

LTP Schemes for Godalming Cycle Access

Waverley Cycle Forum 25 Jul 01

1 Introduction

This report is the result of work carried out by a sub-group of the Waverley Cycle Forum to establish a method by which a town centre cycle access trial could be introduced, as recommended by the public inquiry on the Godalming pedestrian priority scheme. It splits the work into three phases for ease of implementation; phase one describes the preparatory tasks on the periphery of the town centre; phase two describes the town centre work itself; phase three identifies the upgrading of a route to improve access from the Milford direction towards Godalming. Possible models for such cycle schemes are Rochester in Kent, Chertsey in Surrey and Stolberg in Germany.

2 Phase One: Assessments and Town Periphery Work

The first seven items require no further approval from Waverley PATC.

2.1 Mill Lane

(Already on LTP list)

This needs an assessment of the proposed Mill Lane crossing of Station Road to be a toucan crossing rather than a pelican. This should include assessment of the need for a cycle slipway/other engineering works to enable cyclists using Station Road downhill to turn right safely at this crossing into the severed Mill Lane (by the Red Lion Public House). This will provide access to and from the High Street. Identification is also needed of any works needed to increase the width of the gap in the wall by the Red Lion and to remove the barrier in order to accommodate safely both cyclist and pedestrian movements.

2.2 Lower South Street

Assess the design and costs involved in implementing the signing of Lower South Street as a cycle route in both directions to and from Flambard Way. Cycle access was originally agreed at the 1993 Local Plan Public Inquiry. Install a flush dropped kerb at the junction of Lower South Street and High Street.

2.3 Chalk Road / Bridge Road

(Already on LTP list)

The Safe Routes to Schools project is already assessing the Chalk Road/Bridge Road junction and Bridge Road/Burys/Flambard Way junction for both cycling and walking. The Bridge Road route and the urgent need for safer cycling conditions is highlighted as a priority in the Inspector's Report for the 2000 Waverley Local Plan Public Inquiry.

2.4 Marshall Road

(Already on LTP list)

The Marshall Road path alongside the Wey Inn has long been identified as a strategic route for a cycle path, linking Farncombe and Binscombe to Godalming. We need to find an opportunity to progress this. It is now identified as a scheme in the post-Inquiry draft 2001 Waverley Local Plan.

2.5 Summers Road

(Safe Routes to School)

The Summers Road (Farncombe) Safe Routes to Schools project is progressing.

2.6 Busbridge

(Safe Routes to School)

Busbridge has been identified as an area that needs to be improved for all road users and especially in relation to Safe Routes to School.

2.7 Rail Station

(Already on LTP list)

A broad study for improving access to Godalming train station for all users is underway and due for implementation during the five year Local Transport Plan. Cycle access and signposting needs to be included in this along with improved and increased cycle parking provision.

2.8 Flambard Way Crossings

A feasibility study is required to see what is involved in upgrading the pelican crossings to toucan crossings at Queen Street and South Street, where these roads are severed by Flambard Way. Toucans are needed to provide High Street access/egress for cyclists. The study should assess how access routes for cyclists to these crossings can be provided in accordance with Surrey Cycle Facilities Design Guide criteria in view of the current narrow gap in the walls and poor sight lines.

2.9 Catteshall Lane

Assess the feasibility of a toucan crossing at Catteshall Lane junction with Flambard Way/Brighton Road to enable cycle access in and out of Catteshall Lane at the junction. Included in this assessment should be a feasibility study for signaled egress from Wharf Street for cyclists to enable it to be included in the experimental two-way cycling scheme. In effect this would examine how a five-arm junction for cycling, including pedestrian crossings, would be signalized.

2.10 Great George Street

Assess how sight lines can be improved at the junction of Great George Street and The Burys for the benefit of both pedestrians and cyclists. For pedestrians crossing the road the gap in the wall may need to be widened and a dropped kerb installed for pedestrians and wheelchair users. The height of the wall and the radius of the corner may also need attention. Also assess the feasibility of cycle routes between the Burys and Borough Road. This should include how access/egress to and from Borough Road would be achieved given the close proximity of the bridge over the River Wey and the poor sight lines.

2.11 Cycle Parking

Installation of more cycle parking stands is needed in Godalming town centre; the locations should be identified with the help of local groups. The existing cycle parking stands in the town centre need to be repositioned in accordance with the Surrey Cycle Facilities Design Guide as they are spaced too closely together.

2.12 A3100 Godalming to Guildford

Assessment for both off-road and on-road cycle routes/provisions are needed along the A3100 to link from the Guildford Borough Council routes across the Waverley borough boundary and into Godalming town centre. The problem of the traffic islands pinch points for cyclists has already been discussed at length with Surrey CC and a solution is urgently needed.

3 Phase Two: Town Centre Streets and Access Monitoring

3.1 Cycle Access

The Inspector's recommendations following the Public Inquiry into the High Street Pedestrian Priority Scheme included that an extended seven-day a week trial of two way cycling was long overdue. Waverley PATC Committee has agreed for the implementation of this trial to be further investigated. Godalming Cycling Campaign have identified the following streets for inclusion in this trial:

- The High Street between Queen Street and Mill Lane
- Bridge Street
- Wharf Street
- Moss Lane (possibly)
- Great George Street
- The Burys
- Church Street
- Mill Lane (by the Red Lion Public House)

It is important that two-way cycle access is provided over the town centre as a whole. To promote two-way cycling in the High Street only would be unwise as people would not be able to access the High Street by bicycle safely and conveniently.

3.2 University of Surrey

Detailed proposals and costings are awaited from University of Surrey (UniS) for a 'before,' 'during' and 'after' monitoring of this trial scheme.

UniS will monitor the levels of cycle use, and the nature of any modal shift encouraged by the scheme. This is in accordance with the Local Transport Plan objectives and targets to improve cycle access and encourage modal shift away from car dependence. The UniS group has particular experience in assessing interaction between cyclists and pedestrians. They may also be able to contribute at the same time to the discussion on disabled access with help from DisCASS.

3.3 Methodology

UniS methodology would probably include the following:

3.3.1 Observation

An observation study comprising of video footage and interviews of the interaction of cyclists with pedestrians and motorists.

3.3.2 Group Work

Focus group work with the above groups and also with the following:

- Families with children

- Elderly people

- People with mobility handicaps and sensory impairments

3.3.3 Attitudes

"Hearts and Minds" work which will link to the Safe Routes to Schools work and find out about attitudes to cycling.

3.3.4 Promotion

The findings of the above will feed into educational and promotional material for the two-way trial scheme.

3.4 Speed Limits

Reduction of the speed limits in the central Godalming area from the present 30mph to 20mph would help to create a safer environment for all modes of transport. The police may not be interested in enforcing such a limit and it would need in that case to be seen as self-enforcing.

3.5 Signing

Some extra signing would be necessary but should be the minimum required in order to avoid visual clutter.

4 Phase Three: New Way

Assessment of New Way as a cycle route – this would be promoted as an alternative to using the A3100 Ockford Road and may be relevant to the Safe Routes to Schools plans. It could form a valuable link between the south of Godalming and the station. Implications for the surface condition, width, and lighting of this route plus land take from privately-owned properties would be needed. The work would also need to include how cyclists would access/egress New Way/A3100 safely where crossing of the main road is involved.

Use of Vicarage Walk and the path from Borough Road to the Burys would provide a link between the station and the town centre. Together with New Way, this would then provide a route almost free of motorised traffic from the south of Godalming to the town centre.

Waverley Cycle Forum

The cycle forum group comprised Graham Hodgson (SCC), Bernard Salway (SCC), Sue Hall (CTC) and Alec McCalden (Godalming Cycle Campaign and chair).

Professor David Uzzell and Rachel Leach of the Department of Psychology, UniS, were also present.