



## Cycle Woking End of Programme Report July 2008 - March 2011



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Front cover:

Top left, Opening of the Basingstoke Canal (Phase 1) 22 September 2008.

Top right, Planet Trail signs located at Hermitage bridge junction (June 2009).

Middle left, Cyclists meeting for a chat in the town centre of Woking (June 2010)

Middle right, Dean Windsor celebrating winning the Tour Series Final 24 June 2010.

Bottom left, Cycle training at Goldsworth BMX track. (March 2010).

Bottom right, Students from Oaktree School celebrate winning gold in the schools cycle event (June 2010).

Acknowledgements for photographs:

Annex A Sustrans.

Annex D Jon and Denise Jarrett.

# Cycle Woking End of Programme Report

## 1. Introduction

The sustainable cycling town project has been delivered within Woking during the period July 2008 to March 2011, with the emphasis on connecting people with places, such as where they live to their place of work, school, shopping, leisure etc using sustainable modes of travel in walking and cycling and connecting to public transport for longer journeys.

The solution to increasing cycling (and walking) was utilising the areas compact size and proximity of its outlying residential areas that made it an attractive area to invest over the past two and half years.

Cycle Woking created a vision with six key objectives during the period of the project; these can be viewed at <http://www.cyclewoking.org.uk/aboutus/vision>

The town centre and railway station have provided the 'hub' to this project with the creation of safe, direct and convenient routes that have enabled many shorter journey's to be made by walking and cycling modes of travel.

The key target areas within the bid were:

- Overall cycle journeys: 40% increase on 2004 levels.
- Commuting journeys to railway stations: 50% increase on 2004 levels.
- Primary Schools: Increase cycling from its current 4% to 8%.
- Secondary Schools: Increase cycling from its current 10% to 15%.

Overall some of the targets were a little ambitious but nevertheless the results were encouraging and in line with other Cycling Towns/London. However, the base data for the schools was clearly incorrect, as 'hands up' survey information had been used, at the time of the bid, that indicated a much higher level of cycling existed pre March 2008. During the Cycling Town period, a more accurate counting of cycles at schools was adopted that is continuing during 2011/12.

## 2. Programme delivery summary

### 2.1 Infrastructure schemes

The main emphasis for infrastructure of the Cycle Woking project was to join up and improve a fragmented 'Woking Cycle Network' and connect this with the residential and business areas using the most direct and convenient routes possible and to the town centre and to the busy Woking railway station, making this the 'hub' of the project. In addition, create a good quality 'off road' east to west route making connections to the adjacent neighbourhoods and business areas along the way using the then narrow and dilapidated canal towpath.

26.31km of new off road cycle network has been constructed since the July 2008, with 12.9km along the Basingstoke Canal (*Saturn Trail*), this route being the 'jewel in the crown' of the rebranded network. This provided a 60% increase in dedicated cycle facilities since July 2008.

Although only 0.01km of new marked cycle lanes were installed, 12.34km of on road (signed only) routes were added, mainly on quiet roads.

5 new or improved signalised cycle crossings were added, allowing improved access across busy roads and joining up the network, 4 of these were in the town centre area. 3 Advanced stop lines were also added.

## 2.2 Signage and cycle parking

The original fragmented Woking Cycle Network was numbered routes 1 to 10a and the Cycling Town project provided an opportunity to rebrand an improved and extended network adopting the *Plant Trails* theme after H G Wells War of the Worlds, written and based in Woking. By the end of the programme 39.77km of routes had been signed, named after nine planets with key links to these named after the planets moons, such as *Mars and Phobos* (see map for more details

<http://www.cyclewoking.org.uk/getcycling/planettrails/planettrails.pdf>

Times were used instead of distance on these signs based on a cycling speed of 9mph. This allowed for easy conversion for walkers who travel around 3mph, providing a time of 6 minutes for cyclists and 18 minutes for walkers. They also acted as a good promotion to drivers/passengers stuck in traffic queues, advertising the ease of access and time to places.

1155 new cycle spaces have been created across the town since July 2008, with 286 at schools, 237 at railway stations, 200 at workplaces and 166 in the town centre.

10 Lockers were installed at Woking High School for the staff, and at a MVA a drying cabinet was installed benefitting around 40 cyclists and at Intec a shower was installed, again benefitting around 40 cyclists. This is an increase of 74% compared to the original pre-July 2008 cycle spaces town wide.

## 2.3 Workplace engagement programmes

Between 2008 and 2010 over 100 businesses across Surrey were engaged, of these 40 were based in Woking. Many of the workplaces within Woking were easily accessible from the major new and upgraded cycle infrastructure, and had received grants for upgrading their own facilities, because of the high proportion of SMEs within Woking few major employers were targeted with the exception of Woking BC. This was a major factor in the decision to change cycle challenge models between 2008 and 2009.

Cycle Challenges were run in Woking as part of countywide initiatives in 2008, 2009 and 2010. The 2008 Cycle50%Challenge was an intensive bicycle and equipment loan for non/infrequent cyclists in which they were challenged to cycle 50% of their commutes over a four week period, with the option of buying the equipment at the end of that period at cost price.

The 2009 and 2010 Challenges were workplace cycle challenges in which workplaces competed against each other over a two week period to see who could encourage the most of their colleagues/employees to cycle. This was carried out using dedicated websites with all registered workplaces and individuals logging their journeys and miles.

In 2008 60 people took part in the Challenge from six companies, in 2009: 420 people took part from 35 companies, and in 2010 1100+ took part from 80 companies.

In addition to the challenges, workplaces also benefitted from free drop-in cycle training sessions, Bike Breakfasts, Dr Bike sessions and other events throughout the 2008-2010 period.



## 2.4 Neighbourhood engagement programmes

### Partnership project with Change4Life

A joint project using social marketing techniques was undertaken with Change4Life in order to find out what families with young children felt about increasing their activity levels, primarily through cycling. The locally deprived area of Sheerwater was selected as the target area as it was known that residents here suffered many problems resulting from a number of factors including lack of exercise.

A project team was set up that included key individuals from Woking, in particular Sheerwater. A number of interviews took place with people from the local community together with two focus groups with local residents. The results of this and other research were drawn together within a scoping report that included a number of recommendations. The Go-Ride club and Sheerwater Youth Centre bike club form part of the recommendations.

Part of this project included running a pilot cycle training course for local Asian women. This provided useful insights on how training could be provided in the future, as this was another one of the recommendations included within the report.

### Sheerwater Youth Centre Bike Club

Support was given to the local youth service in the setting up of a bike club for teenagers in the Sheerwater area that is now meeting on Thursday evenings. Storage containers were provided for bicycles and equipment and two Wattbikes purchased for indoor cycling events. Voluntary youth staff have attended cycle maintenance workshops and the CTC Bike Club is providing assistance as well as BMX bikes and equipment.

### Sheerwater BMX/Skate Park

Woking Borough Council was able to construct a BMX/skate park within Sheerwater Recreation Ground. This provides ramps and platforms that people can practice their BMX skills and tricks. It opened November 2010 and is floodlit for evening use, especially during the winter months.

### Horsell Mountain Bike course

Agreement had been reached with the Surrey Youth Service and the Horsell Common Preservation Society for the construction of a public mountain bike course on common land near Woking town centre. Cycle Woking allocated funds for its construction but the scheme was unable to proceed before April 2011 and has now been suspended, and is now waiting for future funding.

## 2.5 Events

Cycle Woking was 'launched' on the 22 September 2008, to coincide with European Car Free Day with an exhibition of the planned programme of works. At the same time the completion of the first phase of the Basingstoke Canal *Saturn Trail* was celebrated. It is estimated that over 500 people attended the 'launch' with widespread publicity on the local radio and in the local media.

As the cycle network was developed, evening led cycle rides were arranged allowing residents to choose around a 60 or 90-minute cycle rides that showed off the rebranded network. However, although the

participating numbers were encouraging at the start the final ride was disappointing and being resource hungry these style of rides were transferred to the local Woking Cycle Users Group (Sunday rides).

Towards the end of 2009, and as a result of the number of cycles being parked within the town centre, unfortunately the number of cycles being stolen had started to increase. In partnership with Surrey Police, three 'Lock It or Lose It' events were held around the town centre attracting around 200 people to register their cycle. Many more visited the Cycle Woking stands to obtain information on cycling in the area.

Four 'Lock It or Lose It' events were held in February/March 2011, attracting 237 people to register their cycle and many more visiting the Cycle Woking stand.

Following the lifting of the ban on cycling within the town centre in April 2009, monthly Bike Breakfasts (7am to 9am) were arranged for the last Friday in every month (January to November 2010). These were very encouraging with the number of visitors to the stand peaking at 115 in May and November. A similar number of people cycled in but did not stop. In total 1,100 people attended the 11 bike breakfast events.

Two railway station bike breakfasts were held in March 2011, at Brookwood and West Byfleet (7am to 9am) with 167 people attending. Again, a similar number of people could not stop for varying reasons.

The Tour Series town centre cycle race was held in Woking on 2 June 2009 (Round 3) and 24 June 2010 (Final). The Tour Series was a great event for the area and underlined the importance of cycling with many of the spectators walking and cycling to the event using the rebranded and developing network. Whilst the professionals were the 'icing on the cake' the key was the holding of the schools, business and community events during the afternoon using the same circuit as the professionals.

In 2009 500 people were involved in races around the circuit or took part in the Free Wheel and in 2010 this had grown to 575. Spectators to the event grew quickly from the first schools race held at 1330hr and peaked at 10,000 in 2009, by 2010, this had grown to 15,000.

Woking has held a Bikeathon for just over 10 years during May and Cycle Woking supported this event during 2009 and 2010, with over 2,000 people participating.

Cycle Woking has also attended many events with its Cycle Woking gazebo such as the County Show held in Guildford on Bank Holiday Monday end of May, during 2009 and 2010, promoting cycling where many thousands of people attend.

## **2.6 Increasing bike availability**

Lakeview bicycle recycling and maintenance centre

Cycle Woking was able to support this local enterprise close to Goldsworth Park that has been meeting once or twice a week. Local residents, especially older teenagers, are able to help with recycling and selling of bicycles as well as maintenance of their own bikes. A sum of money was put aside from the Cycle Woking budget in order to provide a permanent base with much needed storage space so that the scheme could expand its activities and have a more sustainable future. However, this was unable to proceed within the time frame of Cycle Woking.

5 Pool bikes were available for staff at Surrey County Council (Woking office) and 24 bikes Woking Borough Council/Surrey Police Neighbourhood team.

## 2.7 Schools and young people

Cycle storage at schools;

8 pre-secondary schools had additional storage totalling 206 spaces of which 146 are covered. 10 scooter racks were also provided.

2 secondary and 1 college were provided with 150 additional storage spaces, 60 of which were covered. 10 cycle lockers were also provided for staff. A storage shed was also provided for a special needs school for its bikes and equipment.

During the autumn term of 2010, 500 school children cycled nearly 19,000 miles in the 6-week challenge, with Pirbright School worthy winners of the non-secondary category cycling 6,485 miles and two secondary schools (Woking High and Winston Churchill) cycling over 5,000 miles each.

Woking Go-Ride club

The Go-Ride coach has been providing regular coaching for 6 schools in Woking and will continue to do so until at least July 2011. The coach has set up a Woking Go-Ride club that meets every two weeks at the Parkview Centre in Sheerwater and currently has a membership of between 20 and 30 children. The children take part in club events as well as competitions with other Go-Ride clubs in the area. A local cycling club, the Charlottesville Cycling Club, has recently taken over running of the Woking Go-Ride club that will hopefully ensure its long-term future. A permanent mountain bike course was constructed at one of the participating schools.

Bike Club

A Bike Club officer (shared with Brighton) has developed links with Winston Churchill and Bishop David Brown secondary schools as well as the Pyrford PRU special school. Staff at these schools have received training in order to lead rides and the Pyrford PRU has been supplied with bicycles and equipment. Support is also being provided to the Sheerwater Youth Centre Bike Club where equipment and bicycles have also been provided.

## 2.7 Further and higher education

Woking College is the only further and higher education establishment. The programme included providing 50 covered spaces for pupils and 10 covered spaces for staff.

## 2.8 Stations

The cycling town has four railway stations, Brookwood, Woking and West Byfleet on the Weymouth to London (Waterloo) main line and Worplesdon on the Portsmouth to London (Waterloo) line via Woking. All of these stations have benefited from cycle parking facilities during the project.

Brookwood has seen an increase of 20 covered spaces on the northside of the station and 40 uncovered spaces all on the 'up' platform. Brookwood can be reached by the *Saturn/Atlas Trails* and serves the western end of the district, including nearby villages within Surrey Heath and Guildford boroughs. All cycling parking facilities are covered by CCTV and lighting.

Woking railway station is very busy with 7.5 million passenger journeys per annum (2009). 50 covered spaces and 42 uncovered were installed on the south side (Oriental Road). The north side (town centre) has restricted space but cycle parking increases within the town of 166 spaces has benefited people using

the station. A multi-storey 1,200 space 'Bike Hub' was planned at the railway station late in 2010/11, but technicalities prevented this installation. It is hoped that any future redevelopment proposals at the station will incorporate a similar scheme.

Woking station/town centre acts as the 'hub' of the walking and cycling network with many of the *trails* joining or passing through including, *Mars, Pluto, and Saturn*. The station serves the central part of the area.

West Byfleet, has seen 45 spaces on the north side (30 covered) and 30 covered on the south side (town side). The station can be reached by the *Ceres/Ariel/Saturn trails* and serves the eastern side of the area, including southern neighbourhoods within Runnymede borough. All cycling parking facilities are covered by CCTV and lighting.

Worplesdon station is located in a semi rural area to the south of Woking borough. Although this station is situated on a future planned route *Earth and Moon trails*, cycle parking was increased to cater for the growing needs of local commuters. It is likely that further increases at this station will be required as the *Earth trail* is constructed as part of the Hoe Valley residential development.

## 2.9 Leisure cycling

As the network has developed and allowed further access for people, encouraging leisure cycling has also increased, especially using the off road network such as the *Saturn Trail* (National Cycle Route 221), where the Sustrans leaflet was provided (online or hard copy) (see Annex A. The Workplace Cycle Challenges and School Cycle Challenges also allowed weekend trips to be included to encourage leisure/weekend cycling. The local Woking Cycle Users Group run monthly leisure rides on a Sunday.

## 3 Expenditure

A total of £4,342,492 has been invested into cycling related activities within the area since July 2008 (note £846,000 of this total is being invested during 2011/12 as part of the match funding work). The original grant allocation was £1,8200,000 based on the Woking population of 91,000. However, this increased to £2,171,068 by March 2011 as a result of approved additional schemes.

'Match' funding has been obtained through a variety of sources, including County Council Local Transport Plan funding, Section 106 and S278 development related funding and new housing development infrastructure.

## 4 Reflection

The original cycle network was too disjointed to encourage a serious increase in cycling and although there had been a slow but steady increase the impact was minimal. The focused funding and learning from the six Cycle Demonstration Towns and with political backing enabled the project to move quickly ahead with infrastructure improvements, rebranding, soft measures including marketing / promotional work.

The completion of the Basingstoke Canal towpath saw a dramatic increase in cycling (between 75% and 213%) as well as walking (89%), enabling people to use these sustainable modes of travel for short journeys. This route connected to the places where people lived to the town centre and business centres.

Increasing cycle parking around the town and at railway stations has enabled people to cycle short journeys and lock their bike somewhere relatively safe, and coupled with the improved/new routes provides for the satisfactory whole journey effect.



Opening up the town centre to allow cycling, was a major step forward in connecting the network into and through the 'hub' of the town centre/ railway station.

Overall the programme was implemented as intended with a few exceptions, these being as follows:

Woking Railway Station – 1,200 multi-storey 'Bike Hub' was not installed due to technical difficulties. It is hoped that a similar scheme would be included within any redevelopment of the station.

The lifting of the 'ban on cycling' within the town centre allowed the cycle network to be joined through the 'hub'. However, after an 18-month experimental order and a further 6-month period where additional consultation was carried out, the scheme still attracts opposition mainly from the disabled group. An amendment to the existing permanent order will be advertised during the summer of 2011, where a time limit will be placed on prohibiting cycling over part of the town centre during peak shopping times.

Two Cycle Track Orders attracted objections and by the end of the programme the objections had not been removed, therefore these routes were not upgraded to shared-use. The legislation on converting footpaths to shared/segregated routes is cumbersome and restricts progress.

A pedestrian / cycle island was installed in March 2010 to assist walkers and cyclists crossing the busy A322 Bagshot Road just to the north of Brookwood traffic lights, enabling them to continue their journey as seamlessly as possible along the Basingstoke Canal tow path *Saturn Trail* and National Cycle Network 221. However, opposition to the scheme from local drivers in Brookwood resulted in a petition to remove the island. A counter petition was submitted to retain the island, but the Local Committee decided to remove the island which was carried out 12-months after its installation.

A key disappointment was the lack of secondary schools reaching the target set of 15%. Whilst the reasons are now known for this, based on inaccurate hands up survey data, the numbers of students riding to secondary school have not increased over the period. This could be due to that Bikeability Level 3 has a low uptake and is not taught until secondary school. A solution may be to train at level 3 in the summer term of the students last non-secondary school year so that they ride the route to their chosen school.

### Three Key Insights

1. The creation and joining up of a good quality cycle network, avoiding busy / fast roads has assisted in the increase of cycling (and walking).
2. A well-signed network indicating how easy and quick it is to travel from place to place.
3. Good quality cycle parking at the destination.

### Future Funding

If future funding were available, the following would be the priorities:

- Extend the network into villages neighbourhoods just beyond the boundary such as Bisley, connecting into and unlocking an island' network that exists at that location and Woodham/New Haw.
- Continue to develop the network within Woking, especially to the south of the town.
- Continue with further expansion of cycle parking at railway stations.

- Invest in Go-Ride training, further promotional activities.

## 5 Lessons learnt – case studies

### Case Study 1 Basingstoke Canal Towpath Improvement (Saturn Trail) National Cycle Network 221

The Basingstoke Canal off road towpath improvements was probably one of the key infrastructure improvements to unlocking the suppressed demand for cycling in the area, as it connected with its links into the adjacent neighbourhoods and business areas. A full case study is provided in Annex B.

### Case Study 2 Woking Town Centre – Allowing Cycling

The town centre consists of relatively wide streets that are on one level without kerbs that make it much easier for walkers and people with certain disabilities. However, cycling was prohibited through this area and therefore the cycling routes could not be joined together nor cyclists reach some of their key destinations. The lifting of the prohibition to cycling was carried out under an Experimental Order for 18 months prior to the agreement to make a permanent order. A full case study is provided in Annex C

### Case Study 3 Go-Ride

The development of a Go-Ride club for Woking has been a great success. Within two years it has progressed from a few coaching sessions at selected schools to a well-established club based at the Parkview centre in Sheerwater and regularly attended by over 20 boys and girls. The Guildford based Charlottetown Cycling Club has taken over the running of the club ensuring its future continuance that are now working towards the club receiving the prestigious Clubmark accreditation. A full case study is provided in Annex D.



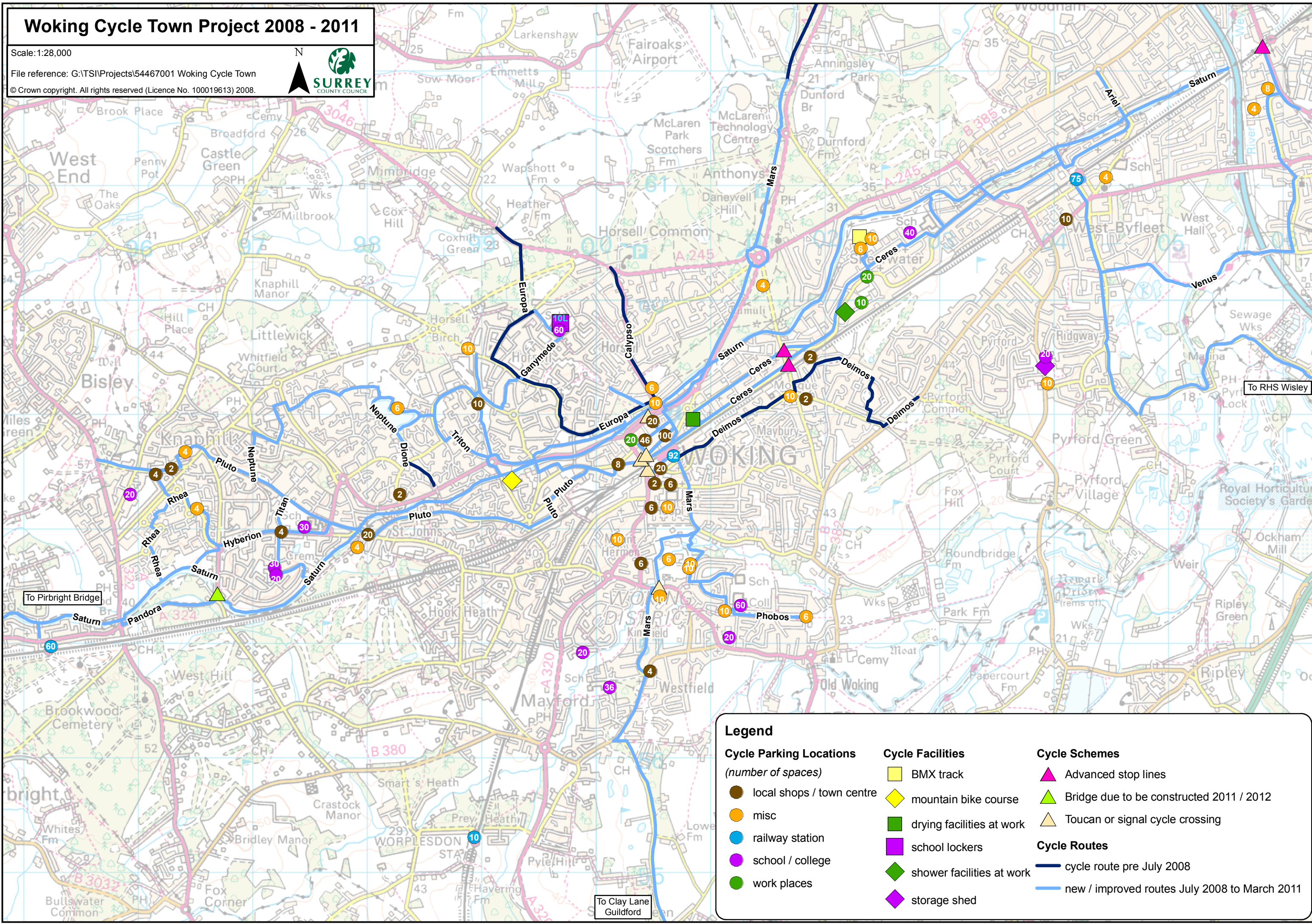
# Woking Cycle Town Project 2008 - 2011

Scale: 1:28,000

File reference: G:\TSI\Projects\54467001 Woking Cycle Town

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### Legend

#### Cycle Parking Locations

(number of spaces)

- local shops / town centre
- misc
- railway station
- school / college
- work places

#### Cycle Facilities

- BMX track
- mountain bike course
- drying facilities at work
- school lockers
- shower facilities at work
- storage shed

#### Cycle Schemes

- Advanced stop lines
- Bridge due to be constructed 2011 / 2012
- Toucan or signal cycle crossing

#### Cycle Routes

- cycle route pre July 2008
- new / improved routes July 2008 to March 2011



Name of town / city	Woking
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Increase in **infrastructure** for cycling

**Table 1: Cycle infrastructure installed between July 2008 and March 2011**

Geographical area	Off-road cycle paths added (km)	On-road cycle lanes added (km)	Additional advanced stop lines (number)	Additional cycle crossings (number)
<i>Woking</i>	26.3	0.01	3	5

total length of dedicated cycle facilities in July 2008 (km)	43.64
total length of dedicated cycle facilities added during course of programme (km)	26.31

increase in dedicated cycle facilities over CCT programme (%)	60%
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**Notes:**

1. For large towns / cities (Bristol, Stoke), it may be helpful to the reader to disaggregate data on infrastructure into several distinct geographical areas e.g. central Bristol, north Bristol, south Bristol etc). For most other towns and cities, simply provide data on a single row for the whole town, not disaggregated by area.

2. Fill in the yellow boxes only. The figures in the green boxes are calculated automatically.

3. The table only records the 'headlines' of your infrastructure investment programme. Any important cycle infrastructure which is not captured in the table can be listed in the 'infrastructure' section of your report.

## Signage and cycle parking

<i>Table 2: Town-wide <b>cycle network signing</b>: changes between July 2008 and March 2011</i>	
Length of cycle network that has been comprehensively signed (km)	39.77
Number of directional signs that have been installed	651
Does the network signage use TIMES or DISTANCES?	Times

200 of which are intermediate stickers.

<i>Table 3: Town-wide <b>cycle parking</b>: number of spaces installed between July 2008 and March 2011</i>	
at schools	286
at workplaces	200
at universities / FE / HE	60
at train stations	237
at local shopping centres	118
in town / city centre	166
at other locations	202

Plus 1 shower and 1 drying room

Doctors, dentists, parks etc

estimated number of cycle parking spaces in July 2008	1715
total number of cycle parking spaces added during course of programme	1269
increase in cycle parking over CCT programme (%)	74%

### Notes:

1. Fill in the yellow boxes only. The figures in the green boxes are calculated automatically.

## Workplace engagement programme

**Table 4: Employers with whom there was intensive engagement to promote cycling between July 2008 and March 2011**

Name of employer	Approx total number of employees
Woking Borough Council	450
Mouchel	100
Cooksons Electronics	100
Wandsworth Engineering Group	100
MVA Consultants	50
SAB Miller	100
Other SMEs ( Lab Lateral, Woking Churches, Menzies, Fidessa, Fire Service, W Davies Solicitors, Woking Youth Service)	250
Petroleum Geo Services	150
Midas House (multiple occupier site)	100
Dukes Court (multiple occupier site)	1200
<b>TOTAL</b>	<b>2600</b>

Approximate size of workforce in town / city	<b>40,977</b>
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Proportion of workforce engaged in cycling July 2008-March 2011	<b>6%</b>
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**Table 5: Workplace cycle challenges**

Date of cycle challenge	Number of workplaces engaged	Number of employees taking part
2008 50% Cycle Challenge	7	<b>35</b>
2009 Surrey Workplace Cycle Challenge	40	<b>461</b>
2010 Surrey Workplace Cycle Challenge	80	1100

### Notes:

1. Fill in the yellow boxes only. The figures in the green boxes are calculated automatically.

2. Only include in the table those employers with whom you have worked intensively to promote cycling. List major employers individually, and SMEs as a single row.

## Neighbourhood engagement programme

**Table 5: Services offered in neighbourhoods where there was intensive engagement to promote cycling between July 2008 and March 2011**

Services offered	Number of people receiving this service:			
	Lakeview (Includes Goldsworth East)	Sheerwater (Target area)		
Cycle Training				
Bicycle recycling				
Bicycle maintenance				
Second hand bicycles for sale				
Informal training on maintaining a bicycle				
Maps and promotional leaflets				

total number of residents in this neighbourhood	7000	3000		
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### Notes:

1. Replace cells B6-E6 with the names of the neighbourhoods where you worked intensively.
2. Replace cells A7-A11 with the actual services you offered, and add extra rows if necessary.



## Events to encourage cycling

**Table 6: Cycling events between July 2008 and March 2011**

Type of event	Number of people participating			
	2008	2009	2010	2011
Cycle Woking Launch / Opening of Phase 1 Basingstoke Canal (22 September)	500	N/A	N/A	N/A
Rebranding launch (Saturn Trail)	N/A	150	N/A	N/A
Monthly Bike Breakfasts (Town Centre)	N/A	N/A	1010	N/A
Bike Breakfasts (Railway Stations)	N/A	N/A	N/A	167
Lock It or Lose It	N/A	200	N/A	237
Led Cycle Rides (3 events)	N/A	40	60	N/A
Tour Series (Schools / Community Events)	N/A	500	575	N/A
Tour Series (estimated crowd)	N/A	10,000	15,000	N/A
Woking Bikeathon (May)	N/A	2,000	2,000	N/A
Pedal for Charity (Sept)	N/A	N/A	1,000	N/A
School Cycle Challenge (Oct 2010) & Final March 2011	N/A	N/A	500	154

### Notes:

1. Replace cells A7-A11 with the actual events you ran, and add extra rows if necessary. Try to group similar events together - i.e. you don't need a separate line for each event.

2. For events such as cyclists breakfasts, which may have taken place several times in any one year, indicate the *total* number of people participating in each year.

## Activities to increase **bicycle availability**

**Table 7: Projects to increase the availability of bicycles between July 2008 and March 2011**

Type of project	Number of people benefitting			
	2008	2009	2010	2011
<i>Surrey County Council (Woking Office) 2008 2 bikes &amp; 2011 5 bikes</i>	400	400	500	900
<i>Woking Borough Council 8 bikes</i>	450	450	450	450
<i>Surrey Police (Woking Borough Team) 16 bikes</i>	N/A	30	30	30
<i>St Johns Ambulance (2 bikes for Woking team)</i>	N/A	10	10	10

### Notes:

1. Replace cells A7-A11 with the actual projects you set up.

2. Note that the definition of the number of people who 'benefit' from these projects may vary. For a bike loan scheme, it should be the number of people who were loaned a bike in each year; for a bike hire scheme it should be the number of occasions a bike was hired; for a bike recycling scheme, it should be the number of bikes that were successfully recycled and sold on to a local person. (There may be other beneficiaries too, such as volunteers who learnt how to repair bikes, but do not include these in this table.)

## Engagement with schools and young people

**Table 8: Interventions to increase cycling amongst children and young people**

	Sept 2008- Aug 2009	Sept 2009 - Aug 2010	Sept 2010 - Mar 2011	Total
number of <b>schools</b> engaged in Bike It	N/A	N/A	N/A	
number of <b>schools</b> engaged in Go Ride	N/A	6	6	
number of <b>schools</b> engaged in school bike clubs (Derby only)				
number of <b>children</b> participating in CTC Bike Club programme	N/A	1	3	
number of <b>children</b> receiving Bikeability Level 1	484	423	270	1177
number of <b>children</b> receiving Bikeability Level 2	659	656	362	1677
number of <b>children</b> receiving Bikeability Level 3	N/A	5	Planned summer term 2011 .	5
number of schools (primary and secondary) in town / city				33
current total number of children in <b>Year 6</b> in all schools				1100
approximate proportion of eligible children receiving level 2 training	60%	60%	33%	

### Notes:

1. Fill in the yellow boxes only. The figures in the green boxes are calculated automatically.

2. The table only records the 'headlines' of your programme with schools and young people. Any important activities which are not captured in the table can be listed in the 'schools and young people' section of your report.

**Total expenditure**

**Table 10: Total investment in cycling between July 2008 and March 2011**

Capital	Total
Funding claimed from DfT / CE	1,472,105
Matched funding for cycling-specific schemes (July 2008-March 2011)	£2,003,830
Matched funding for other schemes, with cycling benefits (July 2008-March 2011)	£900
Revenue	Total
Funding claimed from DfT / CE	698,963
Matched funding for cycling-specific schemes (July 2008-March 2011)	£166,694
Matched funding for other schemes, with cycling benefits (July 2008-March 2011)	£0

**Notes:**

1. 'Cycling specific schemes' would include cycle lanes, advanced stop lines and other schemes which were *principally* designed to encourage cycling. 'Other schemes' might include traffic calming, 20mph zones, or bus lanes, but these should only be included if you consider that their benefits to cyclists were substantial.

2. The figures in cells B8, B9, B13 and B14 will be calculated automatically from the data you enter in Tables 11 and 12 (below).

**Table 11: Matched funding for cycling-specific schemes (July 2008-March 2011)**

Scheme description	Funding source	Amount (capital)	Amount (revenue)
Basingstoke Canal (Walking & Cycling) (20005599)	SCC LTP	£250	
Cycle Improvements (Network) (20005140)	SCC LTP	£18,790	
Sustrans Ped/Cycle Woking Station	SCC LTP	£510	
Triton Trail Shared-use route construction (Salvation Army Hall)	S278	£40,000	
Phobos Trail - Signing and surfacing improvements (Old Woking)	S278	£17,000	
Dodds Lane / Bunyans Lane Surfacing improvements (Rights of Way)	SCC LTP	£28,000	
Improvements to existing cycle network (2008/09)	SCC LTP	£100,000	
Bikeability Training - Officer Time (extra over) (2008/09)	SCC Revenue		£18,500
Worlesdon Railway Station - Cycle Parking (South West Trains)	SWT	£5,000	
Basingstoke Canal Planned Swing Bridge (Hermitage) (20007285) (2008/09)	S106	£5,643	
Basingstoke Canal Planned Swing Bridge (Kiln Bridge) (20007363) (2008/09)	S106	£7,007	
Basingstoke Canal Planned Swing Bridge (Chobham Road)	S106	£6,145	
Oriental Road shelters (Woking Railway Station)	SCC LTP	£16,000	
Woking Railway Station Improvements	SCC LTP	£10,000	
Bikeability Training - Officer Time (extra over) (2009/10)	SCC Revenue		£18,500
West Byfleet Railway Station (Cycle Parking) - (North Side)	SCC LTP	£24,000	
West Byfleet Railway Station (Cycle Parking) - (North Side) (South West Trains)	SWT	£24,000	
West Byfleet Railway Station (Cycle Parking) - (South Side)	SCC LTP	£20,000	
School Bike storage	SCC LTP	£30,000	
Brookwood Railway Station (Cycle Parking) (Surrey Heath S106)	S106	£21,000	
Brookwood Railway Station (Cycle Parking) (South West Trains)	SWT	£21,000	
Schools Bike Storage (2009/10)	SCC Local Cttee	£5,000	
Basingstoke Canal Planned Swing Bridge (Hermitage) (20007285) (2009/10)	S106	£15,359	
Basingstoke Canal Planned Swing Bridge (Kiln Bridge) (20007363) (2009/10)	S106	£16,921	
Basingstoke Canal Planned Swing Bridge (Chobham Road) (20007284) (2009/10)	S106	£18,148	
Minor Improvements to the network (20007226) (2009/10)	S106	£34,116	
Oriental Road shelters (Woking Railway Station) (20007228) (2009/10)	S106	£46,913	
Commercial Way & Town Centre Cycle Parking (20007227) (2009/10)	S106	£78,196	
A324 Victoria Way o/s Civic Offices - Cycle Crossing (20007226) (2009/10)	S106	£18,627	
Winston Churchill School - Additional Cycle Parking Facilities (2009/10)	Development	£10,898	
Horsell Junior School - Cycle Parking facilities (2009/10)	Development	£4,500	
'Y' Stands for business - Cycle Parking	SCC LTP	£13,462	
School Cycle Parking facilities (20005256)	SCC LTP	£38,039	
Basingstoke Canal Improvements (SCC held S106) (20001655) (2009/10)	S106	£353	
Basingstoke Canal Improvements (SCC held S106) (20001655) (2010/11)	S106	£1,286	
Albert Drive (Ceres Trail) - Contribution towards upgrade (20004394)	SCC LTP	£2,200	
Oyster Lane (Venus Trail) - Shared use route (20008580) (Elmbridge S106)	S106	£25,000	
Bikeability Training - Officer Time (extra over) (2010/11)	SCC Revenue		£18,500
Bikeability Training - Free Training for FREE School Meal students	SCC Local Cttee		£15,000
School Races (Tour Series 2009)	SCC Local Cttee		£4,000
Tour Series (Cycling Promotion) 2009	S106		£43,181
Centrium Development (Segregated Route / Toucan Crossings) - (Hydra Trail)	S278	£200,000	
Hoe Valley Development - Cycle Route Infrastructure (ongoing)	Development	£425,000	
School Races (Tour Series 2010)	SCC Local Cttee		£5,000
Tour Series (Cycling Promotion) 2010	S106		£44,013
A324 Victoria Way o/s Civic Offices - Cycle Crossing (at 31 March 2011)	S106	£79,873	
A324 Victoria Way o/s Civic Offices - Cycle Crossing (2011/12)	S106	£77,000	
Minor Improvements to the network (20007236/8134) (2010/11)	S106	£49,745	
Cycle Parking Kingfield School (20008423) (2010/11)	SCC Local Cttee	£5,280	
Sheerwater Recreation Ground - BMX Track (2010/11)	Woking BC	£70,000	
Basingstoke Canal Planned Swing Bridge (Hermitage) (20007285) (2010/11)	S106	£18,417	
Basingstoke Canal Planned Swing Bridge (Kiln Bridge) (20007363) (2009/10)	S106	£1,916	
Basingstoke Canal Planned Swing Bridge (Chobham Road) (20007284) (2010/11)	S106	£9,236	
Hermitage Bridge (Saturn Trail) - (Planned autumn 2011)	S106	£344,000	
<b>TOTAL</b>		<b>£2,003,830</b>	<b>£166,694</b>

**Table 12: Matched funding for other schemes with cycling benefits (July 2008-March 2011)**

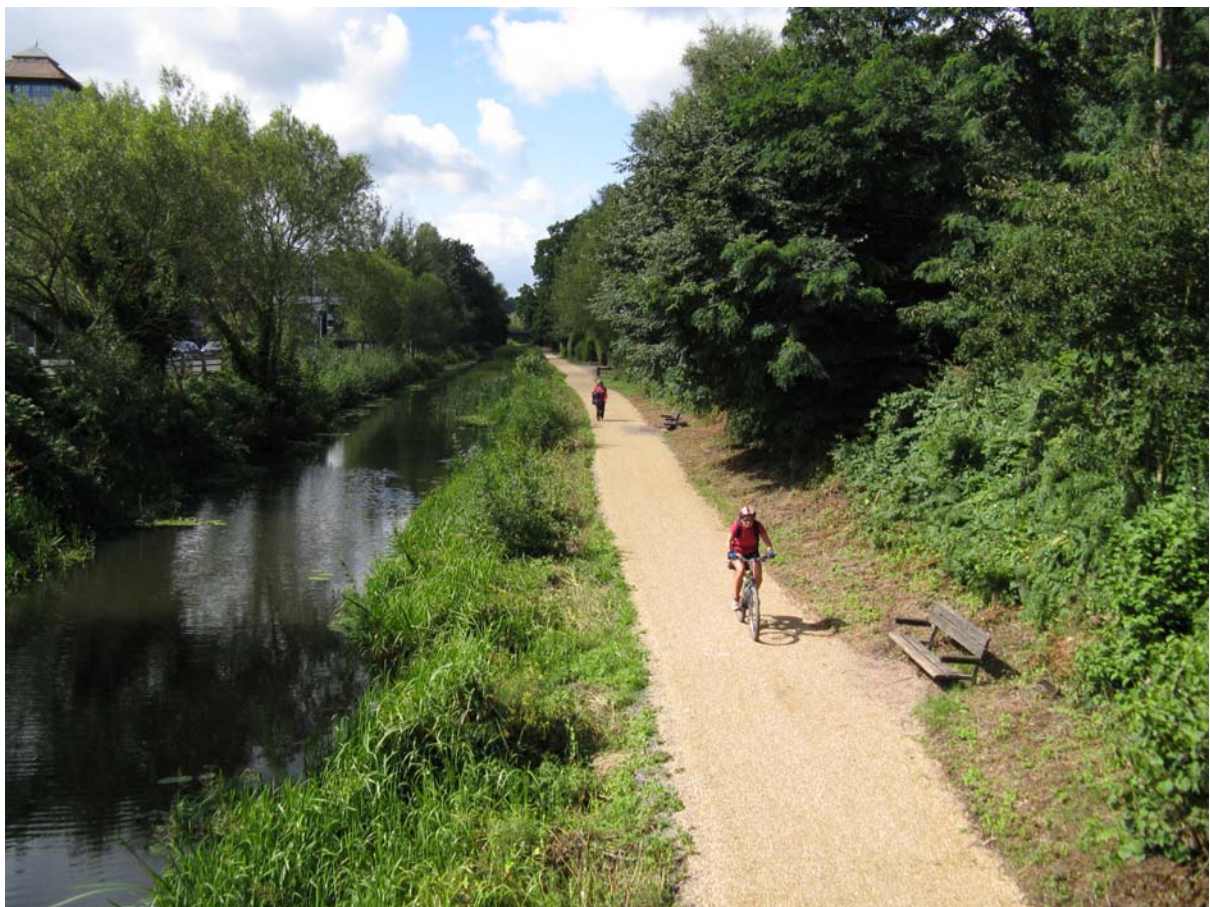
Scheme description	Funding source	Amount (capital)	Amount (revenue)
Horsell High Street (VAS)	SCC Local Cttee	£900	
<b>TOTAL</b>		<b>£900</b>	<b>£0</b>





## Annex A

### Leisure Cycling



# Brookwood to Weybridge and the Thames Path



## The Route

### Family friendly ride

**Distance:** about 11 miles/18 km

**Terrain:** mostly well surfaced canal towpath

**Getting there:** railway stations at Brookwood and Weybridge as well as along the route

**Maps:** Surrey and Hampshire's Canal leaflet and the National Trust's River Wey Navigation leaflet are available from the Canal Visitor Centre at Mytchett - 01252 370073

**OS maps:** Explorer 145/160, Landranger 186/187

**Tourist information:**

Woking - 01483 720103



*The Basingstoke Canal near Woking*

Photo credit: Woking Borough Council



*Woking Lightbox*

This is a very pleasant and easy to follow walking or cycling route along a hard-surfaced, wide towpath for most of the way, but take care when cycling with children as there are a few busy road crossings. The route is well used, especially at weekends, by walkers, anglers and cyclists.

Along its whole length the canal is lined with verdant banks and mature, often overhanging, trees through which can be seen vast stretches of woodland and fascinating views into suburban gardens. The many bends create tableaux of new vistas opening out as you proceed. The flights of locks on the Basingstoke Canal and those on the Wey add much interest as do the water lilies and birds, along with the deep reflections in the water on a bright day. The many bridges also offer shelter from rain showers.

From Brookwood Station, turn left at the main road and immediately right into Sheets Heath Lane. Here you may well hear firing from the Bisley ranges. Turn right on to the

towpath towards St John's. At the bridge you must dismount to cross the busy road at the traffic lights.

Here you have a choice as there is a good path on both sides of the canal but the cycle route continues on the left bank. To avoid the steps, follow the fence round to the left and a path leads down on to the towpath. You must cross Hermitage Road and cycle for a short distance or walk along the pavement to the bridge where you join the towpath on the opposite bank.

Alternatively, take the narrower but pretty and much used path on the opposite bank which takes you around the curve and under Hermitage Road. The snag with this safer alternative is that it is muddy when wet. There are plans for a new bridge to link the two sides of the canal at Hermitage Bridge Cottages. In the meantime, there is a third option to use the footpath beside the A324 Brookwood Lye Road.

Having changed sides of the canal again at Kiln Bridge, the route continues downhill as it passes the St John's flight of locks. Passing under Parley Drive you will see the Bridge Barn on the opposite bank. This is an attractive and family friendly pub serving food most of the day, which is easily reached over Arthur's Bridge.

Just before Chobham Road is Woking's modern gallery and museum, the Lightbox.

This is a beautiful building, designed to be sustainable as well as stylish. There is a café and bar for refreshments and the fascinating Woking's Story exhibit where you can immerse yourself in the history of the town.

At the bridge you must dismount and cross the busy road where the towpath changes sides once more. Houses and flats give way to woodland and passing under the Chertsey Road, the Boundary Road skate area appears on the right. This stretch of the canal is lush and reedy.

The route follows through Sheerwater, once a post-war London overspill council housing estate. There are several paths out into this area of light industry, housing and playing fields and the towpath is popular. Immediately after Sheerwater Bridge, the canal widens out into a pond-like haven for water birds, but narrows again for each lock. The path itself has lost the fine shingle topping and the larger chippings make the ride a little less smooth. The heavy foliage on both sides, and the bird-song, gives a feeling of being deep in the country.

At the eastern end of the Basingstoke Canal, a steep metal footbridge takes you up and over the River Wey Navigation. If you turn right, in a few minutes you reach the Byfleet Boat Club at Parvis Wharf, with rowing boats for hire – another great way to turn this lovely ride into a super family day out.

*Continued overleaf*





Continued

*The Basingstoke Canal*

To continue, turn left where a signpost informs you that the Thames Lock is just three miles away.

The half mile to New Haw Lock has a wider waterway with narrow boats and some motor boats moored on the opposite bank and gardens can be glimpsed through the trees, while the towpath is unsurfaced but firm. It is necessary to cross the A318 New Haw Road which can be very busy. You will find the White Hart Inn, with its waterside garden, around the corner.

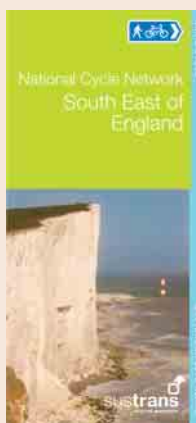
The next section has dense foliage with bramble, elder and honeysuckle, and acorn laden branches brush your head. It is also popular with anglers and you may see canoeists. As Cox's Mill comes into view you can see the lure of this area for the many water birds.

Crossing the Black Boy footbridge either follow the narrow path which leads along the opposite bank close to the Addlestone Road, or cycle along the road itself, to the bridge at the junction of the River Wey Navigation with the River Wey.

For Weybridge station, continue on Bridge Road and turn right onto Heath Road. For National Route 4 and the Thames Path towards Walton and Hampton Court, turn left after the bridge and join Portmore Park Road. A third option is to continue on the narrow riverside towpath to Thames Lock, cross the footbridge and join a short path that links to Jessamy Road and Thames Street.

With thanks to Sandy Smith.

## New Maps and leaflets



Our new **National Cycle Network South East of England** leaflet points out some of the gems of the National Cycle Network in the region. Find a ride for you, from easy cycling on former railways, seafront promenades and canal towpaths to more strenuous hilly rides over chalk downs.

Kent County Council have produced a new **Guide to Cycle Routes in Kent**. The guide includes Coast to Cathedral (Dover to Canterbury), Crab and Winkle Way (Canterbury to Whitstable), Viking Coastal Trail (around the Isle of Thanet peninsula), Tonbridge Castle to Penhurst Place, Sandwich to Hythe, and Ashford to Tunbridge Wells. It also includes a free fold-out cycling map of Kent which covers most of the Garden of England cycle route.

These are available from the Sustrans Shop along with our great range of maps and guides and some new cycling accessories, plus our sassy new Sustrans ladies t-shirts. Visit [www.sustransshop.co.uk](http://www.sustransshop.co.uk) or call 0845 113 0065.





## Annex B

### Case Study 1 Basingstoke Canal Towpath Improvement (Saturn Trail) National Cycle Network 221



## Cycle Woking – Case Study 1

### Basingstoke Canal Towpath Improvement (Saturn Trail) National Cycle Network 221

The Basingstoke canal was constructed in 1791 and commences at its junction with the Wey Navigation (Byfleet) running in a westerly direction through the borough of Woking for 51.5 KM (32 miles) to Basingstoke. The towpath had become narrow and dilapidated through most of its length within Woking.

It is a green corridor within an urban area and passes adjacent to many neighbourhoods and business areas along its route, and its importance is further indicated by a post code plot showing 91,000 people living within 1.6KM (1 mile) of the canal. In addition the canal roughly follows the railway linking three railway stations, namely, West Byfleet, Woking and Brookwood.

Plans were put in place to improve this route prior to Woking becoming a Cycling Town, but with the additional funding, this provided the vehicle to proceed in a short space of time and create the much needed connections into the adjacent neighbourhoods and business areas.

The route through Woking is 12.9KM (8 miles) and the plan was to widen the existing towpath to 2.5m, using a limestone type 1 base overlaying the original and constructing a new path where the base material was not suitable. The stone base was then surfaced with Fibre-dec using coloured chippings to retain the 'rural' look of the route, following a consultation where the majority of people opted for this approach.

However, the Planning Authority would only allow a nominal 2.2m width, which was just about adequate, as the towpath was located around 1m away from the canal bank.

The stone sub base was delivered to the Woking railway sidings and from there taken the short journey to site by vehicle. This saved around 200 long distance lorry journeys over the entire towpath upgrade scheme.

The cost of the upgrade including the connections from the towpath was £645,000, (£50 per linear metre).

Sustrans carried out a usage survey in 2007<sup>1</sup> and this provides some useful base data. Cycle counters were installed at four locations along the towpath as part of the Cycling Towns Project<sup>2</sup>. Sustrans also carried out a follow up users' survey but at one town centre location in April 2010<sup>3</sup>. Comparing 2007 and 2010 data, cycling levels rose at four different locations between 75% and 213% whereby walking levels rose by 89%.



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<sup>1</sup> Sustrans Route User Survey 2007

<sup>2</sup> Cycle Woking cycling count data 2010

<sup>3</sup> Sustrans Route User Survey April 2010





## Annex C

### Case Study 2 Woking Town Centre – Allowing Cycling



## Cycle Woking – Case Study 2

### Woking Town Centre – Allowing Cycling

The town centre of Woking is mostly surrounded by a combination of the railway and the A324 and accessibility is therefore restricted.

The town centre is a place where many people wish to travel to, for work, shopping and to connect to public transport for longer journeys. However, although many of the streets within the town centre are relatively wide and level (no kerbs), cycling had been restricted for many years.

The cycling town bid emphasised the need to have direct, continuous, convenient, safe and attractive routes for walking and cycling, connecting people to places, where they live to where they wish to travel to by sustainable means. The town centre was a major barrier for continuous cycle routes and therefore the removal of restricting cycling within certain streets of the town centre was one of the targets within the project.

An Experimental Order was introduced within certain streets of the town centre allowing cycling 24 hours a day from 3 April 2009. The experimental order was in place for 17 months, during which time a consultation took place and a report was presented to the Local Committee (Woking) on 2 September 2010<sup>1</sup>.

Concern was raised by certain groups representing the disabled prior to the introduction of the Experimental Order, however these concerns were based on perceived issues and an Experimental Order allows for a 'rehearsal' of making a Permanent Order and allows for any alterations to be made. If issues are reported, these can be investigated and possible solutions found or amendments made.

Cordon counts were undertaken within the town centre from May 2009 (after the experimental order had been made) and by September 2010, the number of cyclists entering the town centre had grown by 63% to 1,500 (3,000 two-way) <sup>2</sup> It should also be noted that 166 new cycle parking spaces were installed within the town centre, an increase of 49%.

During the monthly bike breakfasts it was noted that school students going to Woking High School, St Johns the Baptist and Woking College increased, cycling through the town centre instead of being driven

The Local Committee (Woking) resolved to make a permanent order on the 2 September 2010, but requested further consultation and a report was presented to the Committee on 28 March 2011 <sup>3</sup>. At this meeting, it was agreed to continue to allow cycling within the town centre 24 hours a day, with the exception of Town Square, Gloucester Walk and Commercial Way (between Chapel Street and Church Path), where cycling would be prohibited between 10am and 4pm Monday to Sunday. The traffic order making this amendment has not yet been made.

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<sup>1</sup> [Surrey County Council Local Committee \(Woking\) 2 September 2010](#)

<sup>2</sup> Cycle Woking monitoring data – Town centre Cordon Counts May 2009 to September 2010

<sup>3</sup> [Surrey County Council Local Committee \(Woking\) 28 March 2011](#)





## Annex D

### Case Study 3 Go-Ride



## Cycle Woking – Case Study 3

### Woking Go-Ride Club

The Go-Ride programme is a British Cycling initiative aimed at getting young people (up to the age of 16) involved in cycle sport. Cycle Woking received its first Go-Ride coach in the spring of 2009 and with support from Cycle Woking project staff commenced Go-Ride coaching in Woking schools soon after. These included Goldsworth Primary, The Hermitage and Oaktree schools.

The children in these schools benefited from the coaching of a fully qualified British Cycling coach in order to improve their bike handling and riding skills. More schools, including Barnsbury and Brookwood Primaries joined in. Within the first year the first Go-Ride club was created, based at Goldsworth Primary School in the west of Woking. Regular Saturday meetings took place where the coach could continue with the training as well as introduce competition in the form of racing around the school playing field.

In order to provide variety into the training and competition the school agreed to the construction of a mountain bike track and with the help from volunteer parents this was constructed around the perimeter of the playing field. Children from other schools were starting to attend and thoughts were then on the development of a Woking Go-Ride club that was community rather than school based.

At the same time discussions were starting to take place with the Charlottetown Cycling Club, a Guildford based cycle racing club, with a view to it taking on responsibility for running the Go-Ride club, which later in 2010 became known as the Rascals. The involvement of the Charlottetown meant that there was a real chance of the Rascals becoming an established club with a good future. Members of the Charlottetown became qualified coaches and by spring 2011 became fully involved.

In January 2011 the Rascals moved to its new home at Parkview in Sheerwater with over 20 members now regularly attending its fortnightly sessions. Competition with other Go-Ride clubs in the area commenced. The Go-Ride coach continued his coaching commitments at schools whilst the Charlottetown took over the running of the Rascals and by June 2011 the Rascals had become its junior club whilst still retaining its original identity as the Go-Ride club for Woking. A recent highlight for the club was an invitation to attend a reception with Lord Coe at Boxhill in connection with Olympic Games cycle route development.

The success of the Go-Ride coaching programme can be measured through for example the involvement of 9 schools between April and December 2010. In that time 139 coaching sessions had taken place involving over 400 young people in cycle sport. An exciting future is now predicted for the Woking Go-Ride club.



Lord Coe being introduced to the Go-Ride coach, Keith Reed, and club members at Boxhill.