

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)**

DATE: 13 December 2013
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 Sustainability Group Manager



SUBJECT: RESULT OF CONSULTATION ON SURREY CYCLING STRATEGY

DIVISION: ALL DIVISIONS IN WAVERLEY

SUMMARY OF ISSUE:

The County Council has developed a Cycling Strategy to support development of cycling as a means of transports, for economic, health and environmental benefits and to address the increase in cyclist casualties and the local impacts of sports cycling.

The strategy underwent public consultation between 9th September and 1st November, and we received comments from over 3,700 members and the public and organisations. The results of this consultation have now been analysed.

The County Council Cabinet will consider the strategy on the 17th December. If the Strategy is approved, the next stage will involve development of Local Cycling Plans in each of the Surrey boroughs and districts, overseen by the Local Committee.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to:

- (i) Note the consultation response and proposed Cycling Strategy

REASONS FOR RECOMMENDATIONS:

The Surrey Cycling Strategy has been developed following extensive consultation. The Surrey County Council Cabinet will consider the strategy on 17th December 2013.

1. INTRODUCTION AND BACKGROUND:

1.1 This paper is for information and sets out the Surrey Cycling Strategy consultation and revised strategy.

1.2 Following the consultation for the Surrey Cycling Strategy, the results have been analysed to inform the strategy. Further information on the consultation responses are set out in section 2 below. The key elements of the strategy

are set out in section 3 below. Further information on the consultation approach is set out in section 5 below.

1.3 The County Council cabinet will consider the strategy on 17th December. If the strategy is approved, the next stage following publication of the final strategy will be to set up the proposed governance arrangements and to commence work on the Local Cycling Plans which form a key element of the implementation of the strategy.

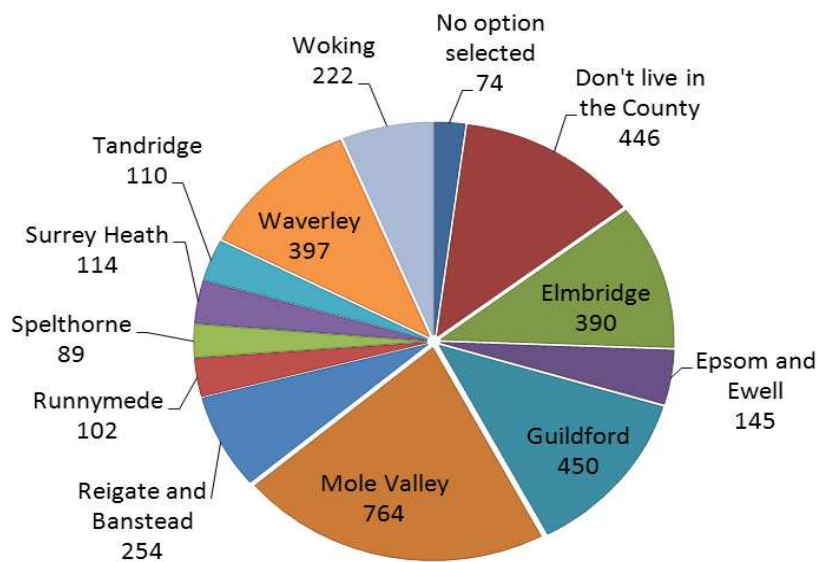
2. CONSULTATION ANALYSIS:

2.1 The consultation for the strategy comprised two elements: the general public and organisations. The individual consultation generated responses from over 3,600 members of the public. The analysis of these responses was carried out by an independent company, Dialogue by Design. A summary of some of the main findings are set out below.

2.2 There were also responses from 120 organisations. The analysis of these responses was carried out in-house, using a similar but adapted methodology to that developed by Dialogue by Design.

Individual Analysis

2.3 3,557 responded using the consultation questionnaire with a further 90 responses received by email. Two thirds of respondents were male and three quarters were aged 40 or over. The breakdown of respondents by borough is set out below.



Base: 3557

2.4 There was overall broad support for the strategy by individuals. The aim of the strategy was largely supported, but with concerns raised about implementation and funding. Respondents commented on the need to consider all road users in the strategy and some respondents were concerned about possible negative impacts on congestion and economic growth. There was broad consensus on the health benefits of cycling.

- 2.5 The majority of respondents agreed with the approach to cycle routes, but with a breadth of opinion about design standards, multi-use routes and allocation of road space.
- 2.6 The majority of respondents supported the approach to training but there were suggestions around expanding the training offer to adults and some suggestions that training should be compulsory. A strong theme was the need for all road users to be educated to share the road safely and to take responsibility for the safety of themselves and others.
- 2.7 With regard to cycling events and sports cycling, there were a range of issues raised, in particular concern about the level of disruption caused to residents and businesses and the suitability of rural roads for sports cycling. There were also positive comments about the potential for events to bring economic benefit to the County, bring communities together and showcase Surrey.
- 2.8 The idea of local cycling plans was strongly supported. Respondents felt that plans that were tailored to address local needs and issues were positive, but there was concern about the potential for a disjointed approach. Some respondents were keen that local cycling plans should be consulted on and raised concerns about funding for implementation.

Organisation Analysis

- 2.9 120 organisations responded to the consultation, including boroughs and districts, parish councils, cycling organisations, schools, disability groups and equestrian groups. As with the individual responses, there was broad support for the strategy.
- 2.10 The strategy aim was supported but with questions about the need for targets, actions and timescales, the need to address all road users and to differentiate between day to day cycling and sports cycling.
- 2.11 With regard to cycle routes, the approach was broadly supported, particularly with regard to segregation from heavy traffic, but with concerns expressed about the allocation of road space. There were concerns expressed about shared use routes and potential impacts on vulnerable groups.
- 2.12 Training was identified as an area which required change, particularly with regard to expanding the offer to groups other than children and to address affordability concerns. As with the individual responses, the need for education regarding sharing the road safely was a strong theme.
- 2.13 As with the individual responses, the majority of respondents felt the major cycling events were a good thing for the county, but there were concerns about the impact of road closures on residents and businesses.

3. REVISED STRATEGY

- 3.1 The strategy has been revised following the consultation, in particular with regard to a number of aspects set out below. It is proposed that Local Cycling Plans are developed for each of the boroughs and districts, overseen

by the Local Committees. Further details on the local cycling plans are set out in section 7 below.

- 3.2 Governance – the strategy proposes establishment of a Board, with Cabinet member representation, which will oversee delivery of the strategy and an annual report on progress. There will also be a Forum set up which will consider progress and future development of the strategy. The Forum will be critical to ensuring that the many groups with an interest in cycling have a defined role in shaping future direction.
- 3.3 Infrastructure - the strategy identifies key principles for developing cycling infrastructure, in line with the overwhelming support for segregation of cyclists from busy traffic wherever feasible. Further work to build capacity and expertise within the Highways service will be critical.
- 3.4 Training – In line with the consultation responses, the current Bikeability offer will be retained but with increased marketing and an expanded offer. In particular, we will take steps to remove cost as a barrier to cycle training.
- 3.5 Safety & sharing the road – a very strong theme in the consultation was the need to do more to ensure that all road users share the road safely and responsibly. We have strengthened this element of the strategy and are working with Surrey Police to continue our current education and awareness work and to put in place a consistent and fair approach to enforcement.
- 3.6 Sports cycling – Whilst the health benefits of cycling are considerable and widely welcomed, it is recognised that the high numbers of sports cyclists and events in parts of rural Surrey raise concerns with regard to safety and disruption. Whilst race activities provide police notification, sportives currently have no requirement to notify either the police or the county council. We plan to work with the cycling clubs and event organisers in the short-term to establish an early dialogue, whilst we will lobby central government for a change in current regulations to make them fit for purpose for the modern day situation.
- 3.7 Major events – we have developed a Framework for Coordinating and Approving Events on Surrey’s Highway which places onus on the event organiser to consult locally and demonstrate benefit before seeking approval for road closures. We have also established a cumulative impact principle whereby no road will be closed more than once in a year. Any change to this would require demonstration of strong local resident and business support.
- 3.8 Economic impacts – a strong theme in the consultation was the need to ensure that economic benefits are fully realised and negative impacts are mitigated as far as possible. As well as its role in tackling congestion, cycling in Surrey can bring tourism benefits. Research to date suggests that whilst some businesses are benefiting from the increase in sports cycling, others are not and more support is required to ensure that all rural businesses in the tourism / hospitality sector can reap the benefits. Furthermore, more work is required to manage the impacts of road closures on affected businesses, particularly with regard to the Prudential RideLondon – Surrey event.

4. CONSULTATIONS:

- 4.1 The Cycling Strategy was subject to public and stakeholder consultation. An early draft of the strategy was considered at a joint workshop with the Environment and Transport and Communities Select Committees.
- 4.2 Public consultation took place between 9th September and 1st November, including circulation of the strategy and survey to all public libraries in Surrey, posters in community centres, surgeries and other locations, local newspaper articles and social media activity. A public debate about cycling in Surrey was run with BBC Surrey was also broadcast live during the consultation period. Meetings were held with a number of forums and committees during the consultation period.
- 4.3 The consultation resulted in comments from over 3,700 members of the public and organisations. The responses have been analysed and informed the revised strategy. The results will also provide evidence to feed in to the Local Cycling Plan development.
- 4.4 The revised strategy was the subject of a joint Select Committee meeting on 28th November with Environment and Transport and Communities Select Committees.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The majority of actions outlined in the Strategy have resource arrangements in place. The Strategy sets out priorities for action but recognises that with current resource constraints, further work will be required to secure funding for aspects of delivery.
- 5.2 The Section 151 officer has confirmed that there are no new financial implications arising from the over-arching strategy however the availability and ability of the county council to secure funds will impact on scale of improvement that can be delivered.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This sections sets out the summary of impacts and actions from the Equalities Impacts Assessment.

<p>Information and engagement underpinning equalities analysis</p>	<p>Our analysis is underpinned by engagement and information including:</p> <ul style="list-style-type: none"> • Questionnaire surveys in Walton on Thames and Leatherhead to understand cycling behaviours, attitudes and demand for segregated cycle infrastructure • Meetings with Surrey Access Forum, Disability Alliance Networks (East, South West and North Surrey) • Public consultation
<p>Key impacts (positive and/or negative) on people with protected</p>	<p>In general, the impact of the strategy is anticipated to be positive for the majority of Surrey residents including those in protected groups. There are specific positive</p>

<p>characteristics</p>	<p>impacts as follows:</p> <ul style="list-style-type: none"> • Women, older people and children will particularly benefit from safer cycle routes, as these groups are more likely to be deterred from cycling by safety concerns. • Safer cycling opportunities will provide increased independence for children and young people, and older people that are no longer able to drive. • Disabled people will benefit from routes that are suitable for adapted bikes, mobility scooters and wheelchairs. • Our cycle infrastructure principles for design and delivery include considering the needs of older people, children and young people and disabled people. • An allocated fund will enable subsidised training for young people that otherwise could not afford it, ensuring that cost is not a barrier to learning to ride a bike. <p>Negative impacts are as follows:</p> <ul style="list-style-type: none"> • Shared pavement schemes are strongly opposed by representatives of disabled people. Some older people have expressed similar concerns. • Schemes resulting in loss of pavement space could also have negative impacts for pedestrians with disabilities and parents with buggies. • Older people are less likely to have Internet access and could therefore be excluded from online information. • Language may present a barrier to minority ethnic groups in accessing information on cycling routes, training and safety. • Road closures in relation to major events will impact on groups of people reliant on access to services such as day centres, social services or personal care. This includes a vulnerable adults and children who are under our care. It may also be disruptive to people wishing to get their place of worship. <p>Some proposals and schemes may have further positive or negative impacts, depending on the details as they are further developed.</p>
<p>Changes you have made to the proposal as a result of the EIA</p>	<p>We have ensured that equalities issues are considered in every part of the strategy, including infrastructure, communications and training. For example:</p> <ul style="list-style-type: none"> • Our principles for commissioning, designing and delivering infrastructure include considering the needs of older, younger and disabled people. • Our training offer includes funding to subsidise young people that would not otherwise be able to take it up.

	<ul style="list-style-type: none"> • Imagery used on our communications materials avoid stereotyping and reflect the characteristics of the target group.
<p>Key mitigating actions planned to address any outstanding negative impacts</p>	<p>To mitigate the negative impacts outlined above:</p> <ul style="list-style-type: none"> • In developing new cycling infrastructure we will generally aim to separate cyclists, motor vehicles and pedestrians, within cost and space constraints. Where this cannot be safely achieved, we will carefully consider each scheme on a case-by-case basis and balance the needs of different users. • We will ensure that the development of new cycling infrastructure avoids unreasonable loss of pavement space. • We will make online information available through other channels, e.g. the contact centre and hardcopies of key communications such as consultation documents. • The impact of road closures will be managed through the relevant services' business continuity plans. <p>Proposals where the details have not been fully developed and therefore the specific impacts are unknown will be monitored on an ongoing basis. These include local cycling plans and individual scheme plans.</p>
<p>Potential negative impacts that cannot be mitigated</p>	<p>There are no negative impacts that cannot be mitigated.</p>

7. LOCALISM:

7.1 The strategy covers all of Surrey and proposes a series of Local Cycling Plans for each borough and district, reflecting the fact that the issues in rural Surrey will be different from those in the urban fringe.

7.2 The proposal is that Local Committees will oversee development of the Local Cycling Plans, working with the county council, boroughs and districts, parish councils and other stakeholders. A list of suggested elements has been included in the strategy:

- Priorities for new and improved cycling routes and paths, both on and off-road
- Safe routes to schools
- Routes to town centres, stations, colleges, universities, health services and other key destinations
- Cycle parking, including in town centres, at stations and at schools
- Signage, particularly in areas of high numbers of cyclists
- Maps, particularly highlighting preferred, safer routes for cyclists to key destinations such as schools, town centres and rail stations
- Sports and leisure cycling facilities and trails

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- Cycle training
- Events and promotional activities
- Links with neighbouring authorities
- Appropriate speed reductions – Local Committees are responsible for setting local speed limits. Surrey County Council and Surrey Police work together to develop speed management plans to tackle sites with speeding problems.

7.3 The plans will be based on local information including casualty data, collisions on the journey to school, cycle surveys and counts, roads and junctions that are difficult for cyclists, and areas of deprivation, poor transport provision and poor health. We will consider appropriate targets and seek funding for implementation.

7.4 The transport infrastructure and supporting measures will, when agreed, be incorporated into the Local Transport Strategies being developed for each borough and district.

7.5 There will be a phased approach to the development of the plans over the next two years.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	Set out below.
Safeguarding responsibilities for vulnerable children and adults	Set out below.
Public Health	Set out below.

8.1 Crime and Disorder implications

An important aspect of the consultation responses was the behaviours of cyclists and motorists. There was an emphasis on the need to educate all road users on sharing the road responsibility and taking responsibility for oneself and others. There was also a call for more systematic enforcement of unsafe behaviours. We are working through the Drive SMART partnership to continue communications work focused on sharing the road safely. We are working with Surrey Police on developing a more consistent approach to enforcement with regard to cycle safety.

8.2 Sustainability implications

Increased cycling rates, where replacing motorised forms of transport, will reduce carbon emission levels in Surrey. Transport is responsible for one third of Surrey's carbon emissions. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% by

2020, increasing to 25% reduction by 2035 from the 2007 baseline (2,114k tonnes).

8.3 Corporate Parenting/Looked After Children implications

The proposed expansion of Bikeability will widen access to cycle training for all Surrey's children and seek to improve access to affordable bikes.

8.4 Safeguarding responsibilities for vulnerable children and adults implications

Bikeability has clear safeguarding policies and training in place for all cycling instructors.

8.5 Public Health implications

Increased cycling rates will impact positively on the health of the individual. The NHS identifies cycling as an activity that provides significant health benefits. The Government's Chief Medical Officer recently recommended cycling as a way to help prevent 20 long-term conditions including cancer, heart disease, stroke, diabetes and mental health problems.

The Surrey Health and Wellbeing Strategy identifies development of a preventative approach as a key priority, including the importance of increasing levels of physical activity amongst the Surrey population. Currently only 12% of the adult population in Surrey does the recommended level of physical activity.

Borough level public health data will be provided to inform local plans.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Strategy has been developed following extensive consultation and provides a platform for further work to improve cycling provision, manage impacts and bid for further funding.

9.2 It is anticipated that Local Committees will have a key role to play in overseeing development of local cycling plans and ensuring that local issues are reflected in the future development of the strategy.

10. WHAT HAPPENS NEXT:

10.1 The Strategy will be considered by the County Council Cabinet on 17th December 2013. If the Cabinet approves the strategy, the next steps will be to establish the governance arrangements and commence detailed work on the Local Cycling Plans, commencing with Mole Valley and Spelthorne.

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Consulted:

Public consultation
Strategy disseminated to:
Borough and District Chief Executives and Leaders
Parish and Town Councils
Transport organisations
Environment Agency
Natural England
Empowerment Boards

Annexes:

Annex 1: Surrey Cycling Strategy

Sources/background papers:

- Surrey Cycling Strategy Equalities Impact Assessment
 - Surrey Cycling Strategy Consultation Report
 - Framework for Coordinating and Approving Events on Surrey's Highway
 - Strategic Environmental Assessment
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