



**SURREY COUNTY COUNCIL LOCAL
COMMITTEE**

CYCLE USAGE MONITORING RESULTS

11 MAY 2007

Key Issues

Runnymede Borough Council began to construct and promote the Runnymede Cycle Network in the late 90s under its Highways Agency agreement. Surrey County Council has continued to develop and promote this network.

By April 2002, the Runnymede Cycle Network was approximately 12 miles long. Since then the network has expanded by a further 26 miles.

Summary

Increasing cycling levels will contribute to several Local Transport Plan (LTP) targets: to limit traffic growth, improve access to town centres, schools and secondary education colleges, reduce the number of road casualties and contribute to national air quality standards.

Data is now available for the 12 permanent cycle counters within the Runnymede area between October 2003 and December 2006. At some sites there has been strong year on year growth in numbers of cycle journeys; at some sites there has been a slight decline. Overall there was a 6% increase in cycle numbers between 2004 and 2006. There is a marked seasonal fluctuation in cycle usage. Overall the number of cycle journeys remains a fraction of the total number of journeys made.

The forward programme includes £696,000 investment in new cycle facilities in Runnymede. It is proposed to reduce this significantly and divert resources to other priorities. This would result in two cycle schemes being cancelled.

Officer Recommendations:

- a) **That investment in cycling schemes is scaled back as detailed in Section 4 below, including the withdrawal of two schemes from the forward programme altogether.**

1.0 Local Transport Plan related targets

- 1.1 Cycling is an important element of Surrey County Council's strategy for achieving sustainable transport. Cycling is suitable for many local journeys.
- 1.2 The main objectives of providing improved cycling facilities are to improve safety and increase the level of usage. These objectives are set in the context of the wider sustainable transportation goals, including reducing the growth of car use and promoting alternative modes of transport.
- 1.3 Several targets were set for cycling in the first LTP funding cycle (LTP1):
- To raise the cycling proportion of all trips in Surrey from 2% in 1999 to 4% in 2006 and 8% in 2016
 - To raise the cycling proportion of school trips in Surrey from 7% in 1999 to 9% in 2006 and 20% in 2016
 - Improved access to town centres, schools and colleges
 - Road casualty reduction
- 1.4 During LTP1 it became clear that these targets were not realistic, and therefore the targets were reduced for the second LTP funding cycle (LTP2) as follows:
- To increase the mean number of cycle trips by 20% between 2004 and 2010
 - To increase the number of cycles parked at each of 11 selected railway stations by 25% between 2004 and 2010
- 1.5 The number of cycle trips recorded at representative locations is an indicator of progress against the first LTP2 target. In 2003/2004 12 automatic cycle counters were installed in Runnymede, at the locations shown in Annex 1.
- 1.6 The LTP targets aim to limit traffic growth by increasing the percentage of journeys made by non-car modes, increase the number of people who have good access to town centres, schools and secondary education colleges, reduce the number of road casualties.
- 1.7 The implementation of new cycling facilities is vital to promote cycling as a safe and efficient means of transport, which will in turn contribute to the realisation of Surrey County Council's LTP targets.

2.0 The Runnymede Cycle Network

- 2.1 Runnymede Borough Council began to construct and promote the Runnymede Cycle Network in the 90s under its Highways Agency agreement. Surrey County Council has continued to develop and promote this network. The network was designed to connect key centres of population and provide good access to key local destinations such as schools and railway stations. Annex 2 details this network, and highlights progress made to date in constructing the various links.
- 2.2 By April 2002, the Runnymede Cycle Network was approximately 12 miles long. Since then the network has expanded by a further 26 miles. This expansion is due in part to construction of new cycle facilities where there were none previously, and also due to the identification and promotion of public rights of way available to cyclists. A further 10 miles of cycle links is planned within the forward programme – all these being new facilities where there are none at present.
- 2.3 In addition to the local cycle network, the Sustrans National Cycle Network Route 4 runs through Runnymede – this route connects London to Windsor.

3.0 Cycle counter results

3.1 The permanent cycle counters provide an underestimate of the number of cycle journeys on a particular route. The cycle counters consist of loops within the surface of a road or pavement – only cyclists passing directly over these loops will be counted. For example on Stroude Road the loop is within the segregated cycleway, and extends slightly into the carriageway. Therefore this counter will detect cyclists in both directions on the cycleway, but only southbound cyclists in the carriageway. In addition some cycle counters, for example the High Street, Egham, only count cyclists in one direction.

3.1 Table 1 compares the average number of weekday cycle journeys during 2006 at the 12 permanent cycle counter sites. Note that the permanent counter sites are not necessarily the busiest sites. In 2004 manual surveys on Brighton Road, New Haw Road and Byfleet Road indicated over 115, 235 and 144 daily cycle journeys respectively on these roads.

Site	Mean per day (Mon-Fri)
Chertsey Road, St Peter's Way underpass	223.6
Runnymede Roundabout, next to Siebel Building	156.7
Guildford Road, M25 Bridge	149.5
Addlestone Moor	133.4
Church Road, Addlestone	121.7
A30 Egham Hill, Egham	94.3
Stroude Road, Egham	88.9
Guildford Road, Ottershaw	86.8
Chertsey Lane, Egham	65.1
High Street, Egham	50.7
Vicarage Road, Egham	42.0
Gogmore Park Cycle Track, Chertsey	39.0

Table 1: Comparison of weekday cycle journeys

3.2 Figure 1 highlights the seasonal variation in weekday cycle journeys. In general the number of cyclists rises as the weather improves, with the greatest number of cycle journeys in July. There is a slight dip in the number cycle journeys during the school holidays in August. There is a rise in the number of cycle in January.

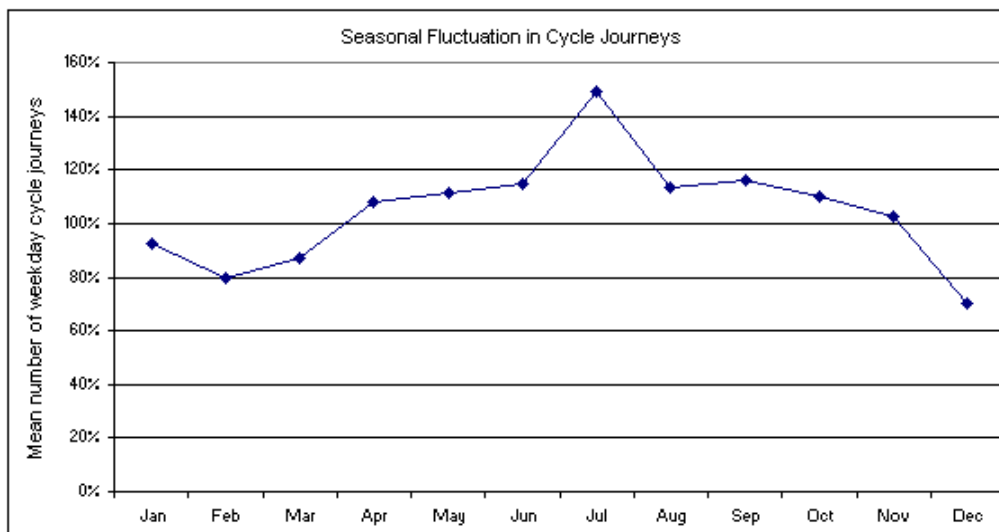


Figure 1: Seasonal fluctuation in weekday cycle journeys

3.3 The number of cycle journeys has increased at some of the 12 permanent cycle counter sites since 2004; at others the number has decreased. For example Figure 2 shows weekday and weekend mean numbers of cycle journeys at Addlestone Moor between January 2004 and December 2006. At this site the mean number of weekday cycle journeys increased by 30% between 2004 and 2006; over the same period the average number of weekend cycle journeys increased by 17%.

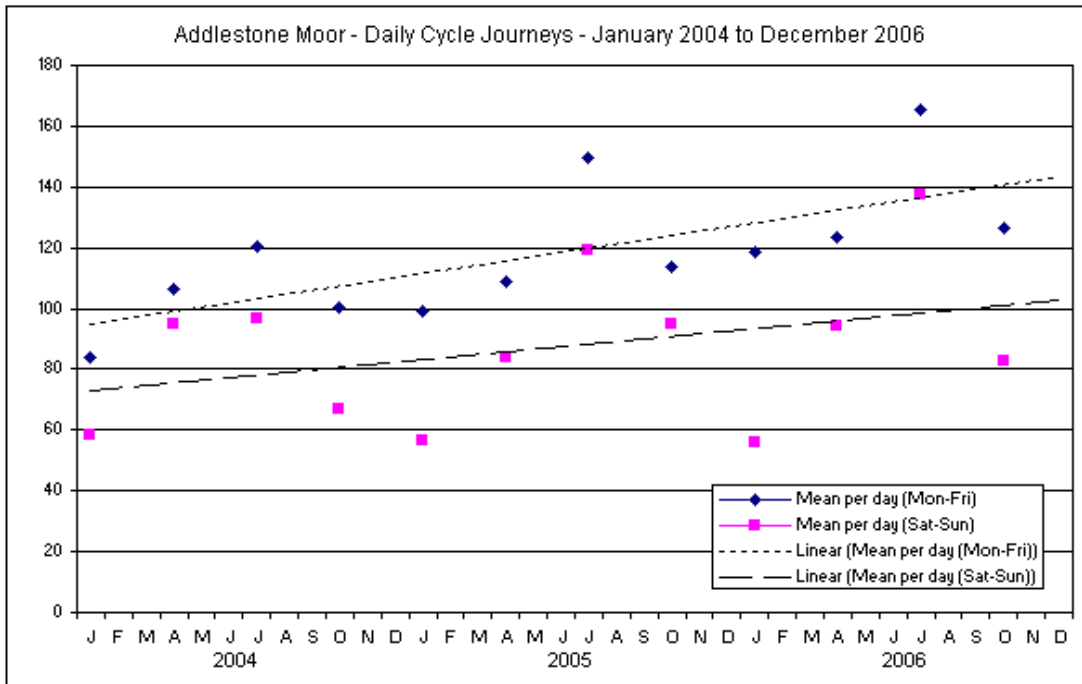


Figure 2: Number of cycle journeys on Addlestone Moor – January 2004 to December 2006

3.4 The overall trend in the number of cycle journeys is shown in Figure 3. There has been a 6% increase in the number of weekday and weekend cycle journeys at the 12 permanent cycle counter sites, between 2004 and 2006. Figure 3 also highlights the seasonal fluctuation in cycle journeys.

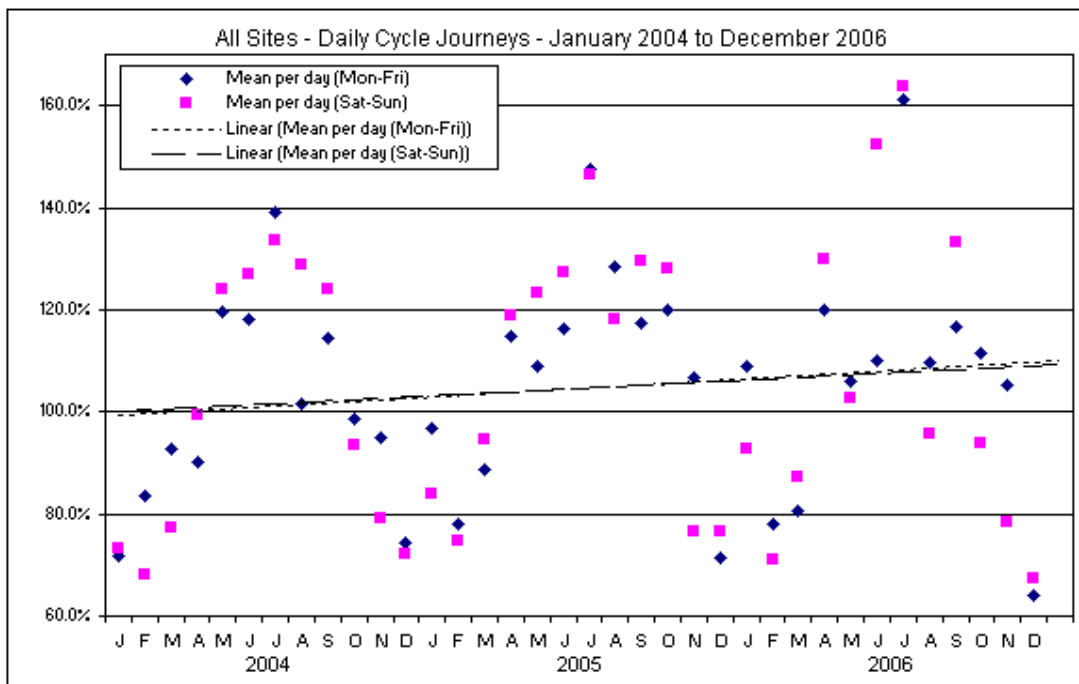


Figure 3: Number of cycle journeys at all sites – January 2004 to December 2006

- 3.5 If the current observed trend continues it would result in a 12% increase in the number of cycle journeys by 2010. The LTP2 target is a 20% increase. To meet this target in Runnymede, continued investment in the Runnymede Cycle Network is essential. The number of cycle journeys on a typical route is between 1% and 2% of the number of car journeys.

4.0 Future investment in cycle facilities

- 4.1 The Runnymede forward programme of capital works from 2006/07 to 2009/10 includes 13 cycle infrastructure schemes that have not yet been constructed. The total budget allocated to these schemes is £696,000, out of a total anticipated expenditure of £1.9M. This amounts to 37% of the planned capital investment in improved infrastructure. The table below lists these 13 schemes.

Scheme	Budget Cost	Ringway Cost	Comments
Thorpe to Virginia Water Cycleway	£55,000	£163,000	Detailed design complete
Virginia Water to A30 Cycleway	£180,000	£206,000	Detailed design complete
Chertsey to Thorpe Cycleway	£94,000	-	New bridleway, awaiting outcome of legal process
Eastworth Road to Green Lane Cycleway	£10,000	-	Depends on legal agreement with Network Rail
Egham Cycle Links (3 of 6) – Egham Sports Centre to Egham Station	£17,000	-	Ringway design fees of £5,200 in dispute
Egham Cycle Links (4 of 6) – Vicarage Road	£56,000	£63,000	Under construction
Thorpe to Chertsey Lane Cycle Link	£18,000	-	Feasibility in progress
New Haw to Woodham Cycleway	£62,000	-	Feasibility in progress
New Haw to Addlestone Cycleway	£56,000	-	Feasibility due this year
Egham Cycle Links (5 of 6) – The Avenue	£36,000	-	Feasibility due this year
Egham Cycle Links (6 of 6) – High Street	£2,500	-	Feasibility due this year
Ottershaw to Chobham Cycleway	£68,000	-	Feasibility due this year
Footpath 16, Woodham Lock	£41,500	-	Feasibility due 2008/2009
Total	£696,000	TBC	
Notes:			
1. In September 2006 Committee resolved to scale back the “Hummer Road Cycleway” scheme and to construct a new footway instead – this scheme has been re-labelled in the forward programme.			
2. The schemes listed are those schemes that are not yet built.			
3. Budget costs include detailed design, where detailed design has not already been completed			

Table 2: Existing planned investment in cycle infrastructure

- 4.2 It has been standard practice in Runnymede that when new cycle infrastructure is provided, the needs of all road users are considered. For example, approximately 75% of the cost of the recently completed “Byfleet Road Cycleway” scheme was to provide a new pedestrian crossing and improved bus stops – these features of the scheme will not benefit cyclists per se.
- 4.3 Construction costs estimated by Ringway are sometimes different to those estimated by Officers. The “Thorpe to Virginia Water Cycleway” is a case in point, as highlighted in the table above. Moreover the original budget for the “Virginia Water to A30 Cycleway” was £115,000 when reported to Committee in October 2004.

- 4.4 Given the inflation in scheme costs, it is highly likely that the final cost of the 13 schemes listed above will exceed the set budgets. Accordingly it is suggested to cancel 2 schemes and scale back a number of others – as outlined in Table 3. It would be imprudent to cancel all cycle investment as the implementation of new cycle routes has a direct positive effect on future funding awarded by central government, through the LTP process. The suggestions described below would result in the implementation of lower-standard cycle routes in some cases; officers will ensure that safety will not be compromised.

Scheme	Revised Cost	Comments
Thorpe to Virginia Water Cycleway	£15,000	Improve pedestrian crossings along route; provide signs
Virginia Water to A30 Cycleway	£206,000	This scheme is the subject of a separate report to Committee
Chertsey to Thorpe Cycleway	£35,000	Abandon creation of bridleway, and instead create permissive cycle route; most investment in this scheme was to ensure footpath does not deteriorate with equestrian use, and to ensure safety for equestrians. The Association for Improvement in Runnymede (AIR) are contributing £20,000 towards the modification of the stone stile in Thorpe.
Eastworth Road to Green Lane Cycleway	£11,000	Depends on legal agreement with Network Rail – no means of reducing cost without abandoning proposal altogether.
Egham Cycle Links (3 of 6) – Egham Sports Centre to Egham Station	£25,000	Low cost scheme – no means of reducing cost without abandoning proposal altogether; use developer funding to minimise cost.
Egham Cycle Links (4 of 6) – Vicarage Road	£63,000	This scheme has already been designed to minimise cost; use developer funding to minimise cost.
Thorpe to Chertsey Lane Cycle Link	Cancel	This scheme is of relatively little benefit, being parallel to the much more attractive proposed Chertsey to Thorpe Cycleway.
New Haw to Woodham Cycleway	£20,000	Improve pedestrian crossings of side roads along route; provide signs
New Haw to Addlestone Cycleway	£20,000	Improve pedestrian crossings of side roads along route; provide signs
Egham Cycle Links (5 of 6) – The Avenue	£10,000	Improve pedestrian crossings of side roads along route; provide signs
Egham Cycle Links (6 of 6) – High Street	£10,000	Improve pedestrian crossings of side roads along route; provide signs; implement traffic order for pedestrianised section
Ottershaw to Chobham Cycleway	Cancel	This cycleway would connect Ottershaw to the Runnymede borough boundary. As the Surrey Heath Local Committee has no plans to implement a cycle route from the boundary to Chobham, this route is of little at the present time.
Footpath 16, Woodham Lock	£41,500	This scheme is as much about discouraging antisocial behaviour as it is about creating a new cycle link. Therefore it is proposed to keep this scheme as originally proposed.
Total	£456,500	

Table 3: Suggested investment in cycle infrastructure

- 4.5 It is possible to reduce the planned investment in cycle infrastructure by 34%, and still implement all but two of the proposed new routes. Officers will continue to secure as much investment in cycle infrastructure as possible from central Surrey County Council budgets, and from developer contributions.

5.0 Conclusion

- 5.1 The Runnymede Cycle Network is a valuable asset to the local community, enhancing accessibility for residents and visitors alike, and providing an alternative to the private car for many local journeys. The success of the network depends on its ability to provide a continuous, safe route from A to B, and this depends on the completeness of the network. The network is not complete – this suppresses growth in cycle journeys.
- 5.2 The number of cycle journeys is low when compared to the number of vehicle journeys. There is growth in the number of cycle journeys, but the additional journeys represent a small proportion of the travelling public.
- 5.3 It is therefore suggested to scale back investment in cycling facilities as outlined in Section 4 above. This will result in the continued development of the network and implementation of a number of key routes, but without disproportionate expenditure on what is a minority road user group.

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Annexes: 2