

Annex 2: Surrey Cycling Strategy Consultation Report

Purpose of the report

This report sets out the county council's response to the main issues raised in the consultation on the draft Surrey Cycling Strategy, and changes made to the strategy as a result.

Introduction

The Surrey Cycling Strategy forms part of the Surrey Transport Plan and is written in the context of the rising popularity of cycling as an affordable means of transport and as a healthy activity. At the same time, Surrey has seen significant increases in the rate of cycling casualties. Surrey has also seen a significant increase in sports cyclists and events in some parts of rural Surrey.

The Cycling Strategy was out for public consultation for the period of 9th September 2013 – 1st November 2013. Although a longer consultation period would have been preferable, it was felt that some of the safety and behavioural issues required an urgent response, hence the need to address these issues as early as possible, whilst putting in place structures to support an ongoing dialogue with stakeholders.

The County Council undertook a range of activities to encourage individuals and organisations to respond to the consultation:

- Copies of the consultation documents and surveys were available in all Surrey libraries
- The strategy was circulated to a wide range of stakeholders, including transport organisations, parish councils, districts and boroughs, relevant membership organisation, Surrey schools.
- Posters advertising the strategy were circulated to locations including community centres, doctors surgeries etc.
- A public debate was held at University of Surrey and broadcast live by BBC Surrey

In total, 3562 individuals and 128 organisations responded to the consultation. An independent company, Dialogue By Design, was commissioned to analyse the individual responses. The results of their analysis are available on the Surrey County Council website. The analysis of organisation responses was carried out in-house and is also available online.

It has not been feasible to comment on each comment due to the multiplicity and complexity of responses. However, all responses have been analysed and the responses have given us a very rich and detailed set of data which we will continue to draw on as we develop the local plans and continue to develop our approach to cycling in Surrey.

Consultation questions and themes

This report is structured to largely mirror the questions in the survey that accompanied the draft cycling strategy:

1. What are the main issues and concerns about cycling in Surrey?

2. Do you agree with the strategy aim?
3. Do you agree with the proposed approach to cycle routes?
4. Are there any changes required to cycle training provision in Surrey?
5. What else do we need to do to encourage children and young people to cycle?
6. Have you been inspired to take up cycling as a result of major events? (individual survey only) & Do you think the major events have been a good thing for Surrey?
7. What actions are required to encourage all road users to share the road safely?
8. What measures are required to manage impacts and improve provision of sports cycling?
9. Do you agree with the proposed local cycling plans?
10. Other issues raised

Surrey County Council response to the consultation results

1. Main issues and concerns		
The main issues raised by respondents were the provision and standard of cycle routes, cyclist and driver behaviour, condition of the road network, roads that are unsuitable for cycling, road closures during events, the number of cyclists on the road, cycle parking, storage and bike theft, availability and suitability of cycling training and integration with public transport.		
Consultation issue	SCC response	Changes to strategy
Provision and standard of cycle routes	We aim to improve the provision and standard of cycle routes, where funding can be obtained to do so. See detailed breakdown of responses and our comments in the 'cycle routes' section of this document.	See detailed breakdown in the 'cycle routes' section of this document.
Cyclist behaviour <ul style="list-style-type: none"> • Inconsiderate, aggressive behaviour • Cycling in groups • good sleep per Conflict with pedestrians on footpaths • Conflict with equestrians 	We recognise that inconsiderate and aggressive behaviour amongst a minority of both cyclists and drivers is a significant problem. Separating cyclists from drivers, either by building high-quality dedicated cycle facilities, or encouraging the two groups to use different roads, is one way of addressing this. Where this isn't possible (e.g. due to constraints such as cost or shortage of space) we plan to run targeted education and awareness campaigns to encourage both groups to show respect and consideration towards each other, and to share the road.	<p>See chapter 6.9 of the strategy (road user behaviour) and chapter 7.4 (managing high levels of sports cycling on Surrey's roads).</p> <p>Issues relating to conflict with pedestrians on footpaths are outlined in the 'cycle routes' section of this document</p> <p>We have included issues relating to cyclists passing horses safely in section 6.9 of the strategy (campaigns on cycling safety and sharing the road).</p>
Driver behaviour <ul style="list-style-type: none"> • Inconsiderate, aggressive behaviour / road rage • Passing too close • Impatience 	See above	See chapter 6.9 of the strategy (road user behaviour) and chapter 7.4 (managing high levels of sports cycling on Surrey's roads).
Road condition	Improving the condition of the highways network is a priority for the county council. We are currently investing £100 million over a five year period (Operation Horizon).	We have added a section in the strategy on condition of the road network (chapter 6.3)
Roads unsuitable for cycling (narrow,	We encourage cyclists to use safer routes where	We are already addressing this through

<p>winding, fast, busy)</p> <ul style="list-style-type: none"> • Cited by a number of cyclists and potential cyclists as an issue or a reason why they don't cycle / cycle more often. • Cited by motorists as a danger presented by cycling. 	<p>available, and aim to provide comprehensive information through cycle maps and an online journey planner. Some roads may benefit from engineering measures or dedicated cycle infrastructure to improve their safety, and this will be considered and funding sought as part of district and borough cycling plans. We recognise the right of cyclists to use the road, and will encourage cyclists to use the roads safely and drivers to look out for cyclists as part of our media and publicity campaigns.</p>	<p>provision of information on safe routes (strategy chapter 6.2), and media and publicity campaigns (strategy chapter 6.9). We will consider engineering measures, dedicated infrastructure and alternative route signage through local plans. The strategy will highlight the rights of cyclists to use the road and the need for drivers to look out for cyclists.</p>
<p>Road closures during events</p>	<p>See detailed breakdown of responses and our comments in the 'major events' section of this document.</p>	<p>See the 'major events' section of this document</p>
<p>Number of cyclists on the road, particularly training in advance of events</p>	<p>There is a high level of sports cycling on some roads. We aim to manage the impacts on other road users by creating an events calendar to improve information on cycling events on the road. We will be making the case to central government for the need to review regulations around events such as sportives that are not classified as races and where there is no requirement for event organisers to notify the police or the highways authority. Through our road safety campaigns we will encourage both drivers and cyclists to use the roads safely and considerately, and ask that drivers respect the rights of cyclists to use the road.</p>	<p>Our approach to dealing with high levels of sports cycling on Surrey's roads is set out in section 7.3 of the cycling strategy.</p>
<p>Cycle parking, storage and bike theft</p>	<p>Through the Travel SMART programme, we are investing in cycle parking infrastructure at key locations. Cycle parking and storage will be considered as part of the local cycling plans.</p>	<p>No change</p>
<p>Availability and suitability of cycle training</p>	<p>See breakdown of responses and our comments in the 'training' section of this document</p>	<p>See the 'training' section of this document</p>
<p>Integration with public transport</p>	<p>The Travel SMART programme includes consideration of integration of modes, including Brompton Docks at Guildford and Woking stations and upgrade to cycle parking provision at a number of stations.</p>	<p>See section 5.2 for further details of Local Cycling Plans and their fit with wider plans and policies.</p>

Integration with public transport will be considered further as part of the local cycling plans

2. Strategy Aim

The majority of respondents agreed with the aim of the strategy, with many expressing strong agreement. A number also expressed strong disagreement or said the strategy was biased towards cyclists. Some respondents said that the strategy was not strong enough and needed funding, concrete actions and targets.

Consultation issue	SCC response	Changes to strategy
Support aim, with reasons including health and economic benefits, alleviation of congestion, and safety	Support noted and welcome	No change
Agree, with specific suggestions such as: <ul style="list-style-type: none"> improving the condition of the road improving relations between cyclists and drivers providing segregated cycle facilities training and educating cyclists to use to roads safely more cycle routes 	The suggestions are addressed in the relevant sections of this document.	Any changes to the strategy are outlined in the relevant sections of this document
Disagree due to: <ul style="list-style-type: none"> inconsiderate behaviour of cyclists cyclists slowing down traffic / causing congestion danger presented by cyclists on the road cyclists should be banned conflict with walkers in the countryside 	Enabling more and safer cycling is an essential element of our plans to support economic growth, tackle congestion, improve personal mobility and address health problems associated with lack of physical activity, with the positive impacts far outweighing the drawbacks. We recognise that there are issues that need to be addressed, including casualties, dangerous or inconsiderate behaviour among a minority of cyclists and motorists, and conflict with walkers in the countryside. The strategy aims to capture the benefits while addressing the problems and	No change

<ul style="list-style-type: none"> roads are too dangerous / narrow / busy for cycling too many cyclists on the road already waste of money / money better spent elsewhere e.g. maintenance general disruption to residents impact on countryside 	<p>minimising the negative impacts. Evidence from the UK and internationally suggests that investment in cycling provides high value for money.</p>	
<p>The strategy is not strong enough and needs funding, concrete actions and targets</p>	<p>We have now added an implementation plan to the strategy document, which will be regularly monitored with a publicly available annual report on progress. At present funding is limited but we will actively identify and bid for external funding. The potential impact the strategy can achieve will very much depend on the level of funding available, making it difficult to set targets, however these will be considered as part of local cycling plans.</p>	<p>An implementation plan with actions and timescales has been included as chapter 9 of the strategy.</p> <p>We have also suggested that targets are considered during the development of local plans (strategy chapter 5.2)</p>
<p>The strategy is biased towards cyclists</p>	<p>The strategy aims to capture the positive benefits of cycling, while minimising the problems.</p>	<p>No change</p>
<p>Other issues (e.g. road user behaviour)</p>	<p>These will be addressed in the relevant sections</p>	<p>Addressed in the relevant sections</p>

3. Cycle routes

The main issues were that many cycle routes aren't of a suitable standard, poor road surface / potholes, strong support for segregation (with some caveats), need for cycle priority when crossing side roads, some roads unsuitable for cycling, support for more cycle routes and need for more cycle parking. There were mixed views on traffic calming, contraflow cycling and shared pavements. A number of respondents referred to cycle route provision in other countries such as the Netherlands.

Consultation issue	SCC response	Changes to strategy
<p>Cycle routes not up to standard (narrow, parked cars, obstacles, poor maintenance, poor surface,</p>	<p>We recognise that cycling infrastructure in Surrey is not always of a suitable standard. Funding for cycle route improvements is limited, however we will actively seek</p>	<p>We have clarified our approach in chapter 6.1 of the strategy (cycling infrastructure design and delivery).</p>

litter/debris, overgrown vegetation, drains, poor lighting, disappear at pinch points, end abruptly and dangerously, indirect route, aggression from motorists towards cyclists that choose not to use dedicated infrastructure)	external funding as part of our local plans, and will focus on quality of provision over quantity. We will also ensure that staff involved in commissioning and designing infrastructure on the highway are trained in the latest cycling best practice.	We have also highlighted the right of cyclists to use the road in preference to dedicated cycle facilities, and that certain types of cycle path may not be suitable for all cyclists. (Chapter 6.1 and 6.9 of the strategy).
Poor road surface / potholes	Improving the condition of the road network is a priority for Surrey County Council and we are investing £100 million over five years to address this through Operation Horizon, the county council's planned maintenance programme.	We have added a section to the strategy on improving the condition of the network (chapter 6.3)
Comments on traffic calming (some in favour but majority opposed)	Managing the speed and level of traffic is essential to encouraging more people to cycle and improving cycle safely. It also creates a safer and more pleasant local environment. We recognise that certain traffic calming measures such as speed humps can cause discomfort. We will consider the need for traffic calming on a case-by-case basis as part of our local cycling plans, and be sensitive to local concerns in our approach.	No change
Junctions / side roads, particularly need for cycle priority crossing side roads	There are strong arguments for ensuring cycle paths have priority for cycles going straight on over turning traffic. However lack of space on the highway means that this cannot always be safely accommodated -where a cycle path is very close to the road there is a risk that drivers may not expect an oncoming cyclist or see them in time. Therefore decisions need to be taken on a case-by-case basis.	Our strategy states that cyclists going on should have priority side roads where this can be safely accommodated, as part of our principles for infrastructure design and delivery (chapter 6.1)
Strong support for segregation (with a few adding caveats e.g. priority at side roads, not shared with pedestrians, cyclists must use cycle paths, right to ride on the road must be maintained)	Our strategy states that on busy roads, physical separation of cyclists from motorised vehicles and pedestrians is preferred (under principles for infrastructure design and delivery). The extent to which we can deliver segregated routes will depend on how	We have clarified our aims in relation to segregated cycle routes within our principles for infrastructure design and delivery, while outlining some of the challenges in terms of delivery(chapter

	<p>much funding we can obtain, and this will be explored through local plans. Regarding priority at side roads, see the point on this issue above. Schemes involving sharing with pedestrians are sometimes developed where there isn't sufficient space for full segregation. These are welcomed by some users, particularly those with young children, however others (including both cyclists and pedestrians) have expressed opposition. Therefore decisions need to be taken on an individual basis for each scheme, taking into account local circumstances. We recognise the legal right of cyclists to choose to use the road, as cycle paths are often not suitable for all cyclists, while aiming to make cycle paths as inclusive as possible. We request other road users to respect the rights of cyclists to use the road.</p>	<p>6.1). We have also highlighted the right of cyclists to use the road, and that certain types of cycle path may not be suitable for all cyclists.</p>
<p>Comments on contra flow cycling on one-way roads (some in favour but majority opposed)</p>	<p>In town centres one-way roads can be a barrier for cycling, particularly where alternatives are significantly longer or unsuitable due to speed or volume of traffic. We accept that some one-way streets are unsuitable for contra flow cycling, and therefore will take decisions on an individual basis according to local circumstances.</p>	<p>We have added a sentence under possible infrastructure solutions to say that these may not be appropriate in every case, and need to be considered according to local circumstances (chapter 6.1).</p>
<p>Narrow /busy / unsafe roads, winding country lanes, level and speed of traffic</p>	<p>The characteristics of many of Surrey's roads are currently a barrier to cycling for many people. Some may be appropriate for interventions such as creating segregated cycle paths, where funding can be obtained, measures to reduce the speed and volume of traffic, or promoting alternative routes. For other roads it may be rather more difficult to achieve acceptable conditions for many people to cycle. These issues will be considered through local plans.</p>	<p>No change</p>
<p>Support more cycle routes</p>	<p>We will aim to achieve this through local plans, where funding can be obtained</p>	<p>No change</p>
<p>Opposition to shared pavements (risk of</p>	<p>Where there is insufficient space to create fully</p>	<p>We have added our position on shared</p>

<p>collision with pedestrian, pedestrians in the way, intimidating for pedestrians, have to give way at side roads, unclear priority, slower, aggression from motorists towards cyclists choosing not to use it)</p>	<p>segregated routes, shared pavements (for pedestrians and cycles) are sometimes used, particularly along very busy roads. Responses to the strategy consultation have shown both opposition and support for these schemes. The appropriateness of shared use pavements will depend on local circumstances, for example the level of pedestrian usage and width available. The disadvantages of these schemes need to be balanced against the potential benefits, particularly on routes with high levels of accidents. This will be considered for individual schemes through local plans. We fully respect the right of cyclists who don't wish to use shared pavements to stay on the road, and request that other road users do the same.</p>	<p>pavements to the strategy, as part of chapter 6.1.</p>
<p>Support for shared pavements</p>	<p>As above</p>	<p>As above</p>
<p>Look to other countries (Netherlands, Belgium, Germany, France, Denmark)</p>	<p>Our strategy is underpinned by research into best practice, both within the UK and internationally. The Netherlands in particular has achieved very high levels of cycling (around 26% of trips) for reasons outlined in the research summary appendix to the strategy. The solutions adopted by the Netherlands and other European countries were used to inform the development of options and recommendations, and our principles for infrastructure design and delivery and possible infrastructure solutions draw from these approaches.</p>	<p>No change</p>
<p>Need for more bike parking / bike racks</p>	<p>This is a relatively cheap and popular measure to encourage and facilitate cycling. We will explore opportunities through the local plans.</p>	<p>No change</p>

4. Cycle training

Generally, respondents were supportive of the current cycle training offer but a few areas stand out as issues of concern: A number of

respondents were very concerned about cycling training for children where there were no quiet roads for them to cycle to school on. A number of respondents were keen for training focused on teaching cyclists – particularly adult cyclists – to share the road safely and respectfully.

Consultation issue	SCC response	Changes to strategy
Cycle training for children should include an on road element	The three Levels of cycle training are: Level 1 – balance and control skills in a traffic-free area Level 2 – training on quieter roads Level 3 – training on busy roads Around 6,000 children per year are trained at Level 2 and a small but growing number at Level 3.	We have clarified our current training offer and future training plans in chapter 5.3 of the strategy.
More family training / include parents in bikeability training so that parents then help their children to find safe routes to cycle.	Family training is currently provided on request as a charged service. Additionally, each child receives an assessment certificate at the end of a course listing how they performed against each exercise – this helps the parent to decide how best to continue the development of their child’s skills.	We have clarified our current training offer and future training plans in chapter 5.3 of the strategy. As stated in this chapter, we also plan to market and promote family training.
More emphasis on taking responsibility for your own safety – lights, clothing helmet behaviour on the road etc	Understanding safety equipment and the rules of the road are part of the cycle training syllabus.	Included in chapter 5.3 of the strategy
Cycle awareness training for all HGV / lorry drivers which work for the local authority	This could form part of a work-related road safety programme for people who travel on business; this is currently being investigated.	We are looking to develop plans for cycle safety requirements for HGV fleets within future SCC contracts. This has been included in chapter 6.9 of the strategy.
More adult cycle training with emphasis on sharing the road safely and courteously	Adult cycle training is already offered by the County on a charged basis and by a number of independent providers in the County.	We plan to market and promote our current offer - see chapter 5.3 of the strategy
Replace bikeability with cycle proficiency test	Bikeability is the national standard for cycle training that replaced cycling proficiency. Bikeability is a very considerable improvement on cycling proficiency, offering greater practical training in real life situations.	No change
Certificated cycle training mandatory before being allowed on the road	This is not within the scope of our powers and we would have strong reservations about this, for reasons set out in	We have added a section on licensing and taxation to the strategy (chapter 6.10)

	chapter 6.10 of strategy.	
Bikeability should include learning about highway code and awareness of all other road users.	Bikeability training already covers these issues	We have clarified this in chapter 5.3 of the strategy
Cycle training needs to be better marketed and available in wider range of formats (adult education, school holiday courses etc)	We are currently looking at ways to improve its availability	We have included this in chapter 5.3 of the strategy
Use training as a tool to reduce the focus and dependence on cars/car culture	Instructors emphasise to trainees the need to keep cycling in order to retain the skills they have learned.	No change
Bikeability should be compulsory and should cover a greater age range	We offer training to all age groups and encourage as many people as possible to take it up. However we don't think there is a strong case for training children that don't wish to take part (and covering the costs of this)	No change

5. Children and young people

The biggest issue identified was the need for safe routes to school. Many people were concerned that children should not be encouraged to cycle without this. Others felt that schools could work with pupils to identify safe routes using quiet streets etc and initiatives such as competition and incentives would be needed to encourage more young people to cycle. A number of respondents felt that the school and the parents needed to lead by example and parents in particular needed to be encouraged to cycle as a first step in getting their children onto bikes.

Consultation issue	SCC response	Changes to strategy
Expand the cycle training offer to groups besides schools such as cycling clubs, youth clubs or other community groups.	We already offer cycle training for all (usually at full cost). We plan to market and promote our offer, with allocated funding to ensure that cost is not a barrier to young people learning to cycle.	We have updated our training offer in section 5.3 of the strategy.
Encourage and support parents to set an example by walking and cycling - make parents aware of the cycle training offer and cycling facilities	We already plan to promote and market family cycle training. Measures to encourage cycling such as safe infrastructure (where funding can be obtained) will also make cycling more appealing to families.	We have updated information on our training in section 5.3 of the strategy.

<p>Many roads are too dangerous for children to cycle on - should only encourage cycling if cycle infrastructure or quiet routes exist</p>	<p>Our role is to help people make informed choices - the degree of risk is relative to the both the traffic situation and the skills of the person cycling. For example, cycle training helps people to assess their own skills and plan their route accordingly; our cycle guides help provide an indication of more lightly-trafficked roads.</p>	<p>No change</p>
<p>Continuous cycle routes that make cycling as a form of transport a practical possibility when travelling to school.</p>	<p>We aim to provide cycle routes where funding can be obtained to do so. This will be considered as part of local cycling plans. Sections 6.1 and 6.2 of the strategy, on design principles and possible infrastructure solutions, further expand on this.</p>	<p>We have added safe routes to schools to our list of elements to consider when developing local cycling plans in chapter 5.2</p>
<p>Safe routes to school initiative – including maps showing safe routes for cycling and engineering measures to tackle dangerous points on routes to school</p>	<p>We will consider safe routes to schools as part of our local cycling plans.</p>	<p>We have added safe routes to schools to our list of elements to consider when developing local cycling plans in chapter 5.2</p>
<p>Reduced speed limits/introduce 20mph zones in urban areas, residential areas, around schools</p>	<p>Speed limits are set by local committees, in accordance with Surrey County Council's speed limit policy. Local speed limits will be considered as part of the local cycling plans.</p>	<p>We have included appropriate speed reductions as part of our list of elements that local cycling plans should consider in chapter 5.2 of the strategy, and clarification of the role of local committees.</p>
<p>Incentivise cycling to school by making areas outside of schools cycle/pedestrian only – making driving children to school less attractive.</p>	<p>This would have to be considered on an individual school basis, and would be dependent on local demand, local traffic conditions and availability of funding. It could be considered as part of the local cycling plans however implementation may not be straightforward.</p>	<p>No change - consider as part of local cycling plans if there is local demand</p>
<p>Role of schools in encouraging cycling and providing secure cycle parking and storage facilities</p>	<p>Agree - we already work with schools and provide support in producing school travel plans. We will also consider schools as part of our local cycling plans.</p>	<p>School travel plans are already included in section 6.8 of the strategy on information, promotional activities and practical support. We will add cycle parking at schools to our list of elements to consider within local cycling plans in section 5.2.</p>

Use of competitions and incentives to get children to cycle to school	We already run an annual 'Golden Boot Challenge' which is a competition between different classes in participating primary schools, to encourage children to walk or cycle to school. Initiatives such as Bike IT are run in some Surrey schools.	Add further information on the Golden Boot Challenge in section 6.8 on information, promotional activities and practical support
Events and roadshows including with cycle clubs to encourage participation in cycling	Surrey County Council currently runs annual cycle festivals in Guildford, Woking and Reigate. Other events such as the Woking Tour Series encourage cycle participation.	Section 7.1 on cycling for health and leisure includes a commitment to work with Surrey cycling clubs to promote cycling among young people.
Make it fun / cool to cycle, use appropriate role models	Agree - we will consider this in any communications targeted towards young people in relation to cycling.	Included in chapter 6.8
Ensuring access to affordable bikes either for purchase or hire	We will look at opportunities to expand the Guildford Project model where volunteers refurbish and resell unwanted bikes.	No change (already included in section 6.8 on information, promotional activities and practical support)
Schools could relax uniform regulations at the start and end of each day to limit restrictions on appropriate cycling / wet weather clothing	This would be a decision for the individual school, but we could consider encouraging this alongside our training offer	No change
Children should be empowered to choose to cycle for their own reasons - provide them with the information but try not to make decisions for them	Agree - we aim to help people make informed choices.	No change

6. Major Events – inspiration and support

The majority of respondents had not been inspired to take up cycling although reported that they now cycled more. Others felt that events and numbers of cyclists acted as a deterrent to cycle.

Probably the biggest single concern amongst respondents was the disruption caused by road closures. Whilst rolling road closures were largely considered to be acceptable, many felt that lengthy road closures without sufficient provision of passing points were too disruptive. Other issues included the influx of cyclists prior and post an event, to ride the route, poor road surfaces making it unsafe to cycle and the need to ensure that communities felt part of an event, not just having it inflicted on them. A number of respondents suggested varying the routes of major events to spread the impacts/benefits.

Consultation Issue	SCC Response	Changes to Strategy
No inspiration as cycling events are too far removed from ordinary cycling	We recognise that the major events alone will not be sufficient to inspire our residents to cycle and that a more widespread approach to encouraging cycling is required.	Chapters 6.8 and 7.1 set out how we will seek to promote cycling more widely to residents.
Disruption caused by events has negatively affected views of cycling and cyclists	The County Council is working with the PRLS event organiser and through the Framework for Coordinating and Approving Events on the Highway to reduce disruption caused by events and the cumulative impact of multiple events.	Chapter 7.4 and the Framework provide more information about our approach.
The spectacle of cycling events is very inspirational – this can be taken advantage of more effectively	We will seek to promote and encourage cycling through a range of different means and mechanisms.	Chapters 6.8 and 7.1 set out how we will seek to promote cycling more widely to residents.
The health benefits of cycling are made obvious by the fitness of professional cyclists and this is an inspiration.	Noted and the health benefits point is reflected in the Framework for Coordinating and Approving Events on Surrey's Highway.	No change
Inspiration from events tempered by reservations about the challenging/dangerous nature of rural Surrey roads.	We produce the Surrey Cycle Guides that provide more information about cycle routes including routes that are quieter.	No change
Would be happy to cycle more as a result of events but the behaviour of sports cyclists is sometimes offputting.	We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users in Surrey in relation to cycling or sharing the road with cyclists.	See section 6.9 for further information on campaigns and enforcement plans which we are working with Surrey Police to develop and deliver.
Concern that infrastructure was not fit for purpose – poorly maintained road surfaces, potholes, narrow roads	Improving the condition of the road network is a priority for Surrey County Council and we are investing £100 million over five years to address this through Operation Horizon, the county council's planned maintenance programme.	We have added a section to the strategy on improving the condition of the network (chapter 6.3)
Potential to vary the route of major	With regard to the PRLS, the event organisers have	Section 7.4 sets out commitment to

events in order to spread the burden / benefit	advised that due to the complexity and level of planning required consistent route is the only viable proposition. In addition, an event route that varies does not become established and the opportunity to derive economic and social benefits is lost.	consider cumulative impact of events.
Road closures should be minimised, information on road closures should be provided to all those affected in a timely manner and managed crossing points should be in place	We are working with the PRLS event organisers to minimise the impacts of the road closures as far as is feasible. With a mass participation event such as this, a rolling road closure is not possible, although it is possible for parts of the elite event in the afternoon.	See section 7.4 for more information on our plans to assess requests for road closures. Further detail on this is set out in the Framework for Coordinating and Approving Events on Surrey's Highway.
Need to properly set out the local economic benefits of major events	The Tour of Britain commissioned an independent economic impact assessment. The assessment was carried out based upon the findings from a web-based survey of 2,415 Tour spectators and follows the principles set out in HM Treasury's Appraisal and Evaluation in Central Government Guidance ("The Green Book") and UK Sport and EventScotland's the event IMPACTS guidance.	See section 5.4 for more detail on plans to secure economic benefits from cycling events. More detail on the requirements for event organisers to demonstrate economic benefits are set out in the Framework for Coordinating and Approving Events on Surrey's Highway.
Events should be more spectator friendly so that they can access vantage points and move around the route	With regard to the PRLS, the County Council is working with the event organiser to look at the potential to improve the spectator experience, including creating a spectator hub in Dorking.	No change
Events are OK in moderation but there should not be too many of them	The new Framework for Coordinating and Approving Events on Surrey's Highways puts in place robust measures to manage numbers of events on closed roads. Currently the County Council has no control over open road events but will be engaging with Central Government to address this.	See section 7.4 on plans to ensure major events bring benefit to Surrey and section 7.3 on plans to lobby central government for a change to regulations to require currently unregulated sportive events to notify the police and the highways authority.
Problem of influx of cyclists including prior to events	We will seek to address problems caused by high levels of cyclists through engagement with cycling organisations, through education and awareness campaigns and	See sections 6.9 and 7.3 for more information on identified activities.

	through enforcement where required.	
Businesses should be given advice on how to capitalise on events and possibly given flexibility on trading hours/approach	The County Council will work with Visit Surrey to look at further measures to support businesses to reap the economic benefits from the increase in cycling and cycling events. Particularly in parts of rural Surrey. In the case of PRLS event organisers are putting in plans to support businesses to capitalise on the event.	Section 5.4 for further information on our proposal to secure greater economic benefit from cycling activity in Surrey.
Local communities encouraged to run complimentary events e.g. fetes and festivals on race days which provide local benefits as well as attracting tourists into the area.	At the 2013 PRLS event, Pyrford hosted a community event that attracted more than 3,000 residents and visitors. This will be used as a case study to encourage other communities to take advantage of the opportunities provided by the event. The Framework for Coordinating and Approving Events on Surrey's Highway places an onus on event organisers to consult with local communities and demonstrate community benefit.	The proposals regarding the economic and tourism potential of events are set out in chapter 5.4.

6. Sharing the road

Many respondents commented on the need for better education for both motorists and cyclists on how to share the road safely. Greater awareness of the highway code by all parties, as well as the possibility of a training requirement for cyclists and inclusion of cycle awareness in the driving test.

Consultation issue	SCC response	Changes to strategy
Education for motorists – how to overtake safely, include cycle awareness in driving test, raise awareness of highway code	Through the Drive SMART partnership, we will seek to address this issue in our future media and publicity campaigns, and we will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users	See chapter 6.9 on campaign plans for cycling safety and sharing the road.

	in Surrey in relation to cycling or sharing the road with cyclists. We will also engage with central government on the potential for more emphasis in the driving test on sharing the road safely with cyclists.	
Education for cyclists – cycling on narrow roads, cycling in groups, awareness of highway code, wearing helmets and bright clothes, more awareness of motorists	Through the Drive SMART partnership, we will seek to address these issues in our future media and publicity campaigns. These topics are also covered within our bikeability training. We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users in Surrey in relation to cycling or sharing the road with cyclists. We will also look at the potential to refer cyclists and motorists for further training where they are found to have committed an offence or contravened the Highway Code in relation to cycle safety.	See chapter 5.3 for plans to expand Bikeability cycle training and chapter 5.3 on plans to improve awareness for cyclists on safety and responsible behaviour.
Use of signage to increase awareness of cyclists and advise on how to overtake safely in key areas.	It is not clear that increased signing to try to increase awareness of cyclists will be very effective, and large amounts of signing would be required to cover all the locations where there are increased numbers of cyclists. Increased signing would add to “clutter” on Surrey’s rural roads. Only signing approved by the Department for Transport can be used on public roads, and there is no specific sign advising on how to overtake safely. Instead this issue may be better addressed through media and publicity campaigning.	Through the local plans, potential to consider use of appropriate signage in particular areas.
Cyclists should be required to pay road tax which should be ring-fenced for highways and cycle route investment	The finance for roads construction and maintenance comes out of general taxation. The road tax was abolished in 1937. Motorists pay Vehicle Excise Duty which is a tax on cars based on size of engine and emissions. We do not support the premise that one type of road	See section 6.10 in the strategy

	<p>user – be that motorists or cyclists – should be required to pay the costs of road maintenance and construction. We are concerned that misunderstandings such as this can lead to resentment between motorists and other road users.</p>	
<p>Cyclists should be required to take a test and get a permit / cycling licence before they can ride a bike on the highway</p>	<p>The County Council is committed to encouraging cycling as a healthy and affordable means of travel. The introduction of a permit system would be hugely complex and costly to set up and administer and would act as a barrier to people taking up cycling. We believe that the negative impacts of the costs of setting up a scheme and potential reduction in the numbers of people, particularly young people and people without access to car, would outweigh any benefits.</p>	<p>See section 6.10 in the strategy</p>
<p>Cyclists should be required to take out insurance on their bicycle</p>	<p>Many cyclists do take out insurance on their bike, similar to other vulnerable road users such as horseriders. However, as vulnerable road users, we do not feel that requiring insurance properly reflects the risks and may well act as a barrier to cycling amongst those groups who have the most to benefit from cycling, including the young and people without access to car.</p>	<p>No change</p>
<p>Cycles should have a 'number plate' or similar means of recognition.</p>	<p>This would act as a barrier to cycling, especially amongst those groups who have the most to benefit from cycling, including the young and people without access to car. The administrative burden would far outweigh any advantages.</p>	<p>See section 6.10 in the strategy</p>
<p>Concern about cyclists travelling in groups, making it difficult for motorists to overtake and cycling more than 2 abreast.</p>	<p>The highway code states "never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends". We will seek to address these issues in our future media and publicity campaigns. We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner.</p>	<p>See section 6.9 for further information on campaigns and enforcement plans which we are working with Surrey Police to develop and deliver.</p>

	As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users in Surrey in relation to cycling or sharing the road with cyclists.	
Promote alternative routes for cyclists to avoid narrow/dangerous roads	Sports cyclists are unlikely to be deterred from cycling routes that present an attractive challenge to them.	No change
Cyclists should be penalised for disobeying the highway code	Through the Drive SMART Partnership, we will seek to address offending behaviours in our future media and publicity campaigns. We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users in Surrey in relation to cycling or sharing the road with cyclists. We will also look at the potential to refer cyclists and motorists for further training where they are found to have committed an offence or contravened the Highway Code in relation to cycle safety.	See section 6.9 for further information on campaigns and enforcement plans which we are working with Surrey Police to develop and deliver.
Motorists should be penalised for driving that puts cyclists at risk	Through the Drive SMART partnership, we will seek to address offending behaviours in our future media and publicity campaigns. We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users in Surrey in relation to cycling or sharing the road with cyclists. We will also look at the potential to refer cyclists and motorists for further training where they are found to have committed an offence or contravened the Highway Code in relation to cycle safety.	See section 6.9 for further information on campaigns and enforcement plans which we are working with Surrey Police to develop and deliver.
Surrey Police increased presence – both uniformed and unmarked.	We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner and is targeted at the sites that need the most attention.	See section 6.9 for further information on enforcement plans which we are working with Surrey Police to develop and deliver.

Encourage cycle lane usage or make it compulsory where they are available	Segregated cycling paths can encourage more people to take up cycling who are deterred due to the fear of sharing roads with fast, busy traffic. However this infrastructure is not likely to be used by confident higher speed sports cyclists who are more likely to use the road, and there is no requirement for them to use the cycle paths.	No change
Cyclists should make sure they equip themselves properly – e.g. high viz, lights, bell.	These issues will form part of ongoing media and publicity campaigning with Surrey police through the Drive SMART partnership, and we will work with Surrey police to ensure there are suitable interventions when cyclists are not using lights in the dark.	See section 6.9 for further information on campaigns and enforcement plans which we are working with Surrey Police to develop and deliver.
Code of conduct for cyclists to refer to and to abide by.	We will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. As well as the standards contained within the highway code we will work with Surrey police to set out standards and interventions for all road users in Surrey in relation to cycling or sharing the road with cyclists.	See section 6.9 for further information on campaigns and enforcement plans which we are working with Surrey Police to develop and deliver.

8 Sports cycling

The level of sports cycling in parts of Surrey, particularly in rural areas, was raised as a concern by a significant number of respondents. There were a number of suggestions that sports cycling should be restricted, in terms of when it takes place and numbers involved in any event or ride. In addition, a number of respondents felt there was a need for greater dialogue with cycle clubs and event organisers in order to manage potential conflict.

Consultation issue	SCC response	Changes to strategy
Cyclists should be restricted to using the roads for utility purposes and cycling purely for fitness should not be allowed on the public highway.	Surrey County Council currently has no powers to restrict cycling events on the public highway.	No change
Cycle events, such as sportives and club rides should be limited to certain times	Surrey County Council currently has no powers to restrict cycling events on the public highway. We will be	See sections 7.3 for further details of our plans to manage the impacts of sports

of day and week (eg Sunday mornings) to reduce the impact on other traffic	lobbying central government to require sportive events to notify ourselves and the police and to give us the ability to manage potential conflicts between different events and activities on the highway.	cycling and lobby government for changes to regulations.
Cycle events should be restricted to a smaller number each day/week	See above	No change
A limited number of roads could be shut for a period of time to concentrate events along those routes and reduce wider impacts	As part of the development of the Local Cycling Plans that could be consideration of measures such as limited road closures to make provision for cyclists whilst minimising wider impact.	Section 5.2 Local Cycling Plans
Creation of passing places where feasible on narrow lanes	Identification of specific popular cycling routes with potential for creating passing places can be considered as part of the Local Cycling Plans.	Section 5.2: Local Cycling Plans
Creation of more off-road routes specifically for cycling, including provision of a velodrome or cyclopark similar to the Cyclopark in Gravesend, Kent.	The challenge we face is the different needs of different types of cyclists. Whilst some bikes are suitable for off-road surfaces, road bikes require reasonably high quality surfaces. However, there is clearly more to be done to improve provision for off-road cycling, including mountain biking, which can bring economic benefit and reduce environmental impact	Sections 7.1 Cycling for health and leisure and 7.2 Off-road cycling.
Establish a network of recommended routes for cyclists, with signage and maps. Provision of facilities on these routes (litter bins, toilets, refreshments)	We recognise that there is more to be done to develop Surrey's cycle tourism offer – both for residents and people visiting the county. We will work with Visit Surrey to look at how we can better publicise key leisure routes and the local facilities on these routes.	Section 5.4 on securing economic benefit from cycling in Surrey.
The numbers taking part in sporting events or club rides should be restricted.	We are working the sport governing body, cycle clubs and event organisers to identify how best to manage conflicts between sports cyclists/events and local communities.	See sections 7.3 for further details of our plans to manage the impacts of sports cycling.
Better engagement with cycle clubs and local residents in the areas most affected to encourage a real debate about issues and options.	We agree with the need to promote better dialogue in the most affected areas. We feel that parish councils have an important role to play in this and will discuss this with them further.	See sections 7.3 for further details of our plans to manage the impacts of sports cycling

Better information to local residents about events taking place	We are establishing a publically available events calendar and encouraging all event organisers to include details of their events.	Section 7.3.
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9 Local Cycling Plans

Most respondents agreed with our approach to local cycling plans. The main comments were around ensuring they were fully integrated with the county strategy, consultation with local communities, and ensuring adequate funding. A number of specific local improvements were also suggested.

Specific local improvements	Many respondents made specific suggestions for areas needing improvements for cycling. These will be considered when developing local cycling plans.	No change
Local cycling plans at district/borough level to be properly integrated with strategy at county level	Local cycling plans will be guided by the principles set out in the strategy	No change - the strategy already states that the local cycling plans will be developed in accordance with the strategy objectives
Consultation with local communities	Agree - it is essential that local communities are consulted	We have stated that local cycling plans will involve consultation with local residents in chapter 5.2 of the strategy.
Appropriate/adequate funding for local cycling plans	The effectiveness of local plans will very much depend on the level of funding obtained to deliver improvements. We don't have dedicated funds for local plans, however section 6.7 of the strategy (infrastructure funding) details potential funding sources for infrastructure improvements that local plans can draw from.	No change
Other issues A number of respondents raised issues that have been covered elsewhere in this document.	Our response to issues raised have been covered in the relevant sections of this document.	Covered in relevant sections of this document

10 Other issues

A number of other issues were raised by respondents that were not covered by the survey questions. The main issues are set out below.

Consultation Issue	SCC Response	Changes to Strategy
Economic benefits – more should be made of and economic boost to the county to boost public perception.	We recognise that there is more work required to understand the economic impact and support businesses to realise these potential benefits.	The proposals regarding the economic and tourism potential of events are set out in chapter 5.4.
For events to take place, it should be explicitly demonstrated that they bring some kind of benefit economically.	The revised Framework for Coordinating Approving Events on Surrey's Highway includes a requirement for event organisers to demonstrate economic benefit.	Chapter 7.4 sets out the requirement for future major events to demonstrate economic, health, social and environmental benefits to Surrey.
In order to facilitate economic benefits, visitors to the county for events could be made aware of other attractions that Surrey has to offer.	We recognise that there is more work required to understand the economic impact and support businesses to realise these potential benefits. We will work with Visit Surrey to develop plans to secure wider tourism benefits.	The proposals regarding the economic and tourism potential of events are set out in chapter 5.4.
Compensation for local businesses affected by cycle events and road closures.	We don't have any plans to compensate businesses in relation to cycle events and road closures. However we will limit road closures on any road to once per year, unless there is clear local resident and business support for more events.	We have amended the strategy to say that we will only close the road once a year for a major event, and any additional events will involve the road closure only where there is clear local resident and business support.
Establish an Olympic 2012 legacy signed route to encourage national and international tourists.	As part of capturing the economic benefit we will consider this suggestion	Section 5.4 sets out our commitment to capturing the economic benefit
From a personal economic perspective – the money saving aspect of cycling should be better publicised – money saved on the cost of fuel.	Cycling is an affordable way to travel, and we will consider using this message in appropriate communications.	No change
Local business could be encouraged to sponsor certain events in exchange for advertising opportunities on route.	As part of capturing the economic benefit we will consider this suggestion	Section 5.4 sets out our commitment to capturing the economic benefit
Cycle tourism may have increased but many people will have driven to Surrey with bike racks rather than riding into the county, thus congestion has also	People driving into the county for sports or leisure cycling may add to traffic levels locally. The congestion benefits of cycling arise as a result of modal shift from car to bicycle i.e. for transport purposes.	No change

increased.		
Publicise the network of cafes, pubs, cycle shops and other local services in areas popular with cyclists in order to increase money coming into Surrey's rural economy	As part of capturing the economic benefit we will consider this suggestion	Section 5.4 sets out our commitment to capturing the economic benefit
Bidding system for prime event slots in the summer, so that money can be ploughed back into affected communities and cycle facilities	The lack of regulation governing the majority of events means that this suggestion is not currently possible but there may be future opportunities to explore this.	See section 7.3 on our plans to lobby for improvements to the regulations.
Increased cycling without a corresponding drop in car use will do little to relieve congestion / cyclists do not always alleviate congestion, in many cases if not properly managed and depending on where they are, they can be the cause of it.	In general, modal shift from car to bicycle has a positive impact on congestion, as bikes take up far less space on the road. In some cases cyclists on narrow roads can slow down traffic where overtaking is difficult. However the overall benefits far outweigh this drawback. We are lobbying the government to regulate mass cycling events on the highway which can cause significant delays.	Section 7.3 of the strategy sets out our plans to lobby central government to ensure that regulations governing events on the highway are fit for purpose