

Bookham “School Streets”

A fully deliverable cycle scheme to get Bookham’s kids to school safely by bicycle.

After Lockdown 1, families found that their school run had changed. With lift-sharing out and shortcuts on site between junior and infant classrooms gone, the extra time, effort and unwelcome crowding on journeys led many more parents to decide their cars are their only COVID-safe option.

Looking forward to when children can return to their classrooms, **we have an urgent need to deliver more dispersed travel options**. New cycling routes will enable children to make safe, independent and socially distanced journeys to school. Our whole community will be kept as safe as possible for the remainder of the pandemic and healthy habits built for the long term.

Our working group’s review has identified:

- **3 simple proposals, deliverable in weeks not months**, to join up and improve cycle provision around Great and Little Bookham to provide continuous, safe, segregated cycle routes to The Howard Of Effingham.
- 3 trickier issues that will require longer-term solutions, so we are inviting discussion with officers on how to resolve these challenges.

In view of the different audiences for this paper, it is split into 2 parts:

- 1. a high level overview of the above (the first 10 pages)**
2. an Appendix that contains an index to our research & more details about each proposal.

Bookham “School Streets”

The Background

The historic villages of Great and Little Bookham are located in the North of Mole Valley, and they have a combined population of approximately 11,000 residents.

During our August meeting, The Bookhams’ Residents Association (BRA) debated the ambitions and challenges posed in the **DfT’s new policy “Gear Change: A bold vision for cycling and walking”**.

We agreed to seek Surrey CC’s Active Travel funding to help our young residents to travel to school independently by improving the cycle infrastructure along key “School Streets”.

A working group (MV councillors, BRA & MV Cycle Forum members & residents) took on the remit:









- **review the problems** faced by school children cycling to the Howard of Effingham School;
- **identify “quick win” projects**, deliverable “in weeks”, that would help Howard pupils to travel in a more dispersed, COVID-friendly;
- **identify our “challenge” projects**, schemes that will take time & money to get right.

We are ready to work with officers please. Our evidence-base articulates the issues faced by our school children when they cycle locally. **By adopting the same pragmatic approach taken in 2014** (BRA’s Safe Routes to School Flooding project < £10K & delivered in Bookham in <1 week), our Quick Wins could deliver useful improvements within weeks. With officers’ help on our more intractable issues, **Surrey CC will be well placed to secure the funding to deliver effective solutions for those too.**

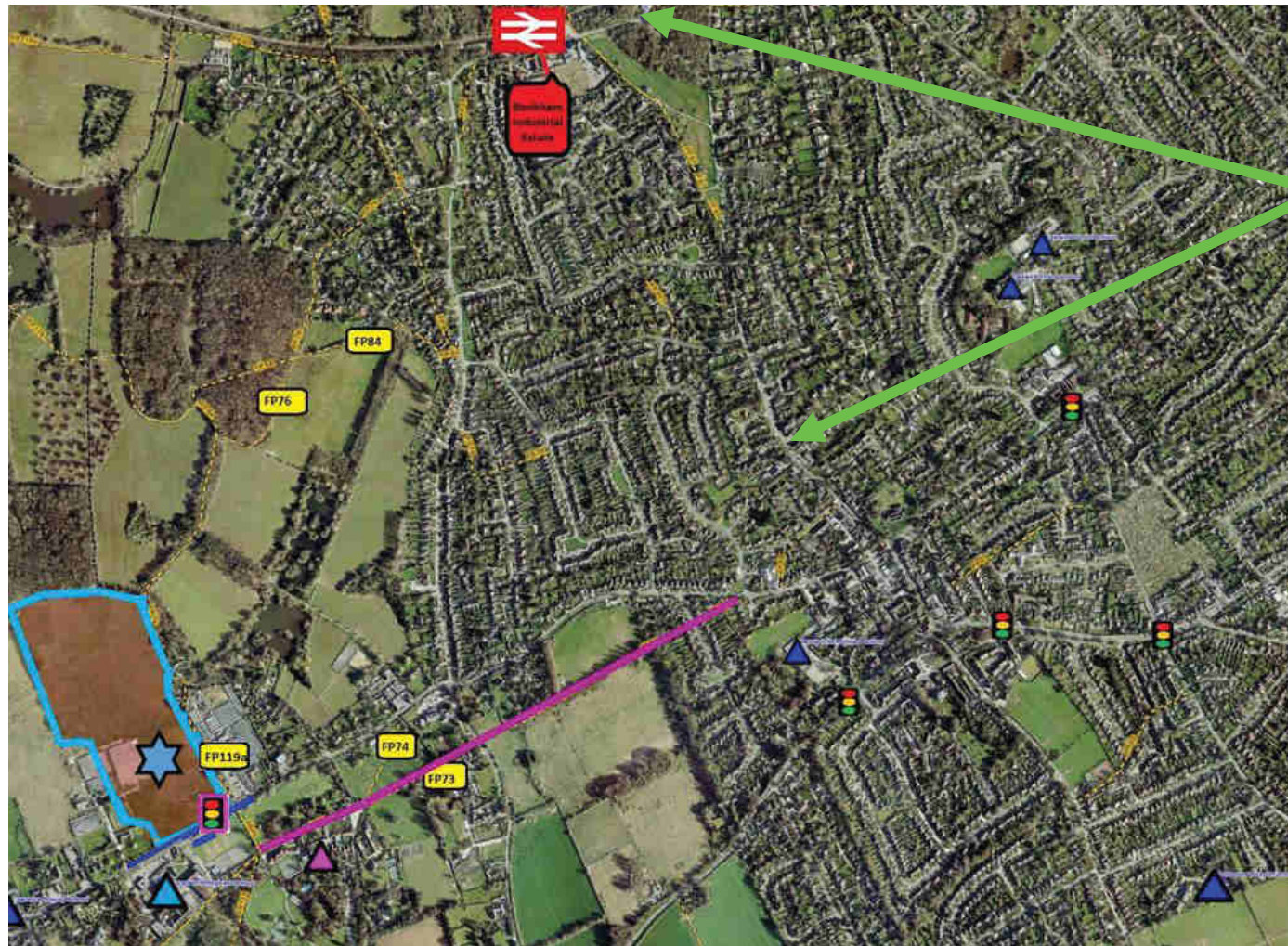
Where are the schools that serve our villages?

Funded sustainable transport provision for HoE's relocation has also been shown.

Key:

-  Existing Lights
-  New (*S106) Lights
-  New cycle path (*S106)
-  Footpath 73 upgrade (*S106)
-  New Howard of Effingham
-  Current Howard of Effingham
-  State Primary school
-  Private school

* The relocated Howard of Effingham secondary school (2000 students) will open in 2022. Our Annex contains an overview of the Mole Valley elements of its surface access plans, summarised from the agreed S106 & Transport statement from its planning application.



Plan destination desire lines from these locations.

For those living on the Eastern side of Great Bookham and beyond, there are only two entry points onto Church Road:

- The Park
- The Tunnel Car Park (via Meadowside route)

A safety rethink: routes to schools serving the Bookham villages

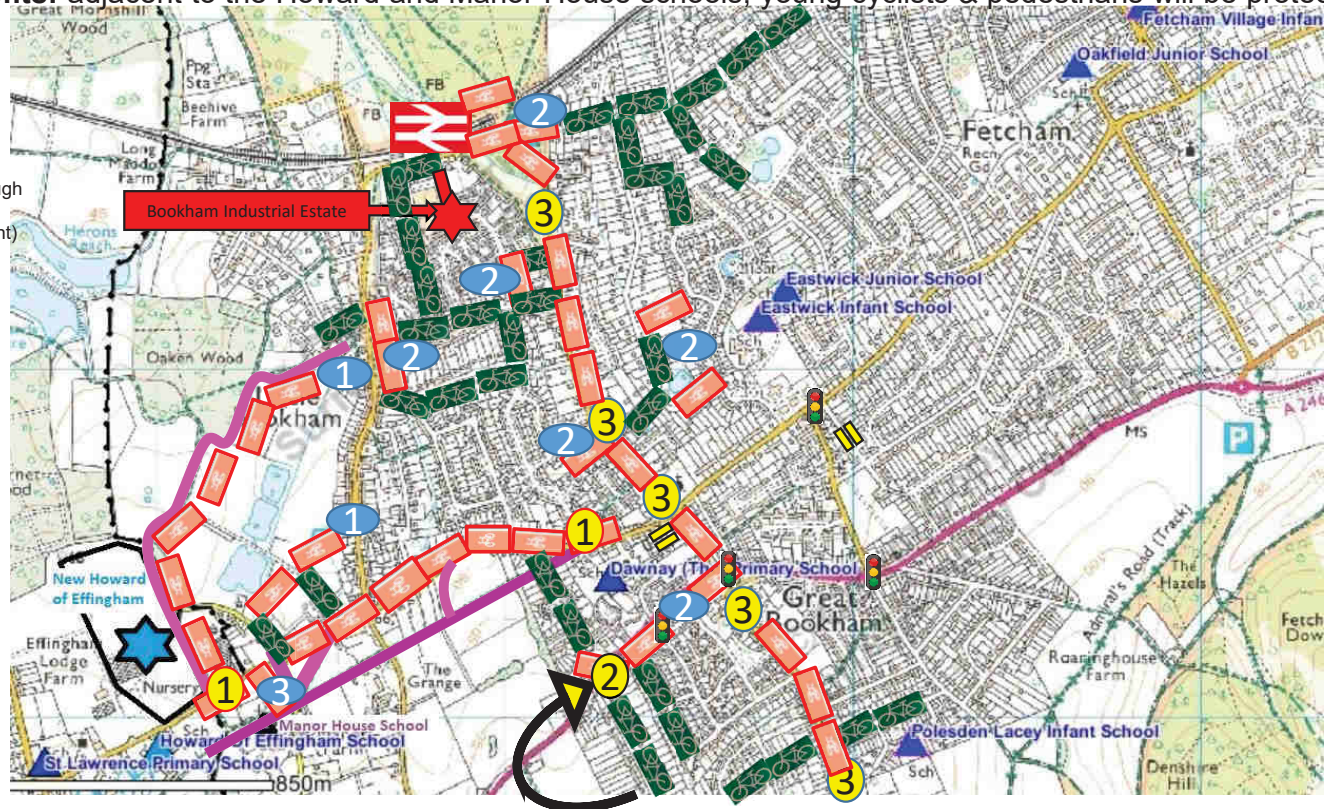
Along key “School Streets”, our young residents should have two-way cycle lanes, segregated from motorised vehicles and from pedestrians.

Our low cost, quick win projects are to:

- 1 Create a new segregated cycle track into Little Bookham Street (LBS), largely along existing cross country tracks or footpaths between Fox Lane and the Lower Road (ie FP84, FP76 & FP119a). If feasible, use the main track across the former Preston Farm to create a southern spur from FP76 onto LBS.
Benefits: many children avoid the difficult Little Bookham Street junction (right turn, uphill & narrow footpaths) onto an overcrowded path.
- 2 Create short cycle bypasses (close to school entrances, at key cut-throughs between quiet roads & at traffic lights, especially on the A246).
Benefits: older children benefit from complete routes, and can be given a consistent message about not cycling on other footpaths.
- 3 Create a modal filter at the junction between Manor House Lane and the Lower Road, & bring forward the new school’s parking
Benefits: adjacent to the Howard and Manor House schools, young cyclists & pedestrians will be protected from high volume traffic.

Key:

- Existing Lights
- New cycle path for routes
- Useful cut-through (footpath so cyclists dismount)
- Quick wins
- More challenging!
- Footpath upgrades for routes
- Quiet routes from pupils' homes
- FP73 upgrade HoE S106 fund
- New HoE
- Current HoE
- State Primary school
- Private school



Key challenges remain:

- 1 How can cyclists be “physically separated from pedestrians and volume motor traffic” along the Lower Road? This is a DfT funding requirement, & the existing shared path is non-compliant with previous regs.
- 2 How do we get children cycling safely across the A246? Its junction with Hawkwood Rise is a particularly difficult one for cyclists (a right turn, uphill on a busy A road), and also for pedestrians & cyclists from Groveside / Dowlans Road / Newenham Road.
- 3 How do we improve access & safety for pedestrians & cyclists to the key destinations - shops, station & leisure spaces - on Great Bookham’s North / South spine?

Our three low-cost, quick win projects

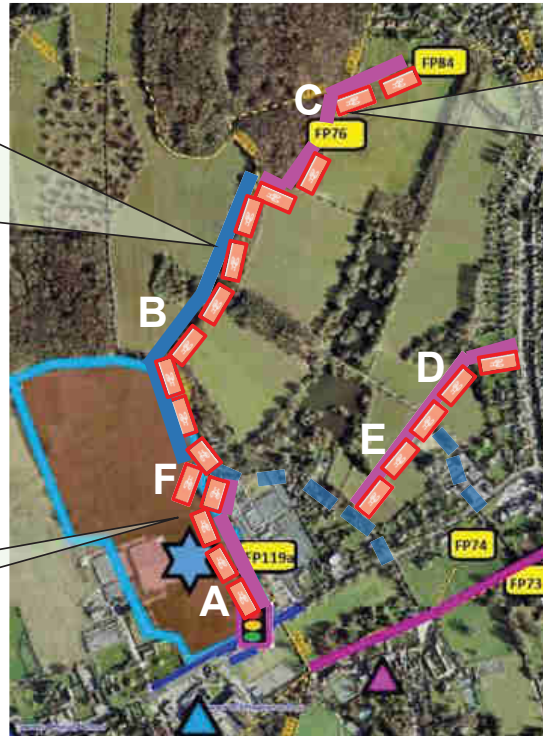
Quick win 1

a new surfaced, segregated cycle track from The Howard's new location on the Lower Road **either** running parallel to existing footpaths (FP84, FP76 & FP119a) to Fox Lane **&/or** a spur on unclaimed FP across Preston Farm site (marked on SCC's Cycle Facility Map).

The ask: much like our supermarkets make exclusive timeslots available that prioritise the needs of the elderly & most vulnerable during COVID, we are asking landowners for **a permissive cycle track** across their land please.



Footpath over a wide track with an existing surface.



Temporary permissive route along new school's site boundary (detour via is Water Lane avoided)



Unsurfaced footpath at the edge of a meadow.



Avoids Little Bookham Street roundabout (up hill, right turn) & the overcrowded Lower Road beyond.

Cyclists require Bikeability Level 3 skills to negotiate it safely, ie a higher level than is typically delivered under Surrey CC's current training programme for schools. This is a barrier to cycling.

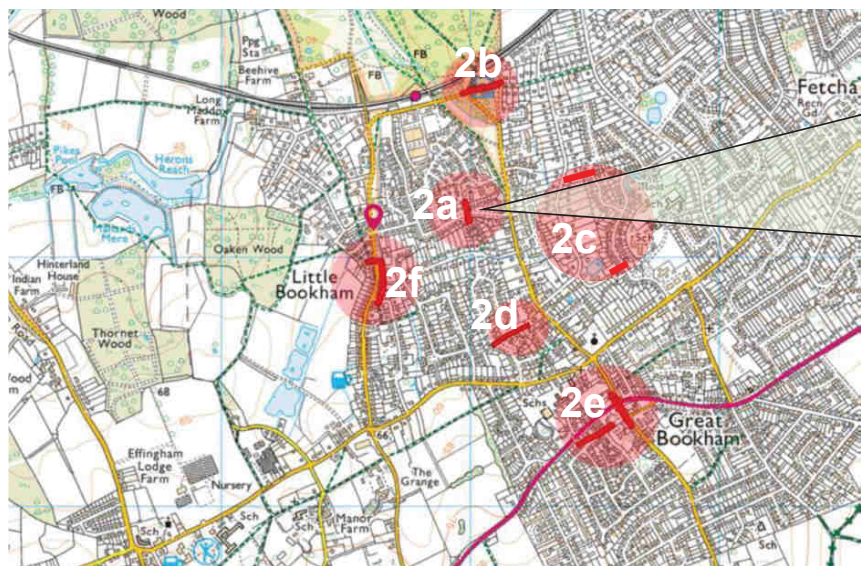
Benefits: a safer, flatter and more direct alternative with no need to cross the dangerous Little Bookham Street roundabout onto an overcrowded path. This is a key route, **allowing children a more dispersed, COVID-friendly travel option that will help to keep them safer during the pandemic**, which is expected to be with us for some time.

Our three low-cost, quick win projects

Quick win 2 Create **short cycle bypasses** (close to school entrances, at key cut-throughs between quiet roads & at traffic lights, especially on the A246).

Our method: Helped by some children, **we have identified short cut throughs** that they use to stay on quiet roads as they travel to and from their schools. We would like officers to assess these locations (& potentially others) to draw up a list of those **that are quiet, short and have good end-to-end visibility**.

The ask: a **change of status** in these few locations, and for **all route users to be considerate of others** by checking first that they are not stepping / riding into another's path, just as they would before crossing a road.



2a

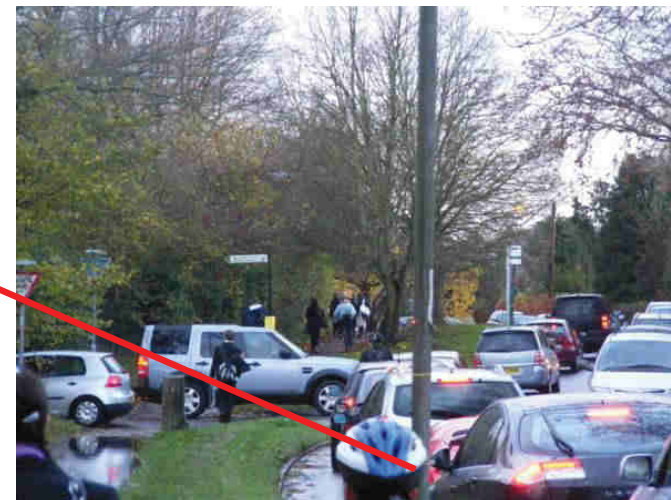
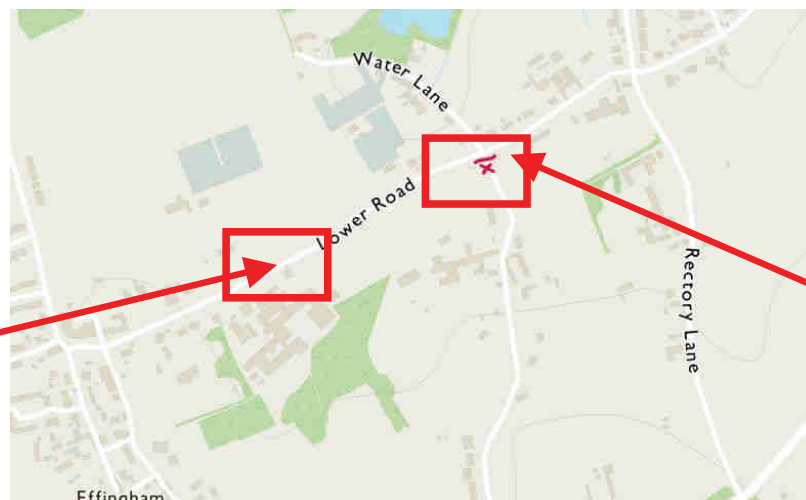
Tudor Close: A bypass on the short surfaced section of FP601 between the two Tudor Close cul-de-sacs will allow cyclists to cut through to roads like The Garstons, the southern end of Church Road & those beyond.

Benefits: through a **legal status change** (most are already suitable without a physical change), **a cycle track designation will join up our network of quiet routes** so there are **suitable, direct routes that children can use on their school commute** & they be given a consistent message about not cycling on unsuitable footpaths.⁶

Our three low-cost, quick win projects

Quick win **3** reduce motorised traffic on the Lower Road near the Howard & Manor House schools by

1. **creating a modal filter at the junction between Manor House Lane & the Lower Road.** This would be cheap to do and has already been tested.
2. **bringing forward the parking element of the school's redevelopment early**, providing access to it from Effingham Lodge Farm's existing site entrance.



Benefits:

- 1) **protects young cyclists & pedestrians** at key locations **adjacent to the Howard and Manor House schools' entrances**, by diverting motorised traffic flow from The Lower Road, and relocating on-street parking.
- 2) gives a "best case" input into **Challenge 1****, separating walkers, cyclists & motorists along the Lower Road.
Will our Quick Wins be enough to separate young cyclists from "volume motor traffic" on this "School Street"? 7

** Challenge 1 introduced on p9, expanded in the Appendix

WIP – check price per metre, & measurements

Estimates for Quick Win projects summarised on one page

Estimated assuming the price per linear metre is £15.19 (ex VAT) <https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator> .

Quick Win Title	Length (m)		Cycle Width (m)	Cycle cost	Ped. Width (m)	Ped. cost	Sub-Totals	Comments on Quick Win elements. (For the Working Group's priorities & delivery strategies, see slide 10 & the Appendix respectively.)
Quick Win 1: HoE new school site	A	165	3	£7,519	2	£5,013	£12,532	It is really important to separate pedestrians & cyclists close to school gates. Makes it easy for cyclists (who travel faster but take slightly longer to get going) to overtake the bulk of the walkers. The new track & crossing will benefit The Vineries by improving its sustainable accesses, drawing increased leisure trade for its café.
Quick Win 1: Fox Lane to FP76 track	C	500	3	£22,785	0	£0	£22,785	
Quick Win 1: Spur Preston Farm track to LBS	D	147	3	£6,699	0	£0	£6,699	Children from southern end of Little Bookham Street (LBS) helped.
Quick Win 1: Minimal parts		812		£37,003		£5,013	£42,016	Ex VAT
Quick Win 1: Options: FP76 Bypass Vineries	F	36	3	£1,641		£0	£1,641	Recommended: cyclists can overtake pedestrians (see above)
Quick Win 1: Options: Water Lane to spur track	E	198	3	£9,023	0	£0	£9,023	Recommended: children avoid busiest section of Lower Road.
Quick Win 1: Optional: 10% existing track patched	B	52	3	£2,370		£0	£2,370	Might not be needed
Quick Win 1: All parts		1,100		£50,128		£5,013	£55,141	Ex VAT
Quick Win 2a: Cycle bypasses at Tudor Close		0	0	£0	0	£0	£0	Status change only
Quick Win 2b: Cycle bypasses at Meadowside		114	1.5	£2,597	0	£0	£2,597	Status change & widen cut-through track to 3m (is 1.5m)
Quick Win 2c: Cycle bypasses near The Park		0	0	£0	0	£0	£0	Status change & change to modal filters
Quick Win 2d: Cycle bypasses at the Barn Hall		97	3	£4,420	0	£0	£4,420	Status change & track through community field.
Quick Win 2e: Cycle bypasses near Lower Shott	A	134	3	£6,106	0	£0	£6,106	Create / widen path to so there is a 3m shared cycle track from opposite Hawkwood Rise to Lower Shott, widening to 4m near the High Street crossing. On the northern side of A246, enough surface exists so just needs a status change with a dropped curb.
	B+C	142	1.5	£3,235	0	£0	£3,235	
		17	1.5	£387	0	£0	£387	
	D	56	3	2,886	0	£0	2,886	
Quick Win 2f: Cycle bypasses near Fox Lane		185	3	£8,430	2	£5,620	£14,050	Plus a status change for FP84 cut-through
Quick Win 2: All parts		745		£28,061		£5,620	£33,681	Ex VAT

Introducing Our Challenges

Some key challenges remain,

so we are inviting discussion that leads to solutions for the following issues:

- 1** **How can cyclists be “physically separated from pedestrians and volume motor traffic” along the Lower Road?** This is the DfT funding requirement for road schemes, yet the existing shared path does not meet previous DfT regs, has narrow pinch points & is crowded with pedestrians.
- 2** **How do we get children cycling safely across the A246?** Its junction with Hawkwood Rise is a particularly difficult one for cyclists from the East (a right turn, uphill on a busy A road), and also for pedestrians & cyclists from Groveside / Dowlans Road / Newenham Road.
- 3** **How do we improve access and safety for pedestrians & cyclists visiting key destinations along Great Bookham’s North / South spine:** our shops, our station, & our leisure spaces?

On these more intractable issues, we would like to engage the help of officers please.

Determining the best solutions for these interrelated challenges needs professional input on what strategies have work well elsewhere, budgets and other practicalities. Our Appendix contains a photographic summary of each challenge, our Working Group’s explanation of the issues, what *might* be feasible and what we have discounted. Feedback from Mole Valley Cycle Forum & our schools has been added. **With officers’ help, achievable and better evidenced solutions can be evolved.**

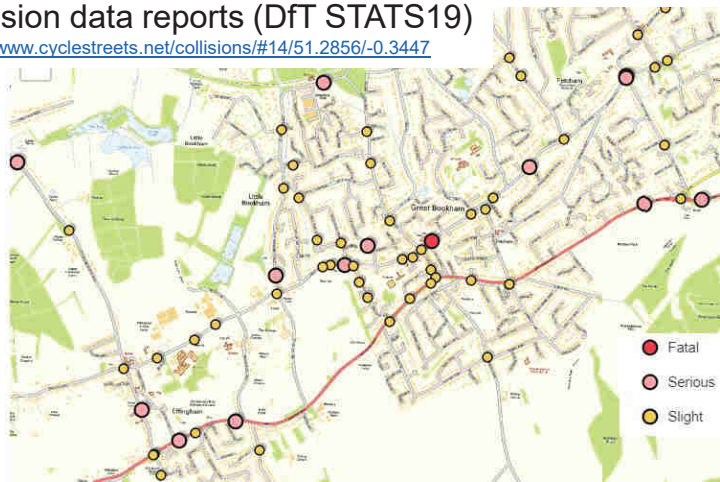
Our next steps will be to engage more widely with all stakeholders, to share our ideas and seek their input, **so that together, our community can explore and buy into what is achievable.**

A “School Streets” cycling project for the Bookham Villages

Our working group summary of the status, priorities & next steps

Collision data reports (DfT STATS19)

<https://www.cyclestreets.net/collisions/#14/51.2856/-0.3447>



Our Quick Wins are designed to:

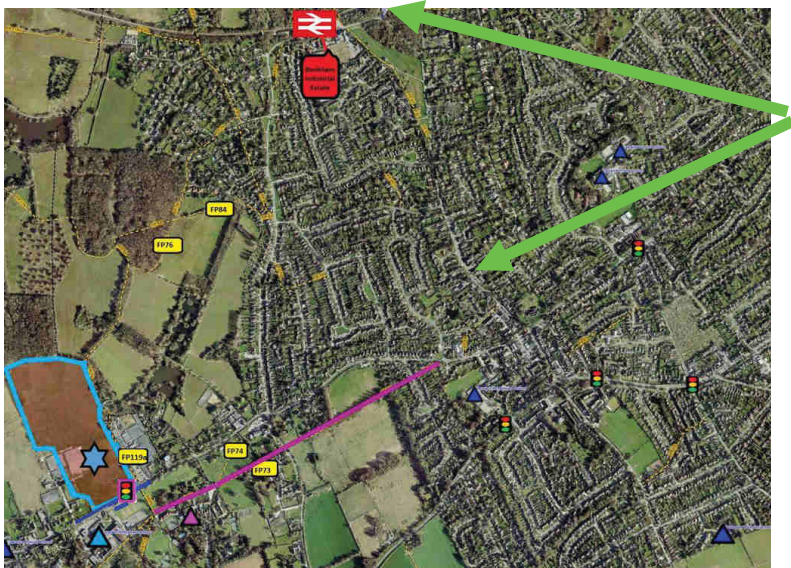
- be quick and relatively cheap to implement.
- help children to avoid busy roads, especially the Lower Road (location of a fatal and some serious accidents), the A246 and Little Bookham Street
- make walking and cycling the natural choice especially next to our schools' entrances

Next Steps:

1. Our Quick Wins could be trialled as a COVID measure. This would:

- test the impact of limited interventions:–
 - will they be enough to remove school run congestion?
 - If they are not, they will inform the evidence base that we will need if we are to secure funding to address our remaining 3 Challenges.
- test residents, councillors & officers resolve in achieving Net Zero. The UK's largest source of domestic emissions is transport, roads account for 90% of transport emissions, which are mostly from cars (56% of transport emissions).

2. Having documented our 3 challenges, our Working Group's next step is to seek further validation and input from schools, the cycle forum and officers on the options that could alleviate them and could attract sufficient funding.



“School Streets” Appendix: Our research & project details

Some audiences will only want a high level overview. Feel free to skip details that you don’t need.

Ref	Title	Description	Page
	Introduction	Context: contents page summarising our schemes on one page, more information about the working group & this project.	11 - 12
	The DfT standards that must be met.	Key standards An overview of the DfT’s requirements, with links to its new policy “Gear Change for Cycling and Walking” and its latest Cycle Infrastructure Design (LTN 1/20), both issued July 2020.	13
	“School Approaches - The Howard of Effingham”	Key findings from Mole Valley Cycle Forum’s detailed study: “School Approaches - The Howard of Effingham” (2011), & requests for our current Quick Wins to be implemented whilst a strategic review of the challenges is undertaken.	14
	The new Howard of Effingham secondary school – transport details	An overview of the surface access plans for the relocated Howard of Effingham secondary school (2000 students), which will open in 2022. These are summarised from the its S106 & Transport statement for its planning application.	15
Quick Win Introduction	Our Quick Win projects: Introduction & our Quick Win Estimates on 1 page	Introduction: Our Quick Wins’ scope is informed by our successful track record in delivering Safe Routes To School (SRTS) in the 2014 emergency. To resolve flooding, Surrey CC, Mole Valley DC & the BRA worked together to upgrade FP73, which was costed, funded & delivered in <1 week for ~£10K (2014 prices). See p16 for our Quick Win Estimates.	16 - 17
Quick Win 1	New surfaced cycle track between The Howard’s new location & Little Bookham Street avoiding the Lower Road.	What: running parallel to footpaths (FP84, FP76 & FP119a), with a short spur further south, the surface area for this route would be approx. 4.4 times that surfaced in 2014, but not as deep (no drainage pipes needed for underlying springs.) Benefits: many children avoid the difficult Little Bookham St junction (right turn, uphill) onto an overcrowded shared path.	18 - 21
Quick Win 2	Short cycle bypasses	What: Short cycle tracks help children near school entrances, at key cut-throughs between quiet roads & across A246. Benefits: children benefit from complete routes, & can be given a consistent message about not cycling on footpaths	22 - 32
Quick Win 3	Reduce motorised traffic on the Lower Road near the Howard & Manor House.	What: bring forward the parking element of the Howard’s redevelopment early & add a modal filter at Manor House Lane. Benefits: next to Howard & Manor House schools, young cyclists & pedestrians protected from high volume traffic.	33 - 36
Challenge Introduction	3 more intractable issues on which we need the help of officers please.	What: Our working group are not professionals and we have had limited time to identify the issues and work up solutions. Some, we think, have Quick Wins but these 3 challenges had to remain in our “too difficult” pile.	37 - 39
Challenge 1	How do we segregate cyclists from walkers & volume motor traffic on the Lower Road?	What: This is a DfT requirement, but there are already narrow pinch points on the existing path. Options incl. a trial width reduction (section that is <u>not</u> on the bus route). Will this act as a modal filter, reducing the Lower Road’s use as a rat-run?	40 - 47
Challenge 2	How do we get children cycling safely across the A246?	What: Its junction with Hawkwood Rise is a particularly difficult one for cyclists (a right turn, uphill on a busy A road), and also for pedestrians & cyclists from Groveside / Dowlands Road / Newenham Road.	48 - 50
Challenge 3	How do we improve safety & access to key destinations along Bookham’s North/South spine?	What: the access and safety issues on each part of Great Bookham’s North / South spine in relation to key destinations that everyone uses: our shops, our station and our leisure spaces. Inc improving safety at the Squareabout	51 - 62
	Spring line flooding is a problem in our area.	Details on where our spring-line floods, which bits flood regularly..	63 - 66
	Working Group’s Detailed Project Plan	Detail on status, priorities & next steps (strategy: evolution of ideas, priorities, input needed to drive these changes forward.	67 - ??