



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

CYCLE WOKING – PROPOSED PROGRAMME 2010/11 & CYCLE WOKING FORUM

3 FEBRUARY 2010

KEY ISSUE

To agree the programme for the Cycling Town for the 2010/11 financial year and Member County Council representation on the Woking Cycle Forum.

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 was awarded £1.82 million as 'match funding' on the 19 June 2008. This funding has been provided over a two and half year period and the Cycling Town status currently ends on 31 March 2011.

The County Council submitted a Plan and Programme to Cycling England for Woking based on the period 2008/09 to 2010/11. However, the programme was always accepted as being flexible and this Committee approved a draft Plan and Programme for 2009/10 at its meeting on 16 February 2009 (minute 09/09 refers). The Committee is now asked to approve the programme for the 2010/11 financial year.

The Cycle Forum informal terms of reference allows for Member representatives from the County Council to attend the Cycle Forum meetings and nominations are required for two Members to represent the County Council for the period February 2010 to March 2011. The Borough Council will elect representatives separately.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree:

- i. That the draft Programme attached as **Annex A** is approved.
- ii. That where possible, any new Section 106 funding will be allocated towards the Woking Cycling Town project
- iii. That officer's be authorised to proceed with any necessary actions including traffic orders, advertisements and notices of intent in order to deliver these projects.
- iv. 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.
- v. That if Cycle Woking is successful in extending the Cycling Town status beyond 31 March 2011 the Local Committee would receive a report at its scheduled February 2011 meeting, to agree a works programme for the 2011/12 financial year.
- vi. That the County Council elect two Members to attend the Woking Cycle Forum for the period February 2010 to 31 March 2011.

1. INTRODUCTION and BACKGROUND

- 1.1 The Transport Secretary announced on the 19 June 2008 that Woking had been one of eleven successful Cycling Towns/city and would be awarded £1.82 million in 'match' funding from Cycling England.
- 1.2 2008/09 was the first year of the 2 and half years of Woking being designated as a Cycling Town and the successful delivery of the programme has been rewarded with additional funding from Cycling England enabling works to be brought forward and new works to be carried out that were not originally within the 2008/09-2010/11 programme.

2. ANALYSIS AND OPTIONS

- 2.1 The additional funding has allowed the Cycle Woking partnership to create a more cycle friendly town (and assisted in walking and wheelchair users) and some of the successes to date are as follows:
- Improvement of the Basingstoke Canal towpath from Pirbright Bridge (Brookwood) to Scotland Road Bridge (West Byfleet) (11.9 km)
 - Construction of a new Toucan crossings at A247 Kingfield Road near Westfield Avenue junction and Cawsey Way.
 - Improvements to the existing Cycle Network within Woking
 - Additional cycle parking in Woking town centre, railway stations, playgrounds, doctors, dentists etc.
 - More Cycle Clubs at Woking schools.
 - Additional Cycle Parking facilities at schools
 - Commencement of rebranding of the cycle network to the Planet Trails
- 2.2 More improvements are planned for the remainder of 2009/10, However the emphasis of this report is to agree a programme of works for 2010/11, attached as **Annex A**

The Draft Programme

- 2.3 The draft programme **Annex A** is split into two areas of funding, S106 and Cycling England. The third area of funding, S278 is fixed to agreements with developers and does not form part of this report.
- 2.4 Schemes requiring approval have been highlighted in yellow, with comments provided to give the latest position. These schemes are key to completing some of the objectives of the Cycling Town and Annexes B (Victoria Arch Shared use route), C (Horsell Link (Phase 1)), D (Woking railway station – subway wheel ramps) and E (York Road – De Lara Way shared use route) provide some limited detail for the members as these schemes are currently being designed.

- 2.5 There is the potential to create a link to Morrison's supermarket from the York Road – De Lara Way shared use route (Annex E), but this will require land negotiations with the landowners.

Walking and Cycling

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

Public Transport

- 2.7 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 behavioural travel changes brought about through travel plans, Woking Cycle Challenge, cycle events and marketing, 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.
- 2.8 Local bus services will also be highlighted as a possible mode of travel when any travel plans are agreed, with possible links to walking and cycling.

Re-branding

- 2.9 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 core cycle routes are in the process of being named after the main planets with a key links named after that planets moon, such as Saturn Trail (Basingstoke Canal towpath) with links off that route named as Pandora (off road shared route Brookwood Cross Roads to Hermitage Road Bridge), Hyperion (off road shared route Brookwood Country Park – Hermitage Road – Winston Churchill School).
- 2.10 The new signing also includes timing instead of distance. This has been very successful in some of the original Cycle Demonstration Towns. The Basingstoke Canal towpath has been the first to receive the new signs and has also been designated a National Cycle Route (NCR) by Sustrans (NCR 223) along with the Mars Trail (NCR 221) from Chertsey (where it joins NCR 4) to Guildford (where it joins NCR 22)

Woking Cycle Forum

- 2.11 The informal terms of reference allow for County Council and Borough Members to attend the Cycle Forum. There are normally 3 to 4 meetings a year held in Woking during the evening (1830-2000hr). It is recommended that the County Council nominate two members to attend the Cycle Forum for the period of meetings that are held from February 2010 to 31 March 2011. The Borough Council will nominate their representatives separately.

3. CONSULTATIONS

- 3.1 Consultations with various stakeholders has been carried out to date during the 'life' of the Cycling Town by Cycle Woking and the Woking Cycle Forum, Woking Cycle Users Group, Basingstoke Canal Authority and South West Trains have made key contributions assisting in developing schemes in what has been a short time period to deliver a large and widespread project.

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 has to date been made up of Local Transport Plan / Local Allocation, Section 106 and Section 278(development) and other contributions.
- 4.2 As the County Council determines its budget on an annual basis, the funding for 2010/11 has not yet been fully 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 attached in **Annex A** indicates that there has been no funding provision from the County Council for 2010/11, with only identified Section 106 funding supporting the 'match' funding, together with S278 funding.

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 2010/11 Programme has been developed over the past few 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 Programme may require amending from time to time with approval from the Cycle Woking Board to reflect changing circumstances and members would be informed using regular updates.
- 8.3 The awarding of Cycling Town status for Woking is a great opportunity for the Cycle Woking partnership to make a real step change towards cycling (as well as assisting walking) with significant funding focused into the area in a short period of time.
- 8.4 The attendance of County Council and Borough Members on the Cycle Forum will assist in developing the future needs of the cycling within the district.
- 8.5 The Local Committee is therefore requested to approve the recommendations set out at the front of this report.

9. REASONS FOR RECOMMENDATIONS

- 9.1 The Cycle Woking 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 as indicated in Annex F must be adhered to and therefore the concentration of the improvements will remain focused on these elements to ensure that 'cycle user-friendly' routes are established commencing from Woking railway station which has seen passenger numbers increase from around 6.7 million passenger journey movements per annum (2006) to 7.5 million (2009).

10 WHAT HAPPENS NEXT

- 10.1 The County Council as lead authority within the Cycle Woking partnership must ensure that the elements of work within the programme are delivered by 31 March 2011 and provide the funding to 'match' the funding from Cycling England.
- 10.2 Cycling England will continue to monitor the work carried out as well as the levels of cycling being achieved within the Cycling Town.
- 10.3 As one of the new Cycling Towns, Woking has already attracted much media attention as well as interest from other Local Authorities nationwide and internationally and has exchanged data and ideas with existing and new cycling towns.

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BACKGROUND PAPERS: Draft Cycle Woking Plan and Programme

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