these concept cycle interventions are given in Annex H: Cost estimates for prioritised cycle interventions.

Targeted improvements

Whilst it is proposed that comprehensive, coordinated, end-to-end improvements be made to all the walking and cycling routes identified in this report, for those routes not prioritised these improvements will be longer term proposals.

In the interim, there is the potential to make modest, targeted improvements along these routes, for instance by working with developers or by making these improvements as part of maintenance or other highway works that take place in these locations.

Targeted improvements for walking are based around the following suggested measures:

- Introducing new footways and paths, where these are observed to be missing
- Re-surfacing footways and paths, and improving drainage where needed
- Widening footways and paths where there is the opportunity to do so, particularly at 'pinch point' locations where the path narrows

- Installing new or upgraded crossings, or relocating crossings to better suit pedestrian desire lines
- Making it easier for pedestrians to cross at road junctions, for instance by using refuge islands to reduce crossing distance and tightening corner radii to slow traffic at these safety critical locations
- Installing or modernising accessibility features, such as dropped kerbs and tactile paving
- Introducing places of interest and places to shelter and rest along routes, to encourage more people to spend time on the route, increasing the number of 'eyes on the street' and thereby personal security
- Installing traffic calming features and/or reviewing the speed limit on local streets
- Removing, relocating or upgrading street furniture and boundary markers which are damaged, obstructive or overbearing
- Installing CCTV and/or lighting for security and reassurance, particularly after dark
- Upgrading bus stops where shelters or poles are damaged, or where there is not enough width for pedestrians to pass waiting bus passengers
- Reviewing traffic light timings to give pedestrians time to cross, and reduce waiting times where practical
- Relocating parking, or introducing parking restrictions
- Separating walkers and cyclists at conflict locations
- Introducing improved wayfinding
- Introducing hazard signage

Annex E, the Walking Route Audit Tool, identifies locations where these actions have been proposed by transport planners when surveying walking routes.

As cycle journeys are typically longer and faster-paced than walking journeys, spot improvements to cycle routes at individual locations will have less impact than the targeted improvements suggested for walking routes, as they form a smaller proportion of a journey. Further, cycle routes with piecemeal infrastructure can have poor legibility and prove difficult for new cyclists to follow. Nevertheless, there may be interim, low cost measures that are appropriate to implement ahead of a more comprehensive route upgrade, such as:

- Improving critical junction locations identified by the Route Selection Tool surveys;
- Resurfacing paths;
- Lowering speed limits
- Trialling filtered permeability measures

Annex G, the Route Selection Tool, shows where such measures might be desirable.

Forward programme

These proposed transforming and targeted walking and cycling improvements will be added to the Woking Local Transport Strategy Forward Programme¹⁵.

The Forward Programme is a schedule of proposed improvements to the transport network within the borough that the council has agreed its intent to progress, subject to confirmation of feasibility (in engineering terms), value for money and funding. Surrey County Council actively seeks to progress items on the Forward Programme, for example by taking opportunities to bid for funding, direct developer or other local funding towards the initiative, or to incorporate items into a wider maintenance or improvement package for an area.

Through this process, those targeted improvements that can be progressed incrementally ahead of a more comprehensive route treatment will be. Ultimately, it is the ambition of this plan that all walking and cycling routes will receive this more comprehensive, transformative treatment over time.

Maintenance

Some of the issues identified through the walking and cycling surveys were locations where existing infrastructure required maintenance, rather than there being a need for new infrastructure. Surrey County Council will look at opportunities to bring forward maintenance at these locations where possible.

Communication campaigns

This plan is principally concerned with delivering infrastructure to support walking and cycling. The survey work has however identified two communication campaigns that would be complimentary to the delivery of infrastructure.

- A footway parking campaign which raises awareness of the problems caused by pavement parking, as well as rules around pavement obstruction.
- A campaign promoting the benefits of walking and cycling, and new infrastructure that results from this plan.

Working in partnership

We intend to work in partnership with Woking Borough Council, as well as residents, local interest and business groups, as we progress these plans to ensure the improvements made reflect local priorities and help to make walking and cycling the natural choice for short trips (and stages of longer journeys) in Woking.

¹⁵ The Woking Local Transport Strategy Forward Programme is a 'living document' that is updated and published on the Surrey County Council website periodically following approval by the Woking Joint Committee

Governance, review and next steps

The development of LCWIPs form part of DfT's current £390m 5 year investment strategy for cycling and walking (2016/17 – 2020/21) to help deliver the Government's aim of doubling cycling by 2025.

This plan has been developed by Surrey County Council's Transport Policy & Major Projects team in partnership with Woking Borough Council. Development of the plan has been assisted with expertise provided by WSP consultancy and Living Streets, with funded support awarded by DfT.

Earlier draft proposals of the plan were presented to members of Woking Borough Council's Corporate Management Group during November 2019, with subsequent revisions adopted into the plan that reflect current council development priorities and future strategic planning.

The benefits and potential that increases in levels of cycling and walking can bring to local neighbourhoods and the environment provides a natural fit between the work of the LCWIP and directives of the Woking Climate Change Working Group to deliver the Woking 2050 climate change strategy.

The Climate Change Working Group have resolved that the LCWIP and identified priority walking and cycling routes with proposed measures for improvements be supported for submission of the plan to DfT. Subject to available funding, further feasibility and design work and refinement of schemes will be required to take this plan forward to implementation.

Submission of the LCWIP to DfT is the next step on this journey, for the Department to undertake a review of the proposals for cycling and walking investment in order to agree levels of funding required to enable implementation and delivery of the plans.

Against a backdrop of increasing awareness of climate change and the need for individuals and organisations to respond with actions to support the reduction of carbon emissions, the Government has announced earlier this year that additional funding is being made available for cycling and walking measures. This will be additional to the £390m funding that is already committed to be spent on cycling and walking to deliver the government's 5 year investment strategy for cycling and walking.

The new fund is expected to be allocated to towns and cities with well-developed plans for cycling and walking networks, including those set out within published LCWIPs.

A business case will be expected to support a bid for funding including appraisal of schemes in order to demonstrate anticipated value for money, benefits, and ability to deliver the plans.

Consultation with the public and further engagement with stakeholders will take place when greater scheme detail is available, with reporting and approvals required through Woking Joint Committee and the Climate Change Working Group. This would form part of the business case development at the time of funding award.

At the time of writing we are currently awaiting further information from DfT on the terms of a future funding award, including bid application and delivery timeframes.

The plan of prioritised cycle and walking routes for Woking is fully scalable to allow a range of alternative delivery options. Should other local funding opportunities become available, individual routes could be taken forward separately or as part of a phased delivery approach.