



**OFFICER REPORT TO LOCAL COMMITTEE  
(WOKING)**

**WOKING CYCLING TOWN  
PLAN & PROGRAMME  
2008/09 to 2010/2011**

**KEY ISSUE:** To agree the Plan and Programme for submission to Cycling England.

**SUMMARY:**

Surrey County Council, supported by a partnership of authorities including Woking Borough Council submitted a bid for Cycling Town status to the Cycling England Board on the 31 March 2008.

Following short listing and an interview, the Woking Cycling Town bid was successful and has been awarded £1.82 million as 'match funding' on the 19 June 2008.

The County Council must now submit to Cycling England a Plan and Programme for Woking based on the period 2008/09 to 2010/11.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree:

- i. That the draft Plan and Programme attached as **Annex A** is approved.
- ii. That The Transport for Woking Board will set up a Cycling Town Project Board consisting of representatives from the County and Borough Councils together with South West Trains and Woking Cycle Users Group. The County Council will also provide an officer to act as chairman and interface between the two boards. The Cycling Town Project Board will meet at key milestones during the project lifespan.
- iii. That where possible, any new Section 106 funding will be allocated towards the Woking Cycling Town project.
- iv. That officers be authorised to proceed with any necessary actions including traffic orders, advertisements and notices of intent in order to deliver these projects.
- v. That officers will update members of the Local Committee in relation to the progress of the Woking Cycling Town Project, at appropriate times during the year.
- vi. That the Local Committee would receive a report at its scheduled February 2009 meeting, to agree a works programme for the 2009/10 financial year and an indicative programme for the remainder of the project and further annual reports are brought to that Committee at an appropriate time to determine funding for future years.

## **1 INTRODUCTION and BACKGROUND**

- 1.1 On the 20 February 2008 Cycling England formally opened the bidding to find England's first Cycling City and ten new Cycling Towns. The 11 new towns and city would join the existing 6 Cycling Demonstration Towns, which have pioneered local initiatives such as redesigning and building new cycle routes and training people to cycle safely. By 2012 the expanded network of cycling towns and city is expected to save 16 million car journeys a year and create an extra 47 million cycle journeys – equivalent to a seven percent increase in national cycling needs.
- 1.2 The County Council submitted a bid for Cycling Town Status for Woking on the 31 March 2008. This bid was a partnership and supported by several authorities, including Woking Borough Council, Woking Cycle Users Group, the Basingstoke Canal Authority and South West Trains.
- 1.3 74 Local Authorities in England made a bid for Cycling Status. The Woking bid was short listed and requested to carry out a presentation and interview on the 28 May.
- 1.4 The Transport Secretary announced on the 19 June that Woking had been one of ten successful Cycling Towns and would be awarded £1.82 million in 'match' funding from Cycling England.

## **2 ANALYSIS AND OPTIONS**

- 2.1 The bid was based on six objectives for the period 2008/09 to 2010/11, which are as follows:
  - Further improvements to the existing Woking Cycle Network to make it even more cycle friendly.
  - Upgrading of the Basingstoke Canal towpath to provide a high quality east – west off road walking and cycling route via the town centre with links to schools and neighbourhoods.
  - An improved north / south cross town route to link to National Cycle Route 4 (Chertsey) and National Cycle Route 22 (Guildford)
  - Increase cycle parking within the town centre and at the railway stations.
  - The introduction of personalised travel planning for modal shift and health improvement, targeting an area such as Goldsworth Park during Spring 2009, with further areas (still to be determined) would follow in 2010 and 2011.
  - Schools – it is intended to establish more cycle clubs and complete the migration to Bikeability and ensure that all schools have a travel plan by 31 March 2011.

## Walking and Cycling

- 2.2 Although Woking has been designated a Cycling Town, the improvements planned will both assist walkers as well as cyclists through the planned infrastructure improvements, personalised travel planning and work with schools.

## Public Transport

- 2.3 The improvement works for the Cycling Town include significant increases in cycle parking and access to the Woking railway stations, namely Woking, West Byfleet, Brookwood and Worplesdon. Through these improvements and the personalised travel planning, it is envisaged that there will be a significant increase in travel by bike to these railway stations, especially for the people living within a short distance (up to 5km) from one of these local stations.
- 2.4 Local bus services will also be highlighted as a possible mode of travel when the personalised travel planning commences during the spring of 2009.

## Re-branding

- 2.5 As the infrastructure is completed the routes will be re-branded on the Planets Theme, based on "*War of the Worlds*" by H G Wells who was resident in Woking during the late 1800's. The main cycle routes would be named after planets with a main link named after that planets moon, such as Saturn Trail with links off that route Titan, Calypso and Atlas. The new signing would also include timing instead of distance. This has been very successful in the existing Cycle Demonstration Towns

## 3 CONSULTATIONS

- 3.1 The period between receiving the application forms and submission of the bid to Cycling England was just over one month, which did not allow for any public consultation. However, the 'Woking Cycling Town Bid Working Group' set up a series of meetings with other stakeholders including Woking Borough Council, Woking Cycle Users Group and Basingstoke Canal Authority. These meetings assisted the County Council in the bid submission.
- 3.2 The draft Plan and Programme has been discussed with a number of key stakeholders, including Woking Borough Council, Woking Cycle Users Group and South West Trains but it has not been consulted any wider.
- 3.3 It is intended to hold an exhibition on the 22 September at the Woking Cycling Town launch at the Lightbox Woking (1000 to 1600hr) to obtain peoples views. However, as schemes are developed, separate consultations will be undertaken as appropriate.
- 3.4 The Basingstoke Canal improvements (Monument Road Bridge to Kiln Bridge) have now been completed, and the next phase Kiln Bridge to

Hermitage Bridge is nearing completion. These were consulted on separately earlier this year.

#### **4 FINANCIAL IMPLICATIONS**

- 4.1 The 'match funding' allocation from Cycling England has been based on the population of Woking at 91,000 (to the nearest thousand), with an allocation of £4 per head for 2008/09 (as it is a half year from commencement of the Cycling Town), £8 for 2009/10 and £8 for 2010/11. This will provide a total of £1.82 million of 'match funding' for the Woking Cycling Town. This sum is dependant on the Cycling Town partnership providing at least equivalent funding. This funding can be made up of Local Transport Plan / Local Allocation, Section 106 and Section 278 (development) or other contributions.
- 4.2 As the County Council determines its budget on an annual basis, the funding for 2009/10 and 2010/11 has not yet been identified. However, there has been significant Section 106 funding identified towards the Cycling Town, which will enable the project to make good progress towards its objectives.
- 4.3 With this in mind, the draft programme of works attached in Annex A indicates that there has been no funding provision from the County Council for 2009/10 and 2010/11, with only identified Section 106 and 278 funding supporting the 'match' funding. It is therefore recommended that the programme will need to be reviewed on an annual basis and the Local Committee for Woking decide on the priority given to the elements of work included within the Woking Cycling Town against other Integrated Transport schemes which are funded using the Local Transport Plan devolved budget.

#### **5 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding for the Cycling Town will be in line with this vision whilst fulfilling its key commitments.

#### **6 CRIME & DISORDER IMPLICATIONS**

- 6.1 There are no specific crime and disorder implications arising from this report, but improved cycle security will be a key target for the partnership.

#### **7 EQUALITIES IMPLICATIONS**

- 7.1 The programme should raise no equality implications, as all the proposals will seek to eliminate any perceived and or actual inequalities.

#### **8 CONCLUSIONS AND RECOMMENDATIONS**

- 8.1 The draft Plan and Programme has been developed over the past two months in consultation with other key stakeholders, based on the

successful framework bid that was submitted to Cycling England on 31 March 2008.

- 8.2 The Cycling Town partnership must not deviate away from the framework bid and not 'spread out' improvements across the district whereby the impact of the improvements would be much reduced. The six key objectives must be adhered to and therefore the concentration of the improvements will remain focused on these elements to ensure that 'gold plated' routes are established commencing from Woking railway station which has around 6.7 million passenger journey movements per annum (2006 data).
- 8.3 The Programme may require amending from time to time to reflect changing circumstances and members would be informed using regular updates.
- 8.4 The awarding of Cycling Town for Woking is a great opportunity for the partnership to make a real step change towards cycling with the significant funding focused into the area in a short period of time.
- 8.5 Cycling within Woking, based on the six permanent monitoring sites, has seen a 14% increase since 2004 (2004 to 2007 data) and a 6% increase between 2007 to 2008 comparable data. This must go some way towards the investment that has already been placed on cycling within the town by key partnership members.
- 8.6 The Local Committee is therefore requested to approve the recommendations set out at the front of this report.

## **9 WHAT HAPPENS NEXT**

- 9.1 Similar reports relating to the Woking Cycling Town will be presented to the Woking Borough Council Executive (4 September) and the County Council Executive (23 September). Provided that these are all approved, the draft Plan and Programme will be presented to Cycling England to be 'signed off' together with a Management Agreement between Cycling England and Surrey County Council.
- 9.2 The County Council as lead authority within the partnership must ensure that the elements of work within the programme are delivered within the 2008/09 to 2010/11 period and provide the funding to 'match' the funding from Cycling England.
- 9.3 Cycling England will monitor the work carried out as well as the levels of cycling being achieved within the Cycling Town.
- 9.4 As one of the new Cycling Towns, Woking will attract much media attention as well as interest from other Local Authorities nationwide and will be expected to exchange data and ideas with existing and new cycling towns.

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**BACKGROUND PAPERS:** Surrey County Council bid to Cycling England  
Cycling England letter dated 21 July 2008

Version No.3 Date: 27/8/2008 Time:1500 Initials: PMF No of annexes: 1