

## **CABINET MEMBER DECISION**

### **Decision:**

Petition – Make our towns and villages safer for pedestrians and cyclists and to stop prioritising the car over other road users.

**(i) Details of decision**

That the response, attached as appendix 1, be approved.

**(ii) Reasons for decision**

To respond to the petition.

**(iii) Details of any alternative options considered and rejected**

None

**(iv) Details of any consultation and representations received not included in the published report**

The Cabinet Member said that each district and borough has sustainability cycle plans and indicated that he would bring the petition and comments from the petitioner to the attention of the local groups in Haslemere and including the local county councillor, Nikki Barton.

Duncan Knox, the Road Safety Team Manager, highlighted that he would promote awareness of the neighbourhood vision for Haslemere for cycling and road safety among local councillors and the residents in Waverley.

### **Conflicts of Interest and any Dispensations Granted**

**(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)**

None

### **Decision taken by:**

**(i) Name:** Mike Goodman

**(ii) Portfolio:** Cabinet Member for Environment and Planning Decisions

**Date of Decision:** 13 May 2015

**Date of Publication of Record of Decision:** 13 May 2015

**CABINET MEMBER FOR ENVIRONMENT AND PLANNING**

Wednesday 13 May 2015

**The Petition**

It states: **Make our towns and villages safer for pedestrians and cyclists and to stop prioritising the car over other road users.**

‘According to the Department of Transport (<http://road-collisions.dft.gov.uk>), Surrey County Council (SCC) has the highest number of cycling fatalities in the whole of England and is fourth highest for pedestrian fatalities of any highway authority. Pedestrians spend more per week than any other shopper Tfl (Town Centre Study 2011). One in five cars on the road at morning peak traffic times are taking children to school, contributing to congestion, air pollution and carbon emissions. With school pupil numbers projected to rise year on year, the school run is expected to have an increasingly negative impact on congestion. One in three children leaves primary school either overweight or obese. ([www.livingstreets.org.uk/wow](http://www.livingstreets.org.uk/wow)). Inactivity is costing the Primary Care Trust in England in excess of £940million a year. We petition SCC senior leadership team to make our towns and villages safer for pedestrian and cyclists and to stop prioritising the car over other road users. We ask that they look at best practice outside their own County.’

**Submitted by Victoria Leake**

**Signatures: 139**

**Response**

The petition asks that Surrey County Council takes steps to improve safety for pedestrians and cyclists. This response sets out the data on road casualties in Surrey in the national context and outlines the measures that the County Council is taking to improve the environment for pedestrians and cyclists.

**Casualty Data**

Table 1 below describes the number of cycling and pedestrian fatalities in Surrey over recent years. It can be seen that the number of people fatally injured as cyclists has varied between one and six and the number of people fatally injured as pedestrians has varied between two and ten since 2005.

**Table 1: Pedestrian and cyclist fatal road casualties in Surrey**

<b>Year</b>	<b>Cyclists</b>	<b>Pedestrians</b>
2005	5	10
2006	6	8
2007	2	10
2008	1	10
2009	2	10
2010	4	9
2011	1	10
2012	2	2
2013	1	5
2014	4	10

Data on the numbers of fatal road casualties within each local highway authority area is published annually by the Department for Transport (DfT) in table RAS30043 which is available to download via the following link. The latest available data is for 2013.

<https://www.gov.uk/government/statistical-data-sets/ras30-reported-casualties-in-road-accidents>

Table 2 below sets out the number of local highway authorities suffering different numbers of cycling and pedestrian fatal injuries in 2013. As Surrey had one cycling fatality and five pedestrian fatalities in 2013, it can be seen from the table 2 that the petition is incorrect in the claim that Surrey had the highest number of cycling fatalities and the fourth highest number of pedestrian fatalities in England, as there were 23 local authorities with greater numbers of cyclists fatally injured, and ten local authorities with greater numbers of pedestrians fatally injured in 2013.

**Table 2: The number of local highway authorities suffering different numbers of cycling and pedestrian fatal injuries in 2013 (source DfT data table RAS30043)**

Number of fatal casualties	Number of local authorities with that many cyclists fatally injured in 2013	Number of local authorities with that many pedestrians fatally injured in 2013
14	-	1
13	-	-
12	-	-
11	-	1
10	-	1
9	-	-
8	-	-
7	-	5
6	-	2
5	-	9 (including Surrey)
4	4	15
3	4	17
2	15	32
1	33 (including Surrey)	32
0	96	37
Total	152	152

However, a simple comparison of the total number of road casualties between different highway authorities is misleading because different authorities can vary widely in terms of the population living within each area, and the amount of vehicle miles travelled through each area. To that end, we have completed analysis to compare Surrey to other highway authorities in terms of the number of road casualties per population, per vehicle miles travelled and percentage reduction against a baseline average. With regard to fatal casualties it was found that out of 151 English local authorities in 2013, Surrey was ranked:

- 51 in terms of fatal casualties per 100,000 population
- 24 in terms of fatal casualties per billion vehicle miles travelled
- 30 in terms of reduction in fatal casualties compared to 2005 to 2009 baseline average

A more detailed report on road casualties in Surrey in 2013 can be found via the following link:

<http://www.drivesmartsurrey.org.uk/a/4055721-7510389>

We continue to monitor road casualties in Surrey on a regular basis, and report to the Drive SMART Board comprising Surrey County Council, Surrey Police and Surrey Fire and Rescue.

## Promoting Walking and Cycling

We agree with the petition that improving pedestrian facilities can help promote the economic vitality of town centres and other shopping areas. We also agree that promoting alternatives to the motor car for the school run can help reduce congestion, reduce air pollution, carbon emissions and help tackle obesity through active travel. Consequently the county council has a number of policies and initiatives to support more walking and cycling. The county council has also invested substantial amounts of money in a range of projects that aim to improve facilities for pedestrians and cyclists. Each of these projects draws on best practice and latest government guidance. Some examples of these include:

- **The Surrey Cycle Strategy.** <http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ftp3/surrey-transport-plan-strategies/surrey-cycling-strategy> The aim of the strategy is to get more people in Surrey cycling, more safely. This includes the development of local cycling infrastructure plans within each of Surrey's Boroughs and Districts. These plans highlight the priorities for improving cycling infrastructure in each area.
- **Redhill Balanced Network.** <http://new.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/reigate-and-banstead-major-transport-schemes> The £4 million Redhill Balanced Network project consists of a series of junction improvements, as well as improvements for walking, cycling and buses.
- **Runnymede Major Transport Schemes.** <http://new.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes> The first project relates to the Runnymede Roundabout, at the junction of the A30, Egham Bypass and A308, The Causeway and next to junction 13 of the M25 at Egham, where significant traffic management measures are proposed including carriageway widening, signalling of junctions, pedestrian and cycle improvements. This area suffers from high levels of congestion during the peak periods and there are difficulties for pedestrians and cyclists to cross the junction. The second scheme relates to the Egham sustainable transport package, which includes area wide walking, cycling and bus improvements, connecting people from where they live to where they work, go to school and shop.
- **Epsom plan E.** <http://new.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/epsom-and-ewell-major-transport-schemes> This scheme involves a change to the road layout in Epsom to reduce congestion and improve the town centre. It will make walking easier by having better signing and widened footways and improved cycle facilities at key destinations, and better facilities for buses. It will make Epsom a nicer place to visit by improving the market area, rationalising road, bus and pedestrian signage and other street furniture to provide un-cluttered routes for pedestrians.
- **Travel SMART** <http://www.travelsmartsurrey.info/> This is a programme designed to provide people with more travel choices that help cut carbon, calories and cost. It aims

to support economic growth by helping people travel better. The scheme includes engagement with schools and workplaces to promote alternatives to car travel. The Travel SMART journey planner enables users to plan their journey across all modes of travel. A Department for Transport grant has enabled intensive work in Guildford, Redhill and Woking including provision of new infrastructure and wayfinder mapping to support walking and cycling, combined with promotional activity such as a programme of cycle festivals.

- **Cycle safety schemes (Leatherhead-Ashted and Walton Bridge Links)** [www.surreycc.gov.uk/leatherheadashtedcycling](http://www.surreycc.gov.uk/leatherheadashtedcycling) and [www.surreycc.gov.uk/waltonbridgelinks](http://www.surreycc.gov.uk/waltonbridgelinks) In July 2012 the Department for Transport announced a £15m fund for cycling infrastructure in order to tackle cycling casualties and reduce barriers to more cycling. Following analysis of cycling casualties across Surrey, the county council submitted a bid which resulted in Surrey County Council receiving the second highest award of all local authorities in the country. The two schemes provide continuous off road cycle paths segregated from traffic as well as providing improvements to pedestrian facilities.
- **Woking Cycle Demonstration Town.** <http://www.cyclewoking.org.uk/aboutus> This project resulted in improvements and extensions to the Woking Cycle Network (now known as the 'Planet Trails') , widening and resurfacing works along 12.9km of the Basingstoke Canal towpath and improved links with the Borough's neighbourhoods, increased cycle parking at all train stations, local shopping areas and community facilities across the Borough, and increased activities and cycle clubs within schools ensuring all children have access to National Cycle Training (Bikeability).
- **Road Safety Outside Schools Policy** <http://new.surreycc.gov.uk/roads-and-transport/road-safety/school-road-safety> The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.
- **Travel Planning Strategy.** <http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3/surrey-transport-plan-strategies/travel-planning-strategy> The aim of the Travel Planning Strategy is to provide travel-planning measures, interventions and self-help support to schools and workplaces in Surrey to make informed choices about their travel.
- **Cycling Training Service.** <http://www.travelsmartsurrey.info/cycling/training>. Surrey County Council delivers a countywide cycle training services which trains around 11,000 children per year to ride a bike safely. Training is also available for adults of all abilities.
- **Walk to school.** We are partners to a successful bid to the Local Sustainable Transport Fund to run a walk to school programme in Surrey in 2015/16. Delivered by Living Streets, this scheme will support Surrey schools to implement measures to encourage and enable children to walk to school.

In addition to the projects, initiatives and policies mentioned above there are local committees of elected members in each of Surrey's boroughs and districts who are allocated money by the county council for highway improvements within their area. It is up to each local committee to decide how best to invest their budget in response to local concerns and it is often the case that the highway schemes chosen by the local committees are ones that

provide improvements for pedestrians and cyclists. More information on each of the local committees can be found via this link:

<http://mycouncil.surreycc.gov.uk/mqListCommittees.aspx?bcr=1>

The county council continually monitors where road collisions are taking place throughout Surrey and has an annual budget of £200,000 for investment on highway improvements at the very worst collision hotspots to reduce the risk of road casualties. The county council also works closely with the police on the Drive SMART partnership [www.drivesmartsurrey.org](http://www.drivesmartsurrey.org) with the following aims:

- Reduce and prevent death and injury on Surrey's roads
- Work with road users to reduce and prevent anti-social behaviour on Surrey's roads

## **Conclusion**

The petition is inaccurate over the claims in relation to the number of cyclists and pedestrians suffering fatal injuries in Surrey. None the less the county council is not complacent in its efforts to reduce road casualties and is in agreement with the petitioners that as well as reducing the risk of road casualties, improving facilities for pedestrians and cyclists can also help promote economic growth and can help reduce congestion, reduce air pollution, carbon emissions and help tackle obesity through active travel. Consequently the county council has a number of policies and initiatives, and has invested substantial amounts of money in a range of projects that aim to improve facilities for pedestrians and cyclists, some of which are described above.

The county council will continue to work with colleagues in public health, boroughs and districts and other partners to support more walking and cycling through the continued implementation of the above policies and initiatives. We will continue to seek opportunities to bid for more money for more transport schemes that will incorporate improvements for pedestrians and cyclists, as well as training and promotional activity to encourage more people to cycle. We will continue to review and learn from best practice from other authorities and to adopt an evidence-based approach to the development of our activities. To that end, we are establishing a Cycling Board with senior representation to oversee and ensure effective delivery of the Surrey Cycling Strategy.

**Mr Mike Goodman**  
**Cabinet Member for Environment and Planning**  
**13 May 2015**