



# **Woking Cycle & Walking Strategy 2007 to 2012**

**Surrey County Council  
Local Committee (Woking)  
21 June 2007**

## **KEY ISSUE:**

To agree to the Woking Cycle and Walking Strategy 2007 to 2012 that will enable officers to forward plan improvement works on the highway network.

## **SUMMARY:**

The Woking Cycle & Walking Strategy 2007 to 2012 provides a forward plan of improvements on the highway network that are designed to enable the County Council to meet the relevant targets set in the Local Transport Plan (2006-2011). However, this is a 'live' document that will be the subject of an annual review to ensure that the limited resources available are focussed on the targets that have been set.

It is key to the County Council that Woking meets the relevant targets set within the Objectives of the Local Transport Plan being one of three designated 'Hubs' within the County of Surrey.

If Surrey County Council is successful in obtaining the designation of a Cycle

Demonstration Town status for Woking, this document will become the base of the Project Plan.

## **CONSULTATIONS:**

Woking Cycle Forum

Woking Cycle Users Group

Woking Borough Council

## **OFFICER RECOMMENDATIONS:**

The Committee is asked to agree

- (i) That the Woking Cycle & Walking Strategy 2007 to 2012 is approved
- (ii) That the £26,000 additional funding provided by the delegated Local Transport Plan budget is allocated to the planned Regional East – West Route (Basingstoke Canal Project).
- (iii) That the £63,000 provided by the Central & Policy budget towards the planned Regional East – West Route (Basingstoke Canal project) is Noted.
- (iv) That the Local Highway Manager in consultation with the Chairman and Electoral Division Member(s) agree the details of each individual scheme, prior to construction

## **INTRODUCTION and BACKGROUND**

1. Woking has been designated as a 'Hub' within the current Local Transport Plan (2006-2011) (LTP). The actual 'Hub' is centred around Woking Railway Station, which is one of the busiest stations in Surrey where 6.2 million journeys are undertaken annually.
2. The LTP has set several targets based around the 5 Themes, which are:
  - i) Congestion, ii) Accessibility, iii) Safety, iv) Environment and v) Maintenance.
3. The Safe Routes to Woking Stations report, published in December 2003, concentrated on the established cycle routes radiating out from Woking Railway Station. However, to complete this Strategy work, officers have included the other three stations within Woking, namely West Byfleet,

Worplesdon and Brookwood.

4. The LTP has set two major targets for cycling these are as follows:
5. **Cycle trips** are targeted to increase by 20% by 2010/11 and a series of permanent cycle counters have been installed at selected sites within Woking on the established cycle network and the base data has been set at 2005.
6. **Cycle Parking** at railway stations is targeted to increase by 25% by 2010/11. Woking and West Byfleet stations have been included within the 11 principal stations within Surrey, whereby the cycle parking will be monitored during the year and each year of the life of the LTP.

## **ANALYSIS AND COMMENTARY**

### **Woking Cycle & Walking Strategy 2007 to 2012**

7. The period that this Strategy covers goes beyond the current Local Transport Plan (2006 to 2011). This is because there is a need to develop a 5-year forward plan and vision for a Cycle Network that is safe and accessible to use and locations to park cycles along the route, whether on short or longer journeys.
8. The Town Centres of Woking and West Byfleet are heavily used by pedestrians and these improvements will make major contribution to achieving three main aims of Surrey's Local Transport Plan by improving:-
  - Accessibility
  - Road safety
  - The local environment

### **Woking Cycle Network**

9. The existing Cycle Network has been established for some years The network was being developed during 2003, when *Sustrans* carried out a review of this network, as well as Woking Town Centre walking routes and this was collated within a report that was published on the 12<sup>th</sup> December 2003 as *Safe Routes to Stations*. This document has been used as the basis for improvements to the network over the next 5 years.
10. Annex A should be read in conjunction with this report, which provides details of specific projects.

### **Woking Railway Stations.**

11. With the targets set within the LTP in mind, there is a need to increase the

available parking areas at all four stations, especially at Woking and West Byfleet, which will be subject to close monitoring.

### **Woking Railway Station**

12.Improvement works to the north of Woking Station at Albion Square, where a canopy is currently under construction, where it is anticipated that it will be completed by July 2007.It is planned to install cycle racks, currently where the temporary ticket office is situated, which should accommodate at least 50 cycles. The railings where cycles had been left up to the commencement of the works were removed during early September 2006. However, the replacement racks will only supplement the loss of the railings, and therefore there is a need to increase further available racks / stands by at least 25%, especially to the south of the station to ensure that the LTP target is met by 2001/2011.

### **West Byfleet Railway Station**

13.The existing West Byfleet cycle facilities are almost at capacity and therefore additional areas for racks /stands will be required. To ensure that the LTP target is met there is a need to increase further available racks / stands by at least 25%. Providing additional cycle parking to meet demand will assist in meeting the cycle trips target set within the LTP.

### **Worplesdon and Brookwood Railway Stations**

14.Although these stations are not included within the 11 principal Surrey stations, to assist with meeting the cycle trips target, sufficient cycle parking should be made available at both of these stations to meet future demand.

15.The Local Committee for Woking approved a budget of £30,000, at its meeting on the 28<sup>th</sup> February 2007, for the provision of additional cycle racks at the four railway stations during 2007/08 financial year and at a meeting with South West Trains Stakeholder and Station Managers, it was agreed that South West Trains would pay for the installation and Surrey County Council the supply of the cycle stands. Agreement on the most appropriate locations on railway land is now being sought and it is planned that these cycle stands will be installed during the summer of 2007.

### **Regional and National Cycle Routes**

16.It is evident that there are no Regional or National Cycle Routes (NCR) going through the important Regional Hub of Woking. NCR 4 (London to Bristol via Reading) passes to the north of Woking at Chertsey and NCR 22 (London to Portsmouth / Isle of Wight via Redhill) has recently been established to the west of Guildford town centre towards Farnham.

### **Planned Regional East – West Route**

17. There are East to West Routes in existence using the Woking Cycle Network, however all of these take the cyclist into the town centre of Woking and are provided for 'local' journeys.
18. The Basingstoke Canal makes an ideal route for short and longer distance cycling, similar to the NCR 4 uses the Kennet and Avon Canal through Berkshire, Wiltshire, Somerset and Avon. For most of the route the canal towpath is in reasonable condition for the use of cycling, however access improvements are required at certain important locations along the route of the canal.

### **Planned Regional North – South Route**

19. It is planned to link NCR 4 to NCR 22 using the existing Woking Cycle Network utilising the well-established routes Route 4 (Chertsey to Woking) and Route 3 (Woking to Guildford). However, some improvement works are required to ensure that the route is more user friendly.

### **Other Cycle Improvements**

20. Other cycle improvements are detailed in the attached document (Annex A), some of which are the subject of special bids to County Hall.

### **Walking Improvements**

21. Town Centre Accessibility Studies has been carried out in the town centres of Woking and West Byfleet. A package of measures has implemented during 2006/07 for Woking and similar package of measures for Woking and West Byfleet are currently being considered for implementation during 2007 to 2008/09.
22. Improvements to walking that are part of the Safe Routes to Schools work or other improvement works are not included within this Strategy as this Strategy focuses on Town Centre Accessibility, but any improvements to accessibility may have a benefit to all users of the highway.

### **Cycle Demonstration Town Status**

23. It is planned by Cycling England to extend the number of towns currently designated as Cycling Demonstration Towns. It is envisaged that Surrey County Council will put forward Woking as a candidate to Cycling England to become a Cycling Demonstration Town from 2008/09 as the area already has an established Cycle Network, is designated as a Regional Hub, this document develops a forward strategy including planned improvements to the existing network and creation of Regional Routes over the next 3 to 5 years. However, to achieve this it would require the Local Committee to adopt this Strategy as set out in Annex 1
24. If Woking was successful, funding could be available from the County Council Central budget and supported by the Local Transport Plan delegated budget as identified in the 5-Year Local Transport Plan, plus

matched funding of up to £500,000 per annum over three years from Cycling England.

25. There is a need to continually review this Strategy on an annual basis to ensure that the targets set within the Accessibility objective are predicted to achieve their goal by 2011. This will enable adjustments to be made to the programme and a re-focusing of resources, as it is paramount that Woking as a designated 'Hub' achieves the relevant targets set within the Local Transport Plan to make the real differences needed to achieve the modal shift and indirectly assisting the developing Climate Change Agenda.
26. It is suggested that this Strategy forms part of the LTP Working Groups Agenda, which are due to meet during July and November 2007.

## **FINANCIAL IMPLICATIONS**

27. The Woking Cycle and Walking Strategy covers a 5-year period from 2007 to 2012. With the availability of a forward plan and programme, it will enable the distribution of Local Transport Plan funding for Woking to be developed more accurately in advance, which will assist with the programming of feasibility/design/construction over a 2 to 3 year period. If Woking is designated as a Cycle Demonstration Town this will attract up to £500,000 per annum as match funding, over a 3-year period from Cycling England.
28. The delegated Local Transport Plan funding has been increased by £26,000, over and above the £440,000 reported the Local Committee at its meeting on the 28<sup>th</sup> February 2007. It is suggested that the £26,000 additional funding is put towards the planned Regional East – West Route to enable these works to move forward this financial year and assist with the £63,000 successfully obtained from the Central & Policy Budget.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

29. The improved accessibility of the highway network for cycling and walking, especially within the busy town centre areas and near railway stations should encourage more walking, cycling and possible public transport use, and therefore assist in meeting the County Council's Local Transport Plan targets and indirectly the developing Climate Change Agenda.
30. The development of Regional East – West and North – South Cycle Routes should encourage more cycling based on national data, whether local or longer distance trips.

## **CRIME & DISORDER IMPLICATIONS**

31. The provision of an improved cycle network, with good areas to leave cycles, whether visiting the local shops, doctors, dentist etc or using the rail network for leisure or business purposes should enable people to feel more safer using this mode of travel and these facilities.

- 32.Improvements in the accessibility of town centres such as Woking and West Byfleet, coupled with improvements to the street lighting, where required, should enable people to feel safer whilst walking to and from these facilities.

## **EQUALITIES IMPLICATIONS**

- 33.The central area of Woking town centre is accessible friendly but there have been improvements identified outside of the central core area. At West Byfleet, there has been improvements identified within the town centre as well and at both of these locations it will make walking, as well as access for wheelchair users, the elderly people with pushchairs etc and the blind / partially sight much improved and these be able to access these areas providing freedom of movement.

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

- 34.The Woking Cycle & Walking Strategy 2007 to 2012 provides a forward plan of improvements on the highway network that are designed to enable the County Council meet the relevant targets set in the Local Transport Plan (2006-2011). However, this is a 'live' document that will be the subject of an annual review to ensure that the limited resources available are focussed on the targets that have been set.
- 35.It is key to the County Council that Woking meets the relevant targets set within the Objectives of the Local Transport Plan being one of three designated 'Hubs' within the County of Surrey. The Strategy has identified schemes that require implementation through design and construction and to enable these to move forward as quickly as possible the details of each scheme requires agreement from the Chairman and Electoral Division Member(s). As the Strategy needs to evolve there is a need to keep focused by carrying out an annual review to enable the County Council's targets to be met.
- 36.This document will also assist with developing a bid to become a Cycle Demonstration Town and if successful will become the base for future work.

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**Responsible (Lead contact): Paul Fishwick, Local Highways Manager (Tel 08456 009 009)**

**Accountable:**

**Consulted:**

**Background Papers: Sustrans Report 'Safe routes to stations' Dec 2003**

Version1

Dated 1 June 2007

Annexes 1