

SURREY COUNTY COUNCIL

CABINET MEMBER FOR ENVIRONMENT & TRANSPORT

DATE: 13 DECEMBER 2012

LEAD OFFICER: TREVOR PUGH, STRATEGIC DIRECTOR ENVIRONMENT AND INFRASTRUCTURE

SUBJECT: BID TO DEPARTMENT FOR TRANSPORT SAFE CYCLING FUND



SUMMARY OF ISSUE:

Surrey County Council has submitted a bid to the Department for Transport (DfT) Safe Cycling Fund as part of its commitment to reducing cycle casualty rates and securing a cycling legacy from the London 2012 Olympic Games.

The bid focuses on two town centre schemes: Leatherhead and Walton-upon-Thames, providing segregated cycle routes where feasible to link up currently fragmented cycle routes and provide links to major destinations including town centres and places of employment and education.

RECOMMENDATIONS:

It is recommended that the bid to the DfT for safe cycling infrastructure is formally endorsed.

REASON FOR RECOMMENDATIONS:

This funding bid supports the corporate priority to tackle levels of cycling casualties. It will directly benefit areas of high cycle casualty rates: Walton-upon-Thames and Leatherhead. It will benefit all road users by segregating cyclists from motorised traffic and will provide economic benefit by making it more possible for more people to cycle, reducing travel costs and congestion, and by improving cycle routes to town centre locations.

DETAILS:

DfT Safe Cycling Fund

1. In July 2012, the Department for Transport announced a £15m fund, administered by Sustrans, for cycling infrastructure in light of growing concern about cycle casualty rates in the UK. In response to this, Surrey County Council submitted an expression of interest in August 2012, identifying eight potential schemes where casualty rates were high. Feedback on the Surrey proposals was positive and work since then has focused on a shortlisted set of proposals that offer the best fit with the fund's criteria, as set out below.

Fund criteria	SCC Approach
Evidence of perceived or actual risk to cyclists	Short listing informed by cycling casualty analysis
Evidence of match funding	Sources identified: Walton Bridge, s106, Capital programme
Deliverability within timescale	Working with highways colleagues to develop programme: detailed design in advance of decision
Clear demand for stakeholders for proposed solution	Public attitudinal survey to test approach
High quality design and innovation	Segregation of different road users wherever feasible
Potential demand including connectivity and promotion	Seek to join up existing formal and informal routes Apply Travel SMART promotion principles to new routes
Commitment to monitor proposed scheme before and after	Monitoring programmed in. Draw on Travel SMART evaluation expertise.

2. The project team shortlisted four potential schemes that offered the best fit with the fund criteria, in particular the availability of match funding, the level of cycling casualties and the potential for innovation in scheme design. The four short-listed schemes were: Walton Bridge Links, Leatherhead Town Centre and Ashted, Egham Hill to Staines and Kingston Road, Staines.
3. Outline design work was carried out and scheme costs produced. In light of that, the Environment and Infrastructure DMT made the decision to submit all the bids but to prioritise two areas: Walton Bridge Links and Leatherhead Town Centre, which represent a bid to the fund of £1.53m.
4. The bid was submitted on 30 November 2012, with the bid outcome due in February 2013. The fund criteria require schemes to be complete or largely complete by December 2013. The covering letter to the bid is included as Annex 1 to this report.

Design Principles

5. The schemes have been designed on the basis that wherever feasible cyclists should be separated from motorised vehicles on busy roads and at busy junctions. This approach is based on attitudinal survey research that was carried out as part of the bid development. This research clearly indicated that Surrey residents would be far more likely to cycle if they had access to segregated cycle paths. Even amongst non cyclists, over 80% of

people surveyed felt that such cycle paths would be an improvement in the two locations.

The Surrey Cycle Safety Bid

6. The Surrey bid comprises two priority schemes: Walton Bridge Links and Leatherhead Central. The summary costs for the two priority schemes are outlined in the table below.

Scheme	Total cost estimate	Match funding requirement	Identified match funding (£106)	Proposed Match	Bid to DfT (70% of total cost)	Additional match to be identified
Walton Bridge Links	1,408,883	422,665	225,000	425,000	983,883	200,000
Leatherhead Town Centre	792,969	237,891	5,000	245,000	547,969	240,000
Grand Total	2,201,853	660,556	230,000	670,000	1,531,853	440,000

The additional match funding requirement will be the subject of a bid to the 2013/14 capital programme, reflecting the corporate priority to tackle cycling casualties. Other potential sources of funding will be considered if required, including New Homes Bonus or re-prioritising existing capital programmes.

Walton Bridge Links

7. The Walton Bridge Links scheme will provide safe, segregated cycle paths north and south of the bridge linking Walton-upon-Thames and Upper and Lower Halliford. The scheme will ensure that the cycle infrastructure being incorporated in the new Walton Bridge is complimented by paths linking residential, retail, employment and education establishments. The details of the scheme proposal are included as Annex 2 to this report.

Leatherhead Town Centre

8. The Leatherhead Town Centre scheme will join up existing fragmented cycle routes to ensure safe passage between the train station, schools and the town centre including major employers. The details of the scheme proposal are including as Annex 3 to this report.

Progress to Date

9. The schemes have been shortlisted and developed based on analysis of the casualty and assessment against the bid criteria. Site visits were carried out to assess potential routes in light of the Surrey design standards. The detailed design for the shortlisted schemes has been produced, with costings, for inclusion in the bid. Work has been undertaken to plan the schedule for approvals, design and implementation in order to achieve the fund implementation deadline of December 2013.
10. The schemes have been developed in discussion with the relevant Area Highways Managers and local members, including Local Committee Chairmen and Vice Chairmen have been kept updated. The proposals have

also been shared with Sustrans, as fund administrators, and their feedback has been incorporated in the bid.

Next Steps

11. In order to achieve implementation of the schemes by December 2013, work on detailed design will be carried out between December 2012 and February 2013. Local Committee approvals will also be sought in the period from January to March in order that the implementation phase can commence in April 2013. The full schedule is set out in Annex 4.

CONSULTATION:

12. In developing the bid, the project team has ensured that local members and Local Committee chairmen and vice-chairmen have been kept updated. The Cabinet Member for Community Safety has also been consulted.
13. In developing the bid, consultation has taken place with Area Highways Managers in each of the areas, as well as local cycle groups (Mole Valley Cycle Forum). An on-street attitudinal survey with residents in Walton and Leatherhead was carried out to test the proposals.
14. Further consultation will be undertaken in the new year as part of the detailed design phase of the programme.

RISK MANAGEMENT AND IMPLICATIONS:

15. The following table provides a summary of the main risks identified as part of the bid development process. The risk register will be updated during detailed design and implementation phases.

Risk	Mitigating Actions
Local concerns about loss of road and pavement to segregated routes	Work with local members to ensure schemes balance road user requirements. Carry out consultation during detailed design phase.
Increased scheme cost results in greater funding requirement on County Council	Robust costings have been carried out as part of the outline design phase in order to manage risk of higher costs.
Failure to secure DfT funding results in schemes not progressing	Alternative funding sources will be considered including potential to develop a major scheme comprising a number of cycle infrastructure schemes targeting areas of high casualty rates.
Reputational risk from County Council failing to tackle rising cycling casualty numbers	As part of the Surrey Cycling Programme we will assess potential funding sources to support cycling infrastructure improvements.

Failure to complete schemes within bid deadline

Progress detailed design and approvals process in advance of bid decision.

Project management plan in place so that any project delays can be identified and managed.

16. A description of risks and any negative implications should include the mitigating actions being taken to address them.

Financial and Value for Money Implications

17. The total bid for the two priority schemes is for £2.2 million. If the bid is successful £1.53m will be received as a grant from the Department for Transport's safe cycling fund. SCC will be required to providing the remaining funding, of which, £230,000 has been identified from s106 monies and the balance of £440,000 will be considered for inclusion in the 2013/14 capital programme.

Section 151 Officer Commentary

18. The Section 151 Officer confirms that required match-funding from SCC has not been fully identified. The outstanding match-funding required of £440,000 will be considered for inclusion within the 2013 / 14 capital programme. If the increased capital budget is not supported by Cabinet, then there is a risk that the bid will need to be withdrawn or alternative sources of funding identified. The identification of alternative funding may require the re-prioritisation of existing capital or revenue budgets.

Legal Implications – Monitoring Officer

19. Legal services have reviewed the report and confirmed that there are no legal implications.

Equalities and Diversity

20. This bid forms part of the County Council's Cycling Programme which is currently in development. An Equalities Impact Assessment forms one workstream of this programme which is currently underway as an iterative process to inform the programme, and will be completed in February 2013.
21. In developing the EIA, we have identified the following impacts and actions in our work to date:

Key Impacts	Actions
Younger people – more reliant on cycling as a mode of transport	Identify key routes that link school destinations.
Older people – less likely to cycle due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian routes and access	Segregation of routes from pedestrians wherever feasible
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than amongst females	Development of segregated cycle routes designed with least confident cyclists in mind.
Disability – people with mobility problems and visual impairment adversely affected by cycle routes where they interact with pedestrian routes	Achieve full segregation wherever feasible.

Public Health implications

22. Increased cycling rates will impact positively on the health of the individual. The NHS identifies cycling as an activity which provides significant health benefits. Marketing of the new routes will include intensive marketing to residents near the new routes and will include cycle training offers to encourage those less confident to take up cycling.

Climate change/carbon emissions implications

23. Increased cycling rates, where it replaces motorised forms of transport, will reduce carbon emission levels in the County. Complete/delete as appropriate. Transport is responsible for one third of carbon emissions in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020 increasing to 25% reduction by 2035, from a 2007 baseline of 2,114k tonnes (1.9 tonnes per capita).

WHAT HAPPENS NEXT:

Date	Milestone
30 November 2012	Deadline for bids to fund
Dec 2012 – Feb 2013	Scheme detailed design
Jan 2013 – Mar 2013	Local Committees for scheme approval
Feb 2013	Bid outcome due
Mar 2013	Scheme to Investment Panel for approval
26 March 2013	Scheme to Cabinet for approval

Contact Officer:

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Consulted:

Local Members
Local Committee Chairmen and Vice Chairmen
Cabinet Member for Community Safety
Area Highways Managers

Annexes:

Annex 1: Covering letter for Surrey bid to the Department for Transport's Safe Cycling Fund
Annex 2: Scheme 1 application: Walton-on-Thames Bridge links and casualty reduction
Annex 3: Scheme 2 applications: Leatherhead Central links and casualty reduction
Annex 4: Project Schedule

Sources/background papers:

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