

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (WAVERLEY)**

**DATE: 9 DECEMBER 2016**

**LEAD OFFICER: BECKY WILLSON  
CYCLING OFFICER**

**SUBJECT: WAVERLEY CYCLING PLAN**

**DIVISION: ALL**



**SUMMARY OF ISSUE:**

As part of the Surrey Transport Plan, a 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 suggests next steps for the Waverley Cycling Plan.

**RECOMMENDATIONS:**

**The Local Committee (Waverley) is asked to:**

- (i) Approve the publication of the Cycling Plan as a webpage with map of existing and suggested infrastructure, and to receive ongoing comments and suggestions via the webpage.
- (ii) Agree that the Cycling Plan be used as a basis for officers to liaise with borough officers to update the Local Plan Supplementary Planning Document.
- (iii) Agree in principle the list of suggested lower cost schemes.
- (iv) Make an allocation of £10,000 from the committee's highways budget for cycling schemes that can then be considered by the Cycling Task Group.

**REASONS FOR RECOMMENDATIONS:**

The Waverley Local Cycling Plan is being updated in line with the Surrey Cycling Strategy. By publishing the cycling plan as a webpage it maximises those viewing it and enables it to be easily updated to keep it relevant.

As new policy documents are being written or updated for Waverley, the Cycling Plan can inform these plans.

By creating a prioritised list of cycle infrastructure and identifying lower-cost improvements it will enable more targeted cycle development and encourage cycling in the borough.

**INTRODUCTION AND BACKGROUND:**

- 1.1 At the meeting of 26 September 2014 the Local Committee resolved to set up a Cycling Task Group. The Task Group asked each area Task Group to input their ideas and we are reporting back on them, together with plans that already existed in the Waverley Local Plan.
- 1.2 The Surrey Cycling Strategy, approved by Cabinet in December 2013, set its aim 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.”
- 1.3 The objectives in the Surrey Cycling Strategy included, “Surrey local committees will oversee development of Local Cycling Plans that reflect local priorities and issues”. This would include a Waverley Cycling Plan.
- 1.4 Government guidelines recommend 150mins of moderate aerobic activity, such as cycling or fast walking, every week. One of the easiest ways to fit this into your day is to incorporate it into everyday travel. However levels of cycling are low in Waverley as, in order to cycle, people would find themselves having to share roads with high levels of motor traffic, use incomplete cycle infrastructure or use bridleways whose surface makes cycling difficult.
- 1.5 Nationally 56% of all car journeys are less than 5 miles, a distance most people could cycle in 30mins, (Road Use Statistics Great Britain 2016, Department for Transport). In Waverley 64% of residents whose commute is less than 5 miles travel by car compared to 3.4% by bicycle (Census data). With the right conditions there is the potential for cycling to be a practical choice for many trips.
- 1.6 Waverley also has levels of nitrogen dioxide (NO<sub>2</sub>) and particulate matter that exceeds government objectives and the biggest contributor to poor air quality is road traffic. Surrey's roads carry almost double the national average amount of traffic (Surrey-i). Air quality was reported on to the local committee March 2013 and there is information on the Waverley Borough Council website.
- 1.7 Encouraging people to make journeys by bike benefits everyone, not just those cycling. It means less traffic on the roads for those who do drive, and more pleasant and less polluted towns and villages.

- 1.8 Research carried out in Surrey in 2015 confirms the potential for promoting cycling in Waverley:
- 52% of Waverley residents had cycled at some point in the past year.
  - 29% of non-cyclists were likely to consider cycling in the future.
  - Cycle paths separated from traffic was the most influential aspect for those considering starting cycling (particularly for women and older people).
  - 75% of Surrey residents own or have access to a bike.
- 1.9 The Surrey Cycling Strategy covers a range of areas that can be categorised into:
- a. Infrastructure
  - b. Promotion and events
  - c. Skills and behaviour
  - d. Monitoring and evaluation

The Waverley Cycling Plan can be structured around these four strands.

### **Infrastructure**

- 1.10 The Surrey Cycling Strategy places an emphasis on provision that provides an alternative to cycling on busy roads – cycle paths adjacent to the road, greenways completely away from the road and quiet road routes. These are generally more appealing to less confident cyclists and more likely to encourage people onto their bikes.
- 1.11 In developing the Waverley Cycling Plan a network of suggested routes have been mapped. These have come from meeting with the local area Task Groups, the Waverley Cycle Forum and the previous Waverley Cycling Plan Supplementary Planning Document. A large scale print out of these will be made available at local committee. Subsequent to approval these can be made visible on the Cycle Infrastructure online map on the Travel SMART website ([www.travelsmartsurrey.info](http://www.travelsmartsurrey.info)).
- 1.12 As well as relatively large investment schemes, small localised improvements at relatively low cost, such as cycle parking or the creation of a length of shared-use route, can offer good improvements to cycling accessibility. Annex A includes ideas specific improvements that have been put forward through the task groups as well as some identified by officers.

**Promotion and Events**

- 1.13 National Cycle Routes 22 and 223 travel through Waverley and these are included on the Sustrans National Cycle network map. (<http://www.sustrans.org.uk/ncn/map>)
- 1.14 Frensham Parish Council have produced a guide to walking and cycling around Frensham Common ([http://frensham-pc.gov.uk/parishwp/?page\\_id=91](http://frensham-pc.gov.uk/parishwp/?page_id=91))
- 1.15 Following the completion of the Cranleigh to Ewhurst cycle path a pocket map was produced to promote it. This is available in print and to download from the Travel SMART website. ([https://www.travelsmartsurrey.info/\\_data/assets/pdf\\_file/0006/76191/Ewhurst-and-Cranleigh-Leaflet-WEB.pdf](https://www.travelsmartsurrey.info/_data/assets/pdf_file/0006/76191/Ewhurst-and-Cranleigh-Leaflet-WEB.pdf))

**Skills and Behaviour**

- 1.16 The County Council offers subsidised Bikeability cycle training to all year 2, year 5 and year 6 pupils in the Borough. A customised cycle training offer for all ages has also been developed and it is currently being reviewed.
- 1.17 Safety campaigns are funded by and delivered through the Drive SMART partnership. The 2016 campaign included safety messages aimed at both riders and drivers as well as the promotion of an etiquette for cycling on shared paths.

**Monitoring and evaluation**

- 1.18 Programmes already in place in the Borough include casualty monitoring, automatic cycle counts and manual counts of bikes at Farnham station.
- 1.19 Cyclist casualties followed a general upward trend in the County 2008-2014, with 2015 seeing a decrease. Cyclist casualties in Waverley reflect this trend:

	2008	2009	2010	2011	2012	2013	2014	2015	Total
Fatal	0	1	1	0	0	0	1	0	3
Serious	4	7	7	11	12	7	11	13	72
Slight	18	25	27	21	26	32	39	34	222
Total	22	33	35	32	38	39	51	47	297

- 1.20 Automatic cycle counters enable constant recording of the numbers of cyclists passing over the counter loop; the counters can be on paths or the road. There are 80 counters across Surrey including 5 in Waverley.
- 1.21 Manual cycle counts are carried out at Farnham station after the morning peak. Counts have been carried out since 2005 and there has been a general gradual increase.

- 1.22 In 2015, as part of the County Cycling Strategy monitoring, interview surveys were conducted with a representative sample of people across Surrey – 150 people were interviewed in Waverley out of a total of 1,671 in the County. Findings included that 52% of Waverley residents had cycled in the previous 12 months (all of Surrey 46%).

#### **ANALYSIS:**

- 2.1 The Local Plan is currently being updated in Waverley. The Cycling Plan will support the Local Plan policies of delivering sustainable transport.
- 2.2 Publishing the Cycling Plan in the form of a web page with an interactive map showing existing and suggested facilities, makes the plan more accessible to the public. The public are able to make suggestions on any aspect of the Cycling Plan that the Cycling Task Group can periodically consider, updating the Plan as required.
- 2.3 An approved mapped network would be advantageous in the event of significant external funding becoming available, for example through further LEP funding (for example the Blackwater Valley Better Connectivity Sustainable Transport Package is being developed and includes strong cycling components) or development opportunities. At the same time, potential smaller improvements within the Borough-wide network could be implemented from local funds if seen as a priority.

#### **OPTIONS:**

- 3.1 The work already undertaken on the Waverley Cycling Plan has identified a network of potential cycle routes around the borough. As funded is very limited it is suggested that the Cycling Task Group should be responsible for prioritising routes within the network.
- 3.2 It may be possible for some of the lower cost prioritised routes to be included on the local committee ITS list.

#### **CONSULTATIONS**

- 4.1 The proposed network of routes has been developed in partnership with the local area Task Groups, the Waverley Cycle Forum and the Cycling Task Group.
- 4.2 By publishing the Cycling Plan as a webpage consultation will be ongoing via an online survey where the public can leave their comments and suggestions. These can be shared with the Cycling Task Group and the Cycling Plan can reflect comments where appropriate.

**FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 There are no financial implications for the publication of the online Cycling Plan. The suggested cycle network is a long-term vision for Waverley. Implementing the suggested infrastructure in the Cycling Plan would require considerable capital investment. However having the plans in place means that when sources of funding become available bids can be submitted quickly as the initial groundwork has already been done.
- 5.2 Possible sources of funding may involve developer contributions/CIL or bids to the Local Enterprise Partnership, DfT or other grant bodies.
- 5.3 The local committee may choose to fund some improvements where there are only minor costs involved.

**EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 An equality impact assessment was undertaken for the Surrey Cycling Strategy.

**LOCALISM:**

- 7.1 The Cycling Plan would be a borough wide document. Specific actions would have local impacts in their specified areas, and these will be assessed as proposals are brought forward.

**OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
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	Set out below

**Sustainability implications**

- 8.1 Increasing levels of cycling, can have a positive impact in congestion reduction and a consequent reduction in carbon emissions. The Waverley Cycling Plan seeks to provide the suggestions for infrastructure that will encourage an increase in levels of cycling in Waverley.

## Public Health implications

- 8.2 Active travel (walking and cycling), particularly for utility trips such as travelling to work, school and shopping, is considered a key deliverable against Public Health priorities such as Obesity and Air Quality. The National Institute for Health and Care Excellence (NICE) Guidance – Physical Activity: Walking and Cycling states that encouraging walking and cycling reduce the risk of heart disease, stroke, cancer, obesity and type 2 diabetes. It can help keep the musculoskeletal system healthy and promote mental wellbeing.

## CONCLUSION AND RECOMMENDATIONS:

- 9.1 The proposed Cycling Plan will help to ensure a Borough-wide, member-led set of proposals and priorities.

- 9.2 It is recommended that the Committee:

- I. Approve the publication of the Cycling Plan as a webpage with map of existing and suggested infrastructure, and to receive ongoing comments and suggestions via the webpage.
- II. Agree that the Cycling Plan be used as a basis for officers to liaise with borough officers to update the Local Plan Supplementary Planning Document.
- III. Agree in principle the list of suggested lower cost schemes.
- IV. Make an allocation of £10,000 from the Committee's budget for cycling schemes that can then be considered by the Cycling Task Group.

## WHAT HAPPENS NEXT:

- 10.1 If the recommendations are agreed, officers will liaise further with Borough officers to incorporate the Cycling Plan into the Local Plan. The Cycling Task Group will continue to develop the Cycling Plan.

### Contact Officer:

Becky Willson  
Cycling Officer  
020 8541 8042

### Consulted:

Borough Officers  
Local Area Task Groups  
Waverley Cycle Forum  
Highway Officers

**Annexes:**

ANNEX1: Waverley Cycling Plan – suggested specific improvements, version 1  
November 2016

**Sources/background papers:**

1. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17 December 2013.
  2. Waverley Borough Cycling Plan Supplementary Planning Document  
[http://www.waverley.gov.uk/downloads/download/192/waverley\\_borough\\_cycling\\_plan\\_spd](http://www.waverley.gov.uk/downloads/download/192/waverley_borough_cycling_plan_spd)
  3. Road Use Statistics Great Britain 2016, Department for Transport, April 2016
  4. Census data <https://www.nomisweb.co.uk/>
  5. Infrastructure Delivery Plan, Waverley Borough Council, August 2016  
[http://www.waverley.gov.uk/downloads/file/5320/infrastructure\\_delivery\\_plan](http://www.waverley.gov.uk/downloads/file/5320/infrastructure_delivery_plan)
  6. Waverley Local Committee, 26 September 2014, Item 47/14.  
<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=195&MId=3553&Ver=4>
  7. Waverley Local Committee, 15 March 2013, Item 21/13.
  8. Air Quality in Waverley webpage, Waverley Borough Council  
[http://www.waverley.gov.uk/info/200075/pollution\\_control/69/air\\_quality\\_in\\_waverley](http://www.waverley.gov.uk/info/200075/pollution_control/69/air_quality_in_waverley)
-