

Minutes of the Meeting of the Waverley Cycle Forum 13th October 2009

Present:

David Moxon (DM)	Chair
Chris Meeks (CM)	Friends of the Earth, Waverley Group
Jenny Barnes (JBn)	Godalming Town Council
Alec McCalden (AMc)	Godalming Cycle Campaign
Bernard Williams (BW)	Busbridge PC
Matthew Ellis (MTE)	Waverley Borough Council
Maurice Byham (MB)	WBC Councillor
Thomas Lankester (TL)	Transition Town Farnham
Roger Newnes-Smith (RNS)	Witley Parish Council
Diane James (DJ)	WBC Councillor
John Hilder (JH)	SCC Highways
David Munro (Cllr DM)	SCC Councillor
Alan Fordham (AF)	SCC Cycling Officer
Ralph Holmes (RH)	Cranleigh Initiative

1. Apologies for Absence

Roland Seber (RS)	Godalming Cycle Campaign
Richard Cleaves	Ewhurst PC

2. Charity Ride through Hindhead Tunnel

Cllr DM suggested that to mark the proposed opening of the Hindhead Tunnel in 2012 a charity ride take place through the tunnel before it is officially opened to vehicular traffic. This proposal was as a result of a suggestion by Jeremy Hunt MP. The Highways Agency has indicated that such a ride was acceptable in principle subject to a number of caveats. However, but Cllr DM wanted to ascertain the views of the forum prior to taking it further to consider the logistics and planning of the event. The Forum felt that it was an excellent idea and there was a discussion about the best way of organising it. It was considered that a donation rather than sponsorship or bidding for a place through an auction was the best way of raising money and the fairest way of getting a mix of people cycling the tunnel. It was suggested that a set donation could be requested with children giving half that of Adults. Some selection process would be needed. As a result of the Forum's support JH would raise it with the Project Manager at one of his meetings. Cllr DM and AF will also progress its organisation. **(Action Cllr DM/JH/AF)**

3 Cycle Woking

AF outlined his involvement with Cycle Woking as part of the Woking BC/SCC/local cycle user groups project team that was successful in bidding to be recognised as a Cycle Town and granted £1.82 million of funds to improve the cycle network and other associated infrastructure. This was matched by the Woking Cycle Project to give a total of £3.64 million.

Improvements include:

- Upgrading the 11 km of the Basingstoke Canal Towpath, the spine of the Cycle network by resurfacing it with fibre deck, that runs through the centre of the Borough and of which 90% of the resident population lives within a few of miles, at a cost of £700 000
- Improving links from the towpath to other cycle routes
- Opening up the town centre through specific routes through an experimental order

- Improving access and crossing facilities
- Publicising “Planet Trails” the cycle network including publishing a schematic diagram like the London underground
- Soft measures to encourage cycling including cycle training, employing the services of a “Go ride” cycle training coach supplied by British Cycling, improving links with cycling clubs and organising the “Cycle Challenge” for businesses and the “Woking Cycle Race” in the summer which attracted 10,000 spectators

Lessons Learnt include:

- Monitoring including the use of counters on specific routes and manual cordon counts has shown that measures have vastly increased the number of bicycle users but the situation needs constant monitoring to see if bicycle use is sustained
- Topography and the upgrading of a “spine” route that connects residential areas with commercial centres is important
- Political commitment is needed at all levels
- The importance of matching funding through S106 obligations as there is little LTP money available and funding from SCC is beyond their capabilities given their budget priorities.
- That conflicts between users of the network, both between cyclists and pedestrians as well as different types of cycle users was exaggerated and did not deter increased use
- The high quality towpath surface allows disabled users with mobility scooters to use it for the first time.

AF stated that he didn’t know what the next “Cycle Town” would be but they would be feeding back to Government the significant impact on increasing bicycle use as a result of “Cycle Woking” and that significant changes to cycle use had resulted from relatively small amount of government money being given compared to that available for other services. AF will have full access to the funding and usage data for future use by, for example, the Forum. In advance of the “Planet Trails” schematic plan being available on line it is attached.

4 Hydestile/Milford Cycle Route

A permissive footpath has been created and signed between Tuesley Lane and Hydestile and the proposal is for this also to become a cycle route. The Forum welcomed this prospect and agreed that this would be of real value, especially for students attending Rodborough School. The problem of steps at the western end would need to be addressed. BW and CM expressed concern about the condition of the path from Tuesley Lane cycle route. Although the route was considered acceptable in terms of width the condition of its surface was poor in places and needed enhancing along the whole route. The Forum wanted to know what the S106 associated with the Tuesley Farm polytunnels planning application required the landowners to undertake with regard to its provision and what pressure can be exerted on them to ensure its implementation.

(Action MTE)

Consequent to the Forum meeting the matter has been looked at. Advice on the most appropriate surfacing of the path was sought from the SCC Footpath Officer and details submitted on 9th September 2009. The path would be sown with verge mixture with ryegrass (robust seed mix incorporating robust grass species including perennial and fescues) with the entrance points and farm crossing points surfaced with scalping. The Council agreed the details of the path on 22nd September under planning consent WA/2009/0889. It was agreed that the nature of the path would be

that of a country path and therefore a more engineered surface would not be appropriate. Any concerns about the surfacing should be raised with the Farm Manager in the first instance.

5. Cycle Plan

DM presented his paper on his draft of the revised Waverley Cycle Plan. He considered it could not be adopted until the National Cycle Plan was agreed at the end of the year but needed updating to take into reflect changes in new plans and guidance, and set out new priorities to coordinate action.

JH expressed concern about the expectations in the Cycle Plan that may be unrealistic as the Cycle Routes were not high priority given the pressure for other transport measures on a limited SCC LTP budget. Cllr DM considered that this was true, but that there was a cause for optimism as there were other sources of funding that could be made available such as s106 obligations from major developments and the new Community Infrastructure Levy that is to be introduced. The forum suggested that the problem with setting realistic priorities was that they could not estimate the cost of schemes and ascertain where funding could be made available to implement them. For example improvements to NCN Route 22 in Farnham. Was there any money available for this from S106 agreements in Farnham that needs investigating by Waverley **(Action MTE)**

DJ stated that Waverley was committed to increasing cycle use in its Corporate Plan, both for leisure and utility use, as it was an important measure in reducing the use of motor vehicles to improve health, personal well being and to protect the environment. As chair of Waverley's Environment and Leisure Overview and Scrutiny Committee (ELOS) she was keen for it to support the work of the Cycle Forum and promote those cycling schemes that were of the highest priority for implementation as part of this commitment. MTE to investigate the opportunities for the Cycle Forum to promote their priority schemes to ELOS **(Action MTE/DM/All)**.

(The corporate plan is available on the Council's web site
http://www.waverley.gov.uk/downloads/Corporate_PlanA4.pdf)

The role of the SCC Local Committee in determining what funds would be available was acknowledged. However, DJ suggested that both Waverley and SCC set out what sources of funding could be made available for schemes to aid the Forum to set out its priorities to promote them to the relevant SCC/Waverley Committees. In additions to s106 agreements potential funding sources identified in discussion were the Local Committee, Local Transport Plan, the Parish and Town councils, councillors local allocations (around £17k each), planning infrastructure levy and community grant funding from Waverley. For large schemes between £0.5 and £5 million Surrey CC was potentially a source of 'intermediate level' funding. **(Action MTE/JH)**

There was an issue also of conflict between what was actually specifically required, an example being the signs for the Farnham Greenways scheme where SCC/Transition Town Farnham had disagreements over the provision that was in the process of being resolved **(Action TL/JH)**.

MTE also advised that if the List of Suggested Schemes and the Action Plan was to be updated in Waverley Cycle Plan this could be done under the existing Supplementary Planning Document adopted in 2005. However, if the Cycle Plan itself were to be changed, for it to be given any status and weight as a policy

document that will help coordinate and direct development then it would be required to follow the statutory regulations for adopting a new Supplementary Planning Documents. This means it would need to be agreed by the Council once it had been widely consulted on and comments considered. TL indicated that the process back in 2005 took about 6 months. MTE said that Waverley could not, at present, commit to undertaking this, as the priority for the Council's Local Development Framework was to prepare its Core Strategy Development Plan Document and subsequently its Sites Allocations Development Plan Document.

6. Matters Arising

DM said that Task Groups had met and priorities will need to be finalised for next forum.

ATOC rail line proposal to reopen Guildford to Cranleigh line

AM had written to the Association of Train Operating Companies on behalf of the Forum about the possible reopening of this link. In summary, the letter said that parallel routes for train and pedestrians, equestrians and cyclists would be difficult without more room on the ground. A reply was received acknowledging the issues rose.

Cranleigh to Exhorts Link

The four landowners are being contacted – one landowner has nearly half the frontage, two others (including SCC) share the majority of the balance, with the fourth landowner having only a few metres of a driveway. Agreed with SCC for drawings to be produced if all the owners allow the project to go ahead. Funding will be sourced when Project Agreement is made.

Marshall Road

AM has had further discussions with this. AF had been on site and looked at basic pricing in order to speak to Jewsons who were still not cooperating. Network Rail had agreed to double the width on their land.

AM will find a way to ensure the Forum website is kept up to date. **(Action AM)**

7. Dates of next meetings

19th January 2010

27th April 2010