

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)**

DATE: 27th June 2016
LEAD OFFICER: David Sharpington



SUBJECT: Elmbridge Cycling Plan update

DIVISION: ALL

SUMMARY OF ISSUE:

At its meeting of 23 February 2015, the Committee approved the methodology for developing a cycling plan and the establishment of a joint Borough-County members task group progress it. This report sets out the progress made and suggests next steps.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to:**

- (i) Agree to establish the Cycling Plan online, including the mapping of existing and potential cycle facilities.
- (ii) Agree to have an ongoing community engagement for the Plan, facilitated through the online resource, to be regularly reported back to the Local Committee via the task group.
- (iii) Agree that officers undertake further investigation into the Weybridge-Brooklands route that the members cycling task group has identified as a priority.

REASONS FOR RECOMMENDATIONS:

- (i) The task group was approved last year and has developed proposals in accordance with its terms of reference.
- (ii) An online resource will help to facilitate further community engagement.

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 At its meeting of 23 February 2015 (item 13/15), the Local Committee resolved to set up a cycling task group. The task group comprises three Borough members and three County members, with a representative of Elmbridge Cycle Forum also invited. The task group is supported by officers from the County and Borough.
- 1.3 Task group meetings have taken place in June 2015, September 2015 and January 2016. This has included formulation of a district-wide facility network, an approach to public engagement and a priority for more detailed work. These outcomes are now placed before the Local Committee for approval.

2. ANALYSIS:

- 2.1 **Cycle facility network plan:** the task group was able to refer to the Elmbridge Local Transport Strategy and existing proposals such as those in Weybridge Society’s 2010 cycle strategy, as well as local knowledge. This has enabled a draft cycle facility network for the Borough to be identified, which will be on display for members at the Local Committee meeting. The cycle facility network maps corridors where improvements could help promote more and safer cycling. It does not suggest specific extents of schemes or the type of cycle facility, which would need to be subject to more detailed work. Potential schemes could progress subject to feasibility confirming they are possible, appropriate funding being assigned and a positive safety audit. The plan does serve as a basis for public engagement, will help to ensure that opportunities are taken that arise through the planning process and has enabled the task group to select a priority corridor.
- 2.2 **Cycling task group priority:** notwithstanding the further work required on Terrace Road, as discussed in a separate report to this Committee, the task group discussed which part of the proposed facility network would be a priority for more detailed investigation. A facility between Weybridge town centre and Brooklands would serve shops, education establishments and the major employment centre of Brooklands, as well as linking into an existing route at the Borough boundary with Woking. The route corridor is identified in the ‘Elmbridge Forward Programme’, which is the Annex to the Elmbridge Local Transport Strategy approved by the Local Committee in September 2014 (item 38/14). It is likely that the development of the route would involve highway, common land, rights of way and, perhaps, negotiations to use private land. This would require the involvement of both Borough and County officers. On 27 March 2016, a report was taken to the Borough’s Countryside Consultative Group, asking members to agree in principle to officers undertaking more detailed investigation into those parts of the route on common land, with a view to reporting back to the group. This was agreed and the Local Committee is now asked to agree to County officers also taking more detailed feasibility work for the route as a whole.
- 2.3 **Public engagement:** The task group consider it would be beneficial to have an open-ended engagement, with comments and suggestions evaluated on a regular basis by the task group and reported to the Local Committee as required. The engagement could be facilitated online through a web page on the ‘Travel Smart’ site, with the facility network plan displayed on the County’s interactive map. The Cycling Plan web page would be able to link to

other existing resources, for example, the Elmbridge Borough Cycling page, the Drive SMART web page and the cycle training web page. Currently, work is underway to make more information available to the public – such as casualty data, count data and other survey data – and these would be directly accessible from the Cycling Plan web page.

3. OPTIONS:

- 3.1 An alternative to the proposed engagement method would be to adopt the draft map as the finalised network and have a limited consultation period.
- 3.2 Options for the priority route will be investigated and evaluated.
- 3.3 It may be possible to present the Cycling Plans at events led by the Borough and County, which will help to engage residents who do not have online access.

4. CONSULTATIONS:

- 4.1 As described above, it is proposed to establish an open-ended engagement with suggestions and comments reported back to the cycling task group and then to the Local Committee.
- 4.2 It is not proposed to undertake public consultation on the proposed priority route at this stage; instead officers will first undertake more detailed feasibility work.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There would be no financial implications for the Cycling Plan's publication and the subsequent engagement process.
- 5.2 Part of the proposed further investigation into the priority route would include costing possible measures and identifying possible funding sources.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Elmbridge Cycling Plan forms part of the Surrey Cycling Strategy and the equalities and diversity implications of the strategy were detailed in the Cabinet report of December 2013 (item 224/13a).

7. LOCALISM:

- 7.1 The proposal to have a permanent resource online for residents and local communities to provide comment on proposals and delivered infrastructure promotes localism and local involvement in the development of new cycling infrastructure throughout the borough.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
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Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Increased cycling, where it replaces motorised forms of transport, will improve air quality and reduce carbon emission levels.
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	The promotion of active travel is one of the key objectives of public health programmes.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Cycling Task Group has progressed the Elmbridge Cycling Plan as agreed by the Local Committee in February 2015.

9.2 It is recommended that the Committee:

1. Agree to establish the Cycling Plan online, including the mapping of existing and potential cycle facilities.
2. Agree to have an ongoing community engagement for the Plan, facilitated through the online resource, to be regularly reported back to the Local Committee via the task group.
3. Agree that officers undertake further investigation into the Weybridge-Brooklands route that the members cycling task group has identified as a priority.

10. WHAT HAPPENS NEXT:

If members agree with the recommendations, the Cycling Plan will be published online and more detailed investigations will be undertaken into the feasibility of the priority route.

Contact Officer:

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Consulted:

Members Cycling Task Group, Elmbridge Borough Council Countryside Consultative Group, Elmbridge Borough Council Leisure and Cultural Services officers, Surrey County Council Transport Policy officers, Local Highways officers and Rights of Way officers

Sources/background papers:

1. Elmbridge Cycling Plan, Local Committee (Elmbridge) report item 13/15, 23

February 2015.

2. Elmbridge Local Transport Strategy and Forward Programme, Local Committee (Elmbridge) report item 38/14, 8 September 2014
 3. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17th December 2013
 4. Report to Elmbridge Countryside Consultative Group 27 March 2016, unpublished
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