

SURREY COUNTY COUNCIL**CABINET****DATE: 26 MARCH 2013****REPORT OF: MR JOHN FUREY, CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT****LEAD OFFICER: TREVOR PUGH, STRATEGIC DIRECTOR ENVIRONMENT & INFRASTRUCTURE****SUBJECT: INVESTMENT IN SAFE CYCLING INFRASTRUCTURE****SUMMARY OF ISSUE:**

In November 2012, the County Council submitted a bid to the Department for Transport (DfT)'s newly established Cycle Safety Fund. The fund was established in response to concern about the rising numbers of cycling casualties in the UK, with the funding focused on junctions or stretches of the highway with a record of cyclists being killed or seriously injured.

The County Council bid for five schemes, prioritising two which offered best fit with the fund criteria: Walton Bridge Links and Leatherhead Town Centre. The DfT was due to make an announcement in February but this has been delayed. In order to ensure deliverability of the schemes within the DfT timescales for completion by the end of 2013, the County Council will need to progress quickly to implementation as soon as the bid outcome is received.

RECOMMENDATIONS:

It is recommended that the decision to accept the grant is delegated to the Strategic Director for Environment and Infrastructure in consultation with the Leader and the Cabinet Member for Environment and Transport.

REASON FOR RECOMMENDATIONS:

Tackling cyclist KSI rates is a corporate priority. The rate of cyclist KSIs in Surrey has more than doubled in the last four years. The schemes will directly benefit areas of high cyclist KSI rates, by making cycling a safer option for residents that live, work and shop in the town centres. It will deliver economic benefit by making it more possible for people to cycle, reducing travel costs and congestion. It will support the County Council's ambition to secure a cycling legacy from the 2012 Olympics and will support development of Surrey's visitor economy.

Consultation with residents in Walton-upon-Thames and Leatherhead, identified that 89% of people would welcome the introduction of safe, segregated cycle routes. Of the people surveyed, 44% of cycle owners and 82% of non-owners identified road safety issues as a deterrent to cycling.

The relevant Local Committees have formally approved the proposed schemes.

DETAILS:

Background to the Bid

1. Building on the Olympic legacy for Surrey, the County Council has identified cycling as a priority for the county, delivering economic, environmental and health and well-being benefits to our residents. Work on a cycling strategy is underway, based on six principles:
 - a. Ensuring a lasting legacy from the Olympic Games
 - b. Maximising the benefits of cycling to the Surrey Economy
 - c. Taking action to address the rise in cycling KSIs
 - d. Ensuring cycling plays a key role in improving the health and well-being of our residents
 - e. Working with the boroughs and districts and other partners to develop local cycling plans that fit with local needs and aspirations, overseen by local committees
 - f. Monitoring outcomes to keep track of progress and assess the effectiveness of the approach

2. In July 2012, the Department for Transport (DfT) announced a £15m fund for cycling infrastructure improvements in light of the 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 bids was positive, and the eight schemes were shortlisted to five schemes, which offered best fit with the fund criteria:

Walton Bridge Links – Upper Halliford to Walton on Thames

Leatherhead Town Centre

Leatherhead – Ashtead

Kingston Road, Staines

Egham Causeway

The County Council's bid to the fund totalled £3.2m, but prioritised two schemes: Walton Bridge Links and Leatherhead Town Centre, amounting to a £1.5m bid, reflecting the relatively small amount of funding available from the DfT, likely oversubscription to the fund and prioritisation based on fit with fund criteria and wider economic benefits.

3. 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 best practice from countries such as the Netherlands, Denmark and Germany that have achieved a step change in levels of cycling. It was informed by attitudinal survey research with Surrey residents 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.

Bid Outcome

4. An announcement from the DfT was due in February 2013, but is still pending. The schemes are outlined below for information:

Priority Scheme 1: Walton Bridge Links

5. This scheme will link the new cycle paths on Walton Bridge with safe, segregated cycle paths to Walton town centre and Upper Halliford. It will support safe cycling to the retail centre in Walton-upon-Thames as well as local schools, Elmbridge Leisure Centre and the Thames Cycle Path.
6. There have been 35 cycle casualties along the route in the last three and a half years, including 3 serious casualties. The majority of these casualties resulted from motorists failing to see cyclists, for example when turning into a side road or pulling out into the main carriageway.

Priority Scheme 2: Leatherhead Town Centre

7. This scheme will address the problem of fragmented cycle routes in Leatherhead Town centre, which has resulted in 8 cycle casualties in the last three and a half years, including 3 serious casualties.
8. It will make cycling into and through Leatherhead a safer option, improving access to schools, the retail centre and the businesses located in the town.

Leatherhead Wider Links

9. This scheme will improve links between Leatherhead town centre and Ashted and specifically address issues of severance facing cyclists by the A24. It will also complete the traffic free route between Leatherhead and Dorking and the National Cycle Network 22, which will improve access to the Surrey Hills for residents and visitors.
10. There have been 10 reported casualties along the route in the last three and a half years, including 3 serious casualties. All of the casualties involved a collision with a motor vehicle.

Kingston Road, Staines

11. This scheme will provide continuous cycle paths segregated from motor vehicles and pedestrians along a busy road which has seen 16 cyclists injured in the last three and a half years, 2 of them seriously.

Egham Causeway

12. This scheme will provide safe, segregated cycle paths alongside the A308 Egham Causeway between Staines Bridge and Egham by-pass cycle path. There have been 18 cyclist injuries along the route in the last three and a half years, 5 of them seriously.

Delivery Phase

13. The funding requires that schemes are complete or substantially complete by December 2013. In order to achieve that timescale, work is already underway to develop detailed scheme designs. In addition, the schemes have been formally approved by Elmbridge, Mole Valley, Runnymede and Spelthorne Local Committees.
14. A critical element of the next phase will be to carry out public consultation with residents and businesses affected by the schemes. This will be completed by early summer. Construction work will commence in late summer in order to ensure that the deadline of December 2013 can be met.
15. A project board has been established that will oversee delivery and be responsible for project risk management.

CONSULTATION:

16. In developing the bid, the project team has ensured that local members and Local Committee Chairmen and Vice-Chairmen have been kept updated. The Local Committees considered and formally endorsed the schemes on the following dates:
 - Spelthorne Local Committee – 21 January 2013
 - Elmbridge Local Committee – 25 February 2013
 - Runnymede Local Committee – 25 February, 2013
 - Mole Valley Local Committee – 6 March 2013
17. In developing the bid, consultation took place with Area Highways Managers in each of the areas, as well as local cycling groups. An attitudinal survey with residents in Walton and Leatherhead was carried out to test the principles to shape the bid.
18. Detailed public consultation in the scheme areas will take place in spring / early summer 2013. Local residents and businesses will receive further updates in advance of and during the works in order to manage impacts during construction phase.

RISK MANAGEMENT AND IMPLICATIONS:

19. 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
Delay in bid announcement leads to risk to programme deadlines	Detailed design and relevant approvals in place in advance of announcement in

	order to move quickly to implementation.
Local concerns about loss of road and pavement to segregated routes	<p>Work with local members to ensure schemes balance road user requirements.</p> <p>Carry out consultation during detailed design phase.</p>
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.
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 further cycling infrastructure improvements.
Failure to complete schemes within bid deadline	<p>Progress detailed design and approvals process in advance of bid decision.</p> <p>Project management plan in place so that any project delays can be identified and managed.</p>

<u>Financial and Value for Money Implications</u>
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20. The costs for the priority schemes are as follows:

<u>Scheme</u>	<u>Total scheme cost</u>	<u>SCC Capital Programme</u>	<u>Developer contributions</u>	<u>DfT Grant</u>
Walton Bridge Links	£1,409,000	£200,000	£225,000	£984,000
Leatherhead Town Centre	£793,000	£240,000	£5,000	£548,000
Total	£2,202,000	£440,000	£230,000	£1,532,000

21. On 5 February 2013, the Cabinet approved a sum of £2.202m for Safe Cycling Infrastructure as part of the capital programme for 2013/14. This figure anticipated receipt of DfT funding of £1.5m, with a further £440,000 capital funding from the County Council.
22. A further £225,000 from Developer Contributions has been identified to support the Walton Bridge links scheme, and £5,000 developer contributions for the Leatherhead Town Centre Schemes.
23. Any shortfall will be managed within the Environment and Infrastructure 2013/14 budget. The project team will undertake a review of current cost estimates to identify any potential savings. In addition, the potential for further developer contributions will be assessed.

Section 151 Officer Commentary

24. The financial implications of accepting a grant offer are explained in paragraphs 23 - 26. Schemes were included in the Medium Term Financial Plan in anticipation of a grant award, at an expected cost of £2.202m. Should the total cost exceed this amount, and to the extent that this is not offset by additional grant or by cost reduction, this will be met from the wider Environment and Infrastructure budget.

Legal Implications – Monitoring Officer

25. There were no legal implications.

Equalities and Diversity

26. These schemes form part of the County Council's Cycling Programme, which is currently being developed. As part of this, Equalities Impact Assessments (EIAs) are being carried out in relation to infrastructure, promotion and training and skills. The issues that have been identified in relation to the schemes being considered are as follows:

Positive impacts

Reducing cycling casualties, particularly among young people

27. Historically, younger age groups have tended to make up a high proportion of cycle casualties, particularly those in the 10-14 and 15-19 age groups. More recently, the number of casualties in the 10-14 age group has reduced and the proportion of casualties has become more evenly spread. However it is still the case that young people would benefit significantly from segregated cycle routes as proposed in Walton on Thames and Leatherhead.

Providing safe routes that will appeal to more women, families and older people

28. Market research carried out in Walton on Thames and Leatherhead indicates that traffic danger is one of the main reasons why people do not cycle more. This is supported by national research. Safety issues are of particular concern to women and older people, and many parents do not allow their children to cycle for the same reason. The development of segregated cycle paths in Walton on Thames and Leatherhead will create opportunities for groups of people that are currently excluded from cycling by safety concerns to use these routes. The local market research found that many people would be encouraged to cycle by the provision of segregated routes, and the experience of European countries such as the Netherlands, where cycling is a far more universal activity, also supports this finding.

Health and accessibility benefits, particularly for those in disadvantaged groups

29. The development of safe cycling routes in Walton on Thames and Leatherhead will have further benefits for disadvantaged groups of people, such as those that may not be able to drive as a result of a disability, being too young, or being unable to afford the cost of car ownership and use. The

opportunity for increased physical activity will be of particular benefit in addressing health issues and obesity.

Negative impacts

30. None identified - The project team carefully considered the potential for negative impacts during scheme design. Loss of pavement space was identified as a potential negative impact, however this has been carefully considered during design, and pavement width along these routes will continue to be in accordance with national guidelines, and sufficiently wide to accommodate the throughput of pedestrians.

Actions and next steps

31. The schemes will go to public consultation in May, and the project team will ensure that the consultation process is inclusive and incorporates the views of groups such as older people, young people and disabled people. In addition, the project team will consult with the Surrey Access Forum on the County Council's Cycling Programme and associated equality impact assessments, and will consider any feedback in relation to scheme design.

Public Health implications

32. Increased cycling rates will impact positively on the health of the individual. The NHS identifies cycling as an activity that provides significant health benefits. The Government's Chief Medical Officer recently recommended cycling as a way to help prevent 20 long-term conditions including cancer, heart disease, strokes, diabetes and mental health problems.
33. 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

34. Increased cycling rates, where it replaces motorised forms of transport, will reduce carbon emission levels in the County. Transport is responsible for one third of carbon emissions in Surrey. Surreys 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:

35. Following completion of the approvals process, the priority will be to commence the consultation phase, with detailed designs finalised in early summer. Construction is planned to commence in August 2013 in order to meet the DfT's requirement that work should be wholly or substantially completed by December 2013.

19 March 2013	Investment Panel
March – May 2013	Detailed design finalised
May – July 2013	Public consultation
August – January 13	Scheme delivery

Contact Officer:

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Consulted:

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

Annexes:

None

Sources/background papers:

None