

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 23rd February 2015**LEAD OFFICER:** David Sharpington**SUBJECT:** Elmbridge Cycling Plan**DIVISION:** ALL**SUMMARY OF ISSUE:**

As part of the Surrey Transport Plan, a Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans. This report suggests a way forward for Elmbridge.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to:**

- (i) Approve the methodology for developing the Elmbridge Cycling Plan;
- (ii) Agree to develop the Cycling Plan jointly between the County Council and Borough Council;
- (iii) Agree to set up a task group to develop a full Plan.
- (iv) Agree the Terms of Reference (TOR) for the Cycling Task Group (Annex A)
- (v) Nominate and agree the County Council and Borough Council members of the Task Group (paragraph 3.1)

REASONS FOR RECOMMENDATIONS:

An Elmbridge Cycling Plan will support the Elmbridge Local Transport Strategy. A long-term, consistent approach to provision, that supports other programmes, will help its effectiveness.

1. INTRODUCTION AND BACKGROUND:

1.1 The Surrey Cycling Strategy, approved by Cabinet in December 2013, set its aim as 'more people cycling, more safely' and set out its vision:

"..... a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more

of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county.”

- 1.2 The objectives in the Surrey Cycling Strategy included, “Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues”. This would include an Elmbridge Cycling Plan.
- 1.3 Regarding infrastructure, the Surrey Cycling Strategy states, “We will improve infrastructure for cycling by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. We will focus our efforts on routes that connect where people live with where they work, shop and go to school and with rail and bus stations.”

This approach arises from the view that most people do not wish to mix with heavy traffic when cycling and that the prospect of doing so prevents some people cycling altogether. This was reflected in the consultation for the Strategy, where the most common response to the questions, ‘what would encourage you to cycle more often?’ and ‘which of the following would encourage you to take up cycling?’ was in both cases, ‘more cycle routes, particularly away from busy traffic’. A survey of a cross-section of people in Walton-on-Thames and Leatherhead town centres, conducted in 2013, gave a similar result.

So the strategy places an emphasis on provision that provides an alternative to cycling on busy roads – cycle paths adjacent to the road, greenways completely away from the road and quiet road routes.

However, it also recognised that many confident, ‘fast’ cyclists may prefer to use the road, for example it takes them away from the presence of pedestrians and people riding bikes more slowly.

Other cycle infrastructure includes cycle parking and changing facilities at the workplace.

- 1.4 The strategy also recognises infrastructure provision by itself will not achieve the full potential benefits of cycling.
- 1.5 Promotion and events are an essential part of a strategy, especially in relation to public health programmes that are trying to reduce levels of inactivity in both the child and adult population.
- 1.6 Skills and behaviour are another key area of activity. A person cycling needs to achieve a basic level of traffic awareness, skills and control even if their intention is to ride only on quiet roads or cycle paths. Initiatives such as Drive Smart address all road users including people cycling; lawful behaviour and understanding and respect of other road users.
- 1.7 Lastly, monitoring and evaluation needs to be built into the Plan.

2. ANALYSIS:

- 2.1 The opportunity is to choose and target the correct Elmbridge-specific interventions to achieve the potential set out in the Surrey Cycling Strategy. This is where working on a Borough Cycling Plan, utilising local knowledge and evidence, could be effective.
- 2.2 As described in section 1, the range of activities that can help to increase the level of cycling and make it safer are:
- a. Infrastructure
 - b. Promotion and events
 - c. Skills and behaviour
 - d. Monitoring and evaluation

The Cycling Plan could be structured around these four strands.

- 2.3 A number of past and present projects in Elmbridge have been aimed at making cycling safer and promoting it as a healthy lifestyle. There are around 15km of cycle paths in Elmbridge (the majority of this length is the Thames Path) and around 12km of on-road cycle lanes, including Esher Road and Portsmouth Road. Unfortunately, this represents on a small proportion of what would be needed in the Borough to create a comprehensive network. The Borough Council currently runs a busy programme of Healthy Cycle Rides. The County Council offers subsidised Bikeability cycle training to all year 2, year 5 and year 6 pupils in the Borough and has for the past year also offered subsidised cycle training for older children and adults.
- 2.4 The Borough's Physical Activity strategy is currently under development and the Sport and Physical Activity strategy produced by Active Surrey is being updated. The Cycling Plan should support both of these strategies.
- 2.5 It may be that some current activities could be more co-ordinated to greater overall effect. For example, the cycle training provided by the County could be more promoted in the Borough's areas of priority for improving public health.
- 2.6 Creating a network of paths that are separated from busy roads will require substantial capital investment and it is a long-term prospect. The Department of Transport does make significant sums available for transport schemes, including cycling, either directly or through Local Enterprise Partnerships (LEPs). Highway authorities have to bid when a pot of funding is announced. The timescale for bids can be relatively short. It is an advantage in bidding processes if schemes have been developed to a point that shows they are feasible, have benefits and have a reliable cost estimate.

3. OPTIONS:

- 3.1 A Task Group to oversee the production of an Elmbridge Cycling Plan.

It is proposed to establish a member Task Group to then work on more specific priorities and proposals. The draft terms of reference are set out in Annex A. It is proposed that 3 County Councillors and 3 Borough Councillors

be nominated and appointed to the Cycling Task Group.

The following paragraphs set out an approach to developing a Plan.

3.2 Infrastructure

The following proposed three-stage approach will allow priorities to be developed with a framework of a consistent, Borough-wide approach to infrastructure:

1. Produce a Borough-wide Plan of connected 'desire lines'. Some initial officer work has already been undertaken on this, utilising existing facilities, proposals in the Forward Programme of the Local Transport Strategy and the strategy produced by the Weybridge Society. However, it is still draft and requires scrutiny. As well as providing a basis for developing priorities, a Borough-wide Plan could also help safeguard routes in other schemes and development proposals.
2. Segment this Borough-wide network into sections and assign a priority to each of the sections. There could be a range of criteria to give priority, e.g. public demand, congestion reduction, casualties, likely funding opportunities and so on.
3. Undertake more detailed feasibility in the priority sections. For example this could involve more detailed design of infrastructure, analysis of journeys to workplaces, schools and town centres and costing any proposals. It could also involve interested local stakeholders. The outcome could be a 'ready to go' set of measures as described in paragraph 2.6 above.

3.3 Promotion and Events

As stated in paragraph 2.4 above, the Borough is currently developing a Physical Activity Strategy. It is expected that promotion and events will be a key aspect of the Strategy, so the Cycling Plan should support it. Likewise, promotion can support new infrastructure by encouraging people to use it and setting out codes of behaviour.

3.4 Skills and behaviour

There are two County-wide initiatives that could be further adapted to develop an Elmbridge-specific programme. Firstly, Bikeability cycle training could be more specifically targeted at particular areas or groups. Secondly, Surrey County Council's Drive SMART road safety partnership with Surrey Police aims to reduce casualties and antisocial road use by encouraging users to share roads and paths lawfully and respectfully.

3.5 Monitoring and evaluation

Monitoring and evaluation will need to be part of individual initiatives involving infrastructure, promotion, skills and behaviour. As far as more general monitoring is concerned, other areas of Surrey have a network of automatic cycle counters and this is something that could be considered for Elmbridge. In 2015, a County-wide monitoring

survey will be undertaken, collecting quantitative and qualitative information from people who cycle and those who do not. This survey should yield Borough-specific information.

4. CONSULTATIONS

- 4.1 If the Committee agrees to establish a Task Group, that Group could be responsible for setting out a timetable for the production of the Plan and the scope of any related consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no implications as this report sets out a suggestion for producing a Cycling Plan rather than any actions that might come from it.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An equality impact assessment was undertaken for the Surrey Cycling Strategy. This could form a framework for undertaking a similar exercise for an Elmbridge Cycling Plan as it is developed.

7. LOCALISM:

- 7.1 The Cycling Plan would be a borough wide document. Specific actions would have local impacts in their specified areas, and these will be assessed as proposals are brought forward.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The proposed method for developing a Cycling Plan will help to ensure a Borough-wide, member-led set of proposals and priorities in which interested local people will be able to participate.
- 9.2 It is recommended that the Committee:
1. Approve the methodology for developing the Elmbridge Cycling Plan;

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2. Agree to develop the Cycling Plan jointly between the County Council and Borough Council;
3. Agree to set up a task group to develop a full Plan.
4. Agree the terms of reference for the Cycling Task Group
5. Nominate and agree the County Council and Borough Council members of the Task Group

10. WHAT HAPPENS NEXT:

- 10.1 If the recommendations are agreed a Member Task Group will be established.

Contact Officer:

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Consulted:

Borough Officers

Annexes:

- A. Draft terms of reference for Members Task Group

Sources/background papers:

1. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17th December 2013.
 2. Elmbridge Local Transport Strategy and Forward Programme, Local Committee (Elmbridge) report item 38/14, 8th September 2014.
 3. Weybridge Cycle Strategy, January 2010, at www.weybridgesociety.org.uk
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CYCLING TASK GROUP: DRAFT TERMS OF REFERENCEObjective

The Cycling Task Group should be established to develop a Borough wide Cycling Plan and advise the Local Committee on cycling issues.

Membership

The Cycling Task Group will be made up of three County Councillors and an equal number of Borough Councillors, nominated by Elmbridge BC. A representative from the Elmbridge Cycling Forum will be invited to join. It may also consult with other relevant Local Committee Members, set up additional workshops and invite relevant stakeholders to participate as required.

General

The Cycling Task Group shall exist to advise the Local Committee and make recommendations to its parent Committee; it has no formal decision-making powers.

The Task Group:

- will oversee the production of a Cycling Plan
- develop a work programme
- unless otherwise agreed, meet in private
- formally record its actions
- officers supporting a Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee and other relevant committees.
- can, should it so wish, respond to an officer report and submit their own report to the Local Committee.
- the terms of reference and membership will be reviewed annually, at the first Local Committee meeting of the new municipal year

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