



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

Local Sustainable Transport Fund (Travel SMART) Consultation

6 September 2012

SUMMARY

Following the submission of the Local Sustainable Transport Fund bid, the public were given the opportunity to express their views about the plans contained within the bid over a 6 week period during April and May 2012. The results of the consultation are contained within this report.

A business case of similar size submitted for the Local Sustainable Transport Fund (Large Bid) would normally take up to 18 months to produce. Unfortunately with the short time frame allocated by the DfT to submit this bid, there was not the opportunity to carry out a full consultation with the public prior to its submission.

OFFICER RECOMMENDATION

The Local Committee (Woking) is asked to NOTE this report.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Department for Transport's (DfT) tight timescales for the submission of the Local Sustainable Transport Fund bid, for Surrey County Council known as Surrey Travel SMART, did not provide us with an opportunity to consult with the public when the bid was being developed, but some consultation work was undertaken with local businesses which helped us shape the bid.
- 1.2 At the first appropriate opportunity a 6-week public consultation was undertaken between 2 April and 14 May 2012, focused on the three towns of Guildford, Redhill-Reigate and Woking. These dates were geared towards draft announcement dates of the bid and scheduled Member Task Group and Local Committee meetings during June.
- 1.3 The DfT announced its approval of the Large Bid on the 27 June 2012, and therefore the results of the consultation and the following report on the details of the Large Bid have been brought to this meeting for consideration.

2 CONSULTATIONS AND EXHIBITIONS

- 2.1. The consultation was available both on-line using the Survey Monkey and in paper copy for people to register their views. Local groups were advised about the consultation and exhibition dates with links to the web site supplied. A copy of the consultation document is attached as Annex A.
- 2.2. Six exhibitions were held in the three towns, on a Thursday and Saturday. In addition, on a Saturday the 'Smoothy Bike' was hired in an attempt to attract more people to the exhibition.
- 2.3. Table 1 shown below, indicates the number of people attending the exhibitions in the three towns. In total 336 people visited the exhibitions, with a number taking paper copies away with them.

Table 1

Town	Location	Date	AM	PM	Total
Guildford	Guildhall	Thu 19 April 2012	20	38	
Guildford	Library	Sat 21 April 2012	45	40	143
Woking	Wolsey Pl.	Thu 26 April 2012	23	21	
Woking	Wolsey Pl.	Sat 28 April 2012	40	35	119
Redhill	Harlequin	Thu 10 May 2012	13	21	
Redhill	Belfrey	Sat 12 May 2012	11	29	74
					336

- 2.4. An additional week was given to allow for postal responses to arrive at County Hall and when all responses had been entered into the survey form a total of 156 replies had been received. This was considered a reasonable response, but is a very low percentage when compared to

the area population. 49* of those responses related to Woking. *Note some of the responses were directed at Woking and Guildford.

- 2.5. There was some overlap between responses for Guildford and for Woking, due to the close proximity of the towns and the inter connectivity of the some of the projects, especially relating to the bus priority and corridor improvements and the walking and cycling measures. Therefore, it is difficult to divide the responses into each individual town.
- 2.6. The main results from the survey have been attached as Annex B and there was generally support for the measures.

Analysis of survey results

- 2.7. The age range question in the survey was answered by 144 people with 12 not responding. The results were as follows in Table 2;

Table 2

Age range	Percentage responded	Number of people responded
Under 18	0.7%	1
18-24	4.2%	6
25-34	9.7%	14
35-44	15.3%	22
45-54	25.7%	37
55-64	24.3%	35
65-74	12.5%	18
75+	7.6%	11

Clearly the two main groups responding with 50% was the 45-54 and 55-64 age ranges.

- 2.8. The question on 'how do you usually travel in and around Surrey' received 154 replies with only 2 people not answering this question. It would appear from the results that the majority of people travel using several modes of travel, such as car to the station and then train or walk/cycle during the daylight then car during darkness. The other modes included roller skates, horse and disabled scooter. The overall summary is shown in table 3.

Table 3

Mode	Percentage responded	Number of people responded
Car	74.0%	114
Bus	36.4%	56
Train	39.6%	61
Cycle	33.8%	52
Walk	52.6%	81

Motorcycle /scooter	5.8%	9
Other		5

- 2.9. The question on 'why people travel in this way', the results were varied and it is difficult to make any real conclusions from them at this stage. However, 150 people answered this question with 6 not replying.
- 2.10. The question on 'which of the following measures would encourage you to walk or cycle in and around town' received 149 replies with 7 people not answering the question. People were asked to rank in preference 1 most likely to 7 least likely or it wouldn't. If it is taken that all responses in the 1 to 7 are positive and the 'wouldn't' is a negative the results are very encouraging in that improved signs providing clear directions for walking and cycling (91%), improved pavements (85%), new and improved cycle lanes (83%) and secure cycle parking at more convenient locations (82%) were the main responses above 80% with events and competitions encouraging people to walk and cycle the lowest positive score at 68%. The full summary is provided in Annex C.
- 2.11. The 'open' question relating to 'comments on what would encourage you to walk or cycle more' was answered by 26* people. The top 5 relating to Woking are indicated in table 4 below;

Table 4

Rank	Support	Number of people	Percentage of responses
1	A320 Guildford-Woking cycle route (A320)	7	26.92%
2	Improve town centre cycle routes & allow 24/7 cycle times	4	15.38%
3	A245 Parvis Road off road route	3	11.54%
4	A3046 Chobham Road crossing near Horsell Rise	2	7.69%
4	A320 Egley Road crossing	2	7.69%

*some responses were directed at Woking and Guildford. The responses provided are very low in number but have been provided for Members as written responses to the survey.

- 2.12. The question relating to 'Which of the following measures could encourage you to use public transport more' was answered by 131 people with 25 people not replying. Again the vast majority of responses were positive with better bus service punctuality and reliability (94%), better information on bus services, including real time information (92%), and more information about bus routes to help journey planning (90%) were the highest rated, with cycle parking at/near bus stops allowing cycle-bus interchange being the lowest but still a positive 77%. The full results are indicated in Annex D.

- 2.13. The 'open' question relating to 'comments on what would encourage you to use public transport more', was answered by 21* people. The top 5 relating to Woking are indicated in table 5 below;

Table 5

Rank	Support	Number of people	Percentage of responses
1	Improve bus / rail interchange	3	14.29%
1	Improve direct bus services from town centre to St Peter's Hospital	3	14.29%
3	Upgrade RTPI	2	9.52%
3	Earlier/later bus services	2	9.52%
5	Fares too high	2	9.52%

*some responses were directed at Woking and Guildford. The responses provided are very low in number but have been provided for Members as written responses to the survey.

3 CONSULTATIONS

- 3.1. The consultation responses have been positive and where residents have indicated alternative measures that were not included within the current bid, these will be used to assist us in developing future planned works or bids.
- 3.2. It should be noted that the business case developed by Surrey was carried out in consultation with our partner Borough Council's and local businesses to try and meet the objectives of the DfT.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The need to ensure value for money was central to developing the Local Sustainable Transport Fund submission, which included a Financial Case as part of the overall Business Case, which is a requirement of the guidance. The LSTF programme is being developed so that future funding is sustainable within existing and projected budgets allowing for future savings or is self-financing in the longer-term.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 Equalities impacts have been assessed as part of the development of each of the transport schemes that underpin the successful project, and it is considered that there are negative equalities impacts arising from the proposals.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no direct crime and disorder implications arising from this report. However, the planned improvements may well reduce the potential for serious injury collisions, improve the safety of pedestrians and cyclists, and improve traffic flow.

7 CONCLUSION AND RECOMMENDATIONS

- 7.1. The consultation process has provided overall positive results for the three towns and has indicated that the business case submitted, with the assistance of our partner Borough Councils' and local business has been well received by the public.
- 7.2. However, although the attendance at the exhibitions and the number of responses to the survey was encouraging, it was very low when compared to the population of the area.
- 7.3. The officer recommendation is to note the information within the report.

8 WHAT HAPPENS NEXT

- 8.1 The programme of works for the Key Component funding was approved by this Local Committee on 26 March 2012 (minute 11/12 refers). The successful Large Bid programme was presented in draft at the same meeting but now requires approval for the 2012/13 financial year for the Woking area.
- 8.2 The detailed responses to the open questions will be looked at whilst developing schemes.

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BACKGROUND PAPERS: Local Sustainable Transport Fund bid – Surrey Travel SMART (December 2010).