

# Surrey Heath Borough Council

## Executive

19 March 2023

---

### Local Cycling and Walking Infrastructure Plan

<b>Portfolio Holder:</b>	Cllr Alan Ashbery Sustainable Transport & Planning
<b>Strategic Director/Head of Service</b>	Bob Watson/Gavin Chinniah
<b>Report Author:</b>	Sarita Bishop Principal Planning Officer (Major Projects)/Katie Bailey
<b>Key Decision:</b>	Yes
<b>Date Portfolio Holder signed off the report</b>	<b>23 February 2023</b>
<b>Wards Affected:</b>	All wards

---

#### Summary and purpose

This report provides an update on the Phase 1 work undertaken to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for Surrey Heath (SHBC) to enable the Phase 2 feasibility work to commence. This is required before requests for funding from the Department of Transport (DfT) and other sources may be made so the timely completion of this work would place Surrey County Council (SCC) and SHBC in the strongest position to bid for available funding at the earliest opportunity. The preparation of the LCWIP has been subject to public engagement with residents and stakeholders as set out in paragraphs 1.6 and 1.7 below.

#### Recommendation

The Executive is advised to RESOLVE to:

- (i) Endorse the Local Cycling and Walking Infrastructure Plan as Phase 1 of this project;
- (ii) Note this endorsement will enable the commencement of the Phase 2 feasibility work in partnership with Surrey County Council (SCC) following sign off by SCC; and
- (iii) Amend the Executive resolution 64/E(ii) dated 16 November 2021 for consultation to take place with the Portfolio Holder for Sustainable Transport & Planning

#### 1. Background and Supporting Information

- 1.1 In 2017 the Government produced a Cycling and Walking Investment Strategy (CWIS) outlining its ambition to make cycling and walking a natural choice for

shorter journeys or as part of longer journeys by 2040. The CWIS sets out the following targets to achieve by 2025:

- To double cycling to 1.6 billion cycle stages in 2025 (a stage is defined when there is a change in the form of transport eg cycling to a railway station to catch a train would be two stages)
- To increase walking stages to 300 stages per person per year
- To increase the number of children aged 5 to 10 that usually walk to school from 49% to 55% in 2025

1.2 Local Cycling and Walking Infrastructure Plans are ten year plans for investing in walking and cycling in an area. They enable a long-term strategic approach to identifying walking and cycling improvements with key outputs including:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development; and
- A prioritised programme of infrastructure improvements for future investment.

1.3 There are four key stages:

- Stage 1 – Preparation of an LCWIP that delivers network plans to identify key walking and cycling corridors, initial high level concept proposals and a prioritised programme of infrastructure.
- Stage 2 - Preparation of detailed feasibility studies for a set of prioritised cycle and walking routes capable of benefiting from any funding opportunities.
- Stage 3 – Preparation of business cases/secure funding for specific schemes.
- Stage 4 – Scheme delivery

1.4 At the Executive held on 16 November 2021, it was resolved that:

- (i) Funding of £20,000 for phase 1 of the Local Cycling and Walking Infrastructure Plan (LCWIP) be approved and funding of up to £170,000 be approved to be reserved in the CIL main fund for phase 2 of the LCWIP, as the Council's contribution towards the cost of the production of a LCWIP for Surrey Heath; and
- (ii) Authority be delegated to the Head of Planning in consultation with the Portfolio Holder for Planning & People to agree the final funding amount for phase 2 of the LCWIP up to a limit of £170,000.

1.5 SCC are working with the SHBC to produce a LCWIP for Surrey Heath. They are providing funding of £40,000 for the phase 1 work and £130,000 for the phase 2 work plus officer time. SCC appointed Atkins to undertake the preparation of the LCWIP in partnership with SHBC which has been progressed over the last year or so. The final draft of this document representing the conclusion of phase 1 is the subject of this report and is attached as Annex A.

- 1.6 Early engagement was a key element of the LCWIP to ensure that the views and knowledge of local residents and stakeholders were taken into account. At the outset of the study, public input on existing issues and desired improvements related to walking and cycling was obtained through the Cycle Infrastructure Map Viewer and the Commonplace website.
- 1.7 Preparation of the LCWIP also involved the following steps (having regard to DfT guidance on the preparation of LCWIPs):
- Review of previous studies, strategies and guidance
  - Background data analysis including key destinations, pedestrian and cycle activity and local networks, collision data, key barriers, online public comments, census data and commuting patterns and links to neighbouring boroughs/districts
  - Draft “aspirational list” of cycle routes and core walking zones based on the above
  - Stakeholder engagement to refine the draft proposed network and zones – two sets of individual workshops were held with SCC and SHBC officer with SHBC and SCC local Members, with neighbouring authorities and with other external stakeholders such as local residents associations and local cycling and walking groups. Sustrans also reviewed the work and provided input
  - Prioritisation of phase 1 corridors/areas using a multi-criteria assessment framework
  - Site visits and formal assessments of priority areas using standardised tools such as Walking Route Audit Tool (WRAT) and Route Selection Tool (RST)
  - Identification of potential interventions for the phase 1 routes/areas
  - Further stakeholder engagements (one set of workshops as above) to review the proposed interventions
  - Programme prioritisation and cost estimating
- 1.8 By the end of this year it is envisaged that all Surrey Boroughs and Districts will have LCWIPs in place.

## **2. Reasons for Recommendation**

- 2.1 Government funding is available for the delivery of cycling and walking schemes but to secure this funding requires the submission of detailed implementable schemes. The LCWIP is the mechanism to provide these detailed schemes. It is envisaged that a funding bid for a package of LCWIP proposals will be submitted to the Department of Transport and if successful which could secure about £5 million of infrastructure funding for walking and cycling routes within the Borough.

## **3. Proposal and Alternative Options**

3.1 The proposal is for the endorsement of the LCWIP to enable the Phase 2 feasibility work to commence. As an overview 20 aspirational cycle corridors and 11 core walking zones are identified in the draft LCWIP, as shown in the plan below:

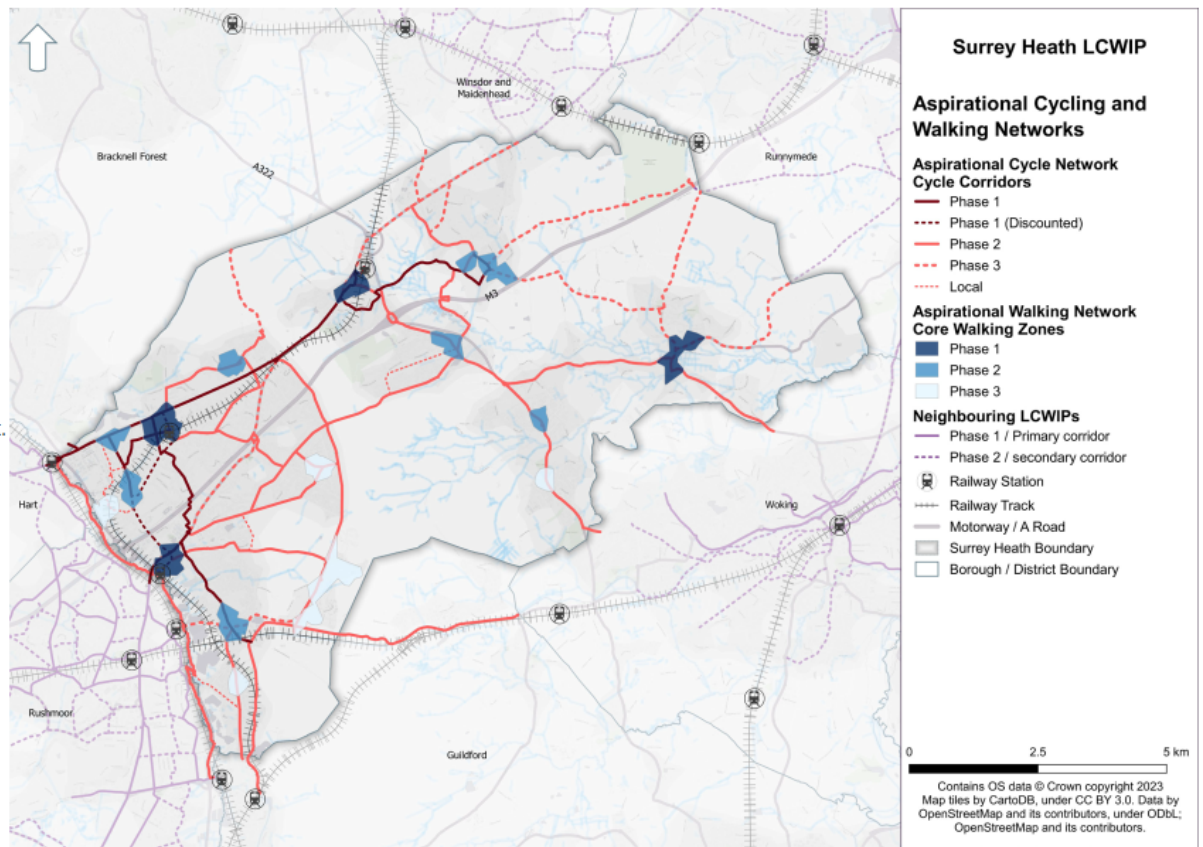


Figure 2. Surrey Heath LCWIP aspirational walking and cycling networks

3.2 As set out above, a multi criteria assessment framework, along with stakeholder input was used to prioritise the aspirational network and select a short list for further analysis as part of the LCWIP. These phase 1 corridors/areas were selected for development of initial concepts for potential infrastructure improvements.

The phase 1 cycle routes/zones are:

- A30 – Camberley to Bagshot Railway Station (Map ref no. 2)
- A30 – Camberley to Blackwater (Map ref No. 3)
- Frimley Road to Camberley High Street (Map ref No. 4)
- Camberley to Rushmoor via Frimley Park Hospital (Map ref No. 6)
- Frimley to Frimley Green (Map ref No. 8)
- Bagshot to Windlesham (Map ref No. 16)

Although the Camberley to Frimley Cycle route scored highly, as funding has already been secured and feasibility work on this is already underway this was omitted from any further work in the LCWIP. This route is shown on the plan below:

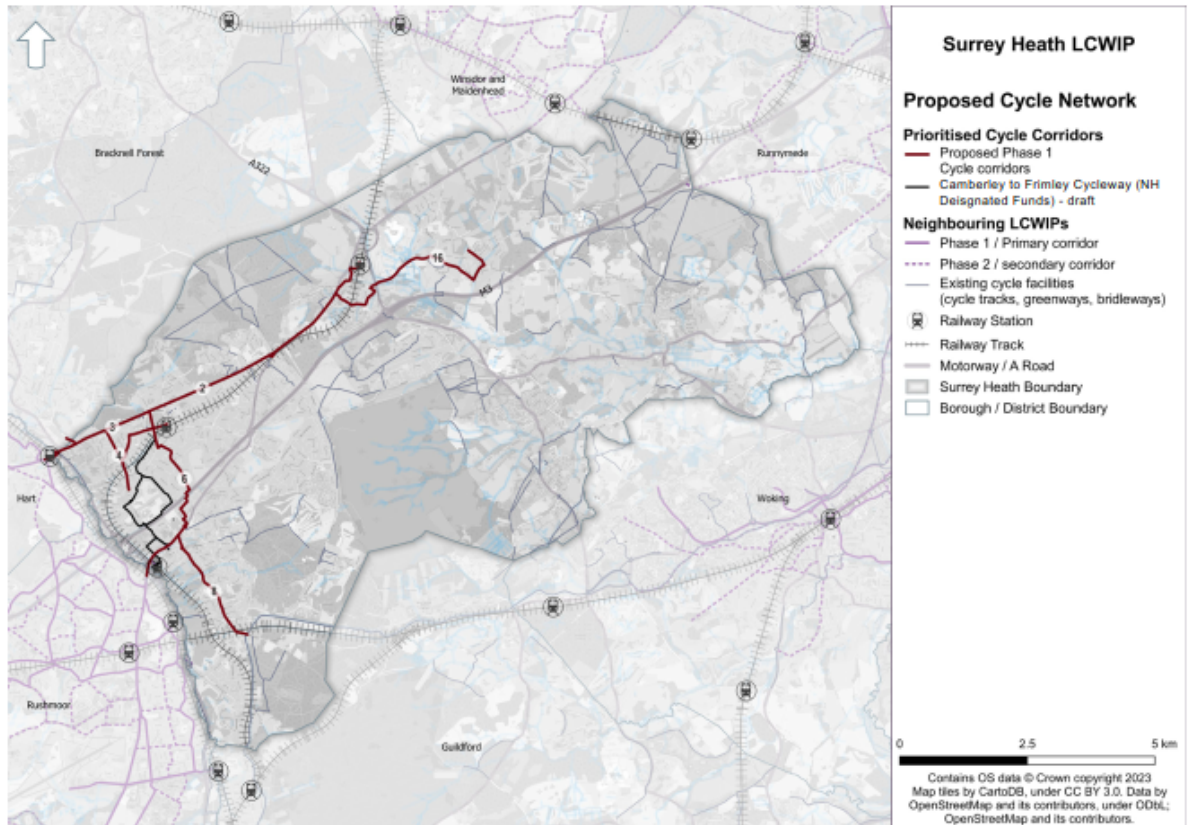


Figure 61. Phase 1 cycle corridors

### 3.3 The phase 1 core walking zones are:

- Camberley Town Centre (Map ref No. 2)
- Frimley High Street (Map ref No. 4)
- Chobham Village (Map ref No 8)
- Bagshot High Street (Map Ref No 9)

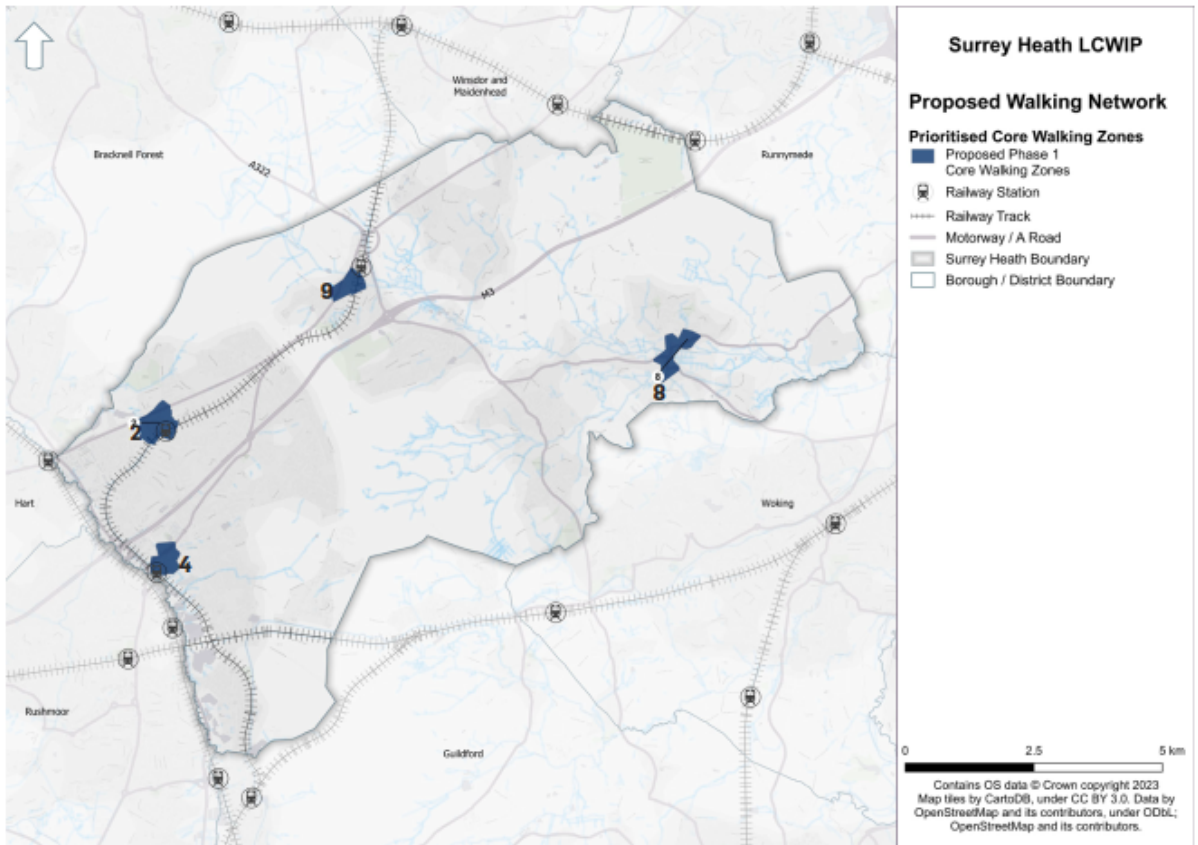


Figure 100. Core Walking Zones – Phase 1 Short List

The LCWIP includes initial interventions and improvements for these routes/zones, but these will be considered in more detail in the next stage of the LCWIP process.

- 3.3 An alternative is that the LCWIP is amended and endorsed as an amended document.
- 3.4 The third alternative is to refuse to endorse the LCWIP. This would mean that the Phase 2 work would not progress and in the absence of implementable schemes funding opportunities for active travel would be lost.

#### 4. Contribution to the Council’s Five Year Strategy

- 4.1 The proposal relates to four of Surrey Heath’s key priorities:

**Environment:** The promotion and enhancement of cycling and walking routes contribute to the Council’s objectives on climate change and air quality working with communities and partners and enable greener and more active methods of travel.

**Health and Quality of Life:** The promotion of cycling and walking contributes to the Council’s objective to promote active and healthy lives for all.

**Economy:** The implementation of a LCWIP is a component part of delivering improvements to the borough’s movement infrastructure and improving connectivity within and beyond our borough boundaries.

Effective and Responsive Council: In preparing the LCWIP it has been the subject of engagement with the community and members from SCC and SHBC. Further engagement will take place as part of the Phase 2 works.

## **5. Resource Implications**

- 5.1 The funding for phases 1 and 2 of the LCWIP was secured in 2021 as set out above. As such there are no additional resource implications in relation to these phases not previously identified arising from this report.
- 5.2 To date, funding for the implementation and delivery of LCWIP schemes in other Surrey boroughs and districts has been secured from Active Travel England with no requirement for match funding from the local authorities including SCC. However, if SCC/SHBC wished to prioritise a particular scheme in the Surrey Heath LCWIP, following the completion of the Phase 2 feasibility work, it would strengthen the business case put forward to Active Travel England for funding, if funding from SCC/SHBC would also be available ie from SCC Strategic Infrastructure Programme (LCWIPs sit within the forward programme of work in this scheme) or SHBC Community Infrastructure Levy (CIL) contributions. In such circumstances, a further report would be brought to the Executive to secure the SHBC element of the funding for the scheme from CIL contributions. This would also be the case if Active Travel England's current approach to funding of LCWIP schemes were to change. It is also noted that there would be potential to bid for other available third party capital funding e.g. from the National Highways Designated Funds for active travel.

## **6. Section 151 Officer Comments:**

- 6.1 No matters arising

## **7. Legal and Governance Issues**

- 7.1 The 2021 Executive report confirmed that a contractual arrangement will be put in place with SCC to ensure that payment of funding follows delivery of key milestones in the production of the Surrey Heath LCWIP. This is in place.
- 7.2 This report also confirmed that SCC, as Highways Authority, will oversee the development and delivery of the LCWIP. SHBC will monitor the progress of the LCWIP development and review the success of funding bids. This remains the current position.

## **8. Monitoring Officer Comments:**

- 8.1 No matters arising.

## **9. Other Considerations and Impacts**

## **Environment and Climate Change**

9.1 See paragraph 4.1 above.

## **Equalities and Human Rights**

- 9.2 One of the objectives of the LCWIP is supporting a high quality of life for all residents. The LCWIP approach and proposals strive to reflect the DfT's guidance on inclusive mobility. An inclusively designed public realm will help achieve social inclusion through good access to people with physical, sensory or cognitive impairments who are travelling on foot and those using mobility aids, people with mental health conditions, dementia and age related and non visible impairments. Improved cycling and pedestrian links as proposed in the LCWIP will enable residents to have better access to local services and other community opportunities.
- 9.3 The feasibility work will include engagement with all key stakeholders to ensure the needs of the local community are understood and responded to.

## **Risk Management**

- 9.4 The key risk is that if the LCWIP is not endorsed, we will miss out on funding opportunities for active travel which are available from the Department of Transport and other sources. The absence of a LCWIP would also adversely impact on the Council's abilities to meet its objectives on climate change, air quality, promotion of cycling and walking.

## **Community Engagement**

- 9.5 The community engagement which took place in respect of phase 1 is set out at paragraphs 1.6 and 1.7 above. Further resident and stakeholder engagement will take place as part of the phase 2 work.

## **Annexes**

Annex A Surrey Heath Local Cycling and Walking Infrastructure Plan  
<https://surreyheath.box.com/s/9ey2cnq0z35hapb68pb4ds012urhmt72>

## **Background Papers**

Executive report 16 November 2021 Item 64/E