

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 25th March 2015



LEAD OFFICER: MARC WOODALL – SUSTAINABLE TRANSPORT MANAGER

SUBJECT: GUILDFORD LOCAL CYCLING PLAN

DIVISION: ALL

SUMMARY OF ISSUE:

As part of the Surrey Transport Plan, the Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans. This report sets out progress to date and asks members to approve the timetable for wider consultation and approval for the Guildford Local Cycling Plan.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to:

- (i) Agree to the principles for cycle route design and implementation outlined in sections 2.4 and 2.7 of this report which will form part of Guildford's Local Cycling Plan.
- (ii) Agree to the timetable for consultation and approval for the Guildford Local Cycling Plan.

REASONS FOR RECOMMENDATIONS:

Cycling is an increasingly popular choice of transport for residents for reasons of health, recreation and travel. It is important that local decision-makers have a clear understanding of all modes and transportation in the borough and how cycling fits into local planning and provision for safe movement. To agree the principles and timetable for finalising the Guildford Local Cycling Plan.

1. INTRODUCTION AND BACKGROUND:

1.1 The Surrey Cycling Strategy, approved by Cabinet in December 2013, with an aim of as 'more people cycling, more safely' and set out its vision:

"..... a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county."

- 1.2 Local Cycling Plans are being developed for all Surrey Districts and Boroughs, and the final documents will include four main elements :
- a. Infrastructure
 - b. Promotion and events
 - c. Skills and behaviour
 - d. Monitoring and evaluation
- 1.3 This report focuses on the infrastructure element of the Guildford Local Cycling Plan.
- 1.4 The Guildford Local Committee Transportation Task Group (TTG) has been tasked with the development of the infrastructure element of the Local Cycling Plan. The TTG has outlined the key principles to the development of the plan and these are outlined below.
- 1.5 An approved Local Cycling Plan will become a part of the County Council's Local Transport Strategy for the borough. The plan will further support delivery of programmes such as the Sustainable Movement Corridor and Road Safety Outside Schools Policy.
- 1.6 It is proposed the plan will also integrate into Guildford Borough Council's emerging Local Plan. As a part of the Local Transport Strategy the plan will develop to ensure future infrastructure is fit for purpose and supports plans for public transport and other highway interventions.
- 1.7 A workshop was held with key local stakeholders on the 18 February 2015 to consider what type of infrastructure interventions would serve the needs of Guildford residents and to further encourage modal shift. The outcomes from this session are considered below. Further engagement work will be undertaken to ensure that the plan receives local consultation as it is developed.

2. ANALYSIS:

2.1 Progress to date :

2.2 The TTG agreed that the Local Cycling Plan should provide the strategy for delivering a network of cycle routes that will be high quality, safe and provide a real choice to people travelling around the borough of Guildford.

2.3 The TTG set the strategic context for the development of the plan, including a need to establish the type and quality of cycling infrastructure required. The outputs from the workshop held on the 18 February are listed below.

2.4 Type

2.5 Two types of new infrastructure should be provided.

- (i) Segregated infrastructure along principle routes providing fast continuous and safe journeys encouraging people to cycle to work.

- (ii) Infrastructure along quieter roads providing safe links to destinations on principle routes and to key locations. This would include using traffic calming measures and 'home zone' approaches where appropriate and supported by residents.

2.6 All future infrastructure provision should be transformative, high quality and meaningful that will truly create choice and enable people to shift from driving to cycling for everyday journeys.

2.7 Location

2.8 Stakeholders at the workshop proposed where new infrastructure should be developed and key destinations that it should serve. This information will be used to create a draft network through the timetable listed at point 2.12. These include :

- Continuous routes between residential destinations including train stations, schools, leisure facilities, district and town centres.
- Identifying opportunities to deliver the Sustainable Movement Corridor identified in the Guildford Town Access and Movement Study and how this fits into the context of the wider cycling plan.
- Focus around schools, in particular clusters, for example the Boxgrove area which has three schools in close proximity.
- Building upon existing infrastructure to ensure safe and continuous routes.
- Building in the opportunity to link to possible development sites emerging from the Guildford Local Plan process.
- Integrate with public transport, providing access to the local bus network and Guildford's train station, enabling multi modal journeys.

2.9 By both providing the facilities and encouraging people to cycle more, there is an opportunity to shift people's travel mode away from the car for shorter journeys. This provides further benefits for the Borough in terms of reduce congestion and pressure on parking, plus improved levels of air quality and greater levels of physical activity. The latter of which supports both County and Borough Council's public health targets around physical activity.

2.10 The outputs from these discussions are being finalised into a route based plan which will be presented to the TTG to consider for prioritisation using the Local Committee prioritisation framework. Prioritisation will take place at two distinct levels, firstly strategic routes that require significant investment, and secondly local routes which could be funded via CIL (Community Infrastructure Levy) and other sources of funding.

2.11 There is an intention to integrate further with the Boxgrove Area Road Safety Outside Schools report to form part of a second phase of improvements. It is proposed that this plan is discussed with a wider range of stakeholders at a wider stakeholder workshop to be held in June 2015, prior to the Guildford Local Committee.

2.12 Timetable for completion of the cycling plan

Element	Date	Responsibility
Outputs workshop to be presented to members for prioritisation and approval	May 2015	Sustainable Transport Manager - SCC
Wider stakeholder workshop	June 2015	Sustainable Transport Manager – SCC
Final draft Local Cycling Plan presented to Guildford Local Committee to seek approval for public consultation	17 June 2015	TTG
Public consultation	Middle of June – end of July 2015	Sustainable Transport Manager - SCC
Final Local Cycling Plan to be submitted to Guildford Local Committee	September 2015	TTG

3. OPTIONS:

It is proposed that a report will be brought to the Guildford Local Committee in September outlining the proposed Local Cycling Plan

4. CONSULTATIONS

4.1 The table included at point 2.12 of this report outlines the proposed consultation timetable for the Local Cycling Plan.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no direct financial and value for money implications arising from this report. However, the Local Cycling Plan will identify new infrastructure opportunities that will require funding in the future.
- 5.2 Indirectly, providing a safe and efficient route map for residents to cycle instead of driving will provide cost reductions from delayed journeys due to congestion and improvements in public health.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An equality impact assessment was undertaken for the Surrey Cycling Strategy. This will form the framework for the Guildford Cycling Plan as it is developed.

7. LOCALISM:

- 7.1 The Cycling Plan would be a borough wide document and will be responsive to local need. Specific actions would have local impacts in their specified areas, and these will be assessed as proposals are brought forward.
- 7.2 The plan will see to align with and support local infrastructure development work such as the emerging Local Plan, the Local Transport Strategy, the Guildford Town And Movement Approaches Study and town centre vision.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

10. WHAT HAPPENS NEXT:

- 10.1 The timetable at point 2.12 outlined the proposed timetable for the delivery and approval of the Local Cycling Plan.

Contact Officer:

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Sources/background papers:

1. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17th December 2013.
2. Guildford Draft Local Transport Strategy and Forward Programme Part A, Local Committee (Guildford) report item 46/13, 26th November 2014.
3. Report of the Transportation Task Group, Local Committee (Guildford) report item 53/13, 26th November 2014

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