

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE:** 2nd December 2015**LEAD OFFICER:** LESLEY HARDING, PLACE AND SUSTAINABILITY GROUP**SUBJECT:** MOLE VALLEY LOCAL CYCLING PLAN**DIVISION:** ALL**SUMMARY OF ISSUE:**

The Surrey Cycling Strategy set the objective of developing Local Cycling Plans that reflect local priorities. Mole Valley District Council and the County Council have been working together to make progress on the Action Plan approved by this Committee on 10th September 2014.

This paper reports on progress over the past year and proposes an ongoing community engagement to further develop the Local Cycling Plan.

RECOMMENDATIONS:**The Local Committee (Mole Valley) is asked to:**

- (i) Note the progress in implementation of the Action Plan
- (ii) Agree to establishing the Cycling Plan online, including the mapping of existing and potential cycle facilities.
- (iii) Agree to have an ongoing community engagement for the Plan, facilitated through the online resource, to be regularly reported back to the Local Committee.

REASONS FOR RECOMMENDATIONS:

- (i) The Action Plan was approved last year and is being implemented.
- (ii) An online resource will help to facilitate further community engagement.

1. INTRODUCTION AND BACKGROUND:

1.1 The Cycling Plan is a joint one. The Local Committee approved Mole Valley Cycling Plan along with the Action Plan at its meeting of 24th September 2014. The report was adopted by Mole Valley District Council Executive at its meeting of 7th October 2014.

1.2 The Local Committee, at its meeting of 24th September 2014, undertook to hold a cycling infrastructure workshop to identify future improvements and developments of the cycling infrastructure in Mole Valley.

- 1.3 This is the first annual update for the Local Committee, the equivalent update for Mole Valley District Council Executive having been presented on 24th November 2015.
- 1.4 The Plan acknowledged that there are different types of cycling and that each one has to be supported and managed in different ways. The Plan outlined eight local cycling priorities all of which are relevant and appropriate to the local area and aim to address the views and concerns of our communities:
- a. Seek to ensure that cycle training is widely available across all areas of Mole Valley;
 - b. Encourage the take-up of cycling as a means of sustainable transport;
 - c. Enhance the visibility of and promote existing cycling information;
 - d. Encourage positive relationships between all road, bridleway, shared path and trail users;
 - e. Promote and encourage cycling as part of a sustainable and healthy lifestyle;
 - f. Reduce any adverse impacts of sport cycling on our communities, including businesses;
 - g. Seek to design and build infrastructure that best suits the needs of residents in Mole Valley;
 - h. Work with relevant organisations to maintain and improve existing cycle routes.
- 1.5 In May 2015, the District Council created a new executive post with responsibility for Rural Economies and Cycling. Update meetings have been held every three months with the Chairman of Mole Valley Local Committee, the District Executive member and officers, helping to ensure the Plan proceeds on a joint basis.

2. ANALYSIS:

- 2.1 The full Action Plan, with updates against each action, is shown as Annex 1. Progress has included:
- a. The joint commissioning of an 'active travel project', aimed mainly at schools, to promote the health benefits of cycling. This will initially run to summer 2105 and could be continued subject to outcome and further funding.
 - b. An event for invited representatives of the local community to discuss the growth of cycling in rural areas.
 - c. An infrastructure workshop at Leatherhead Leisure centre in May;
 - d. Countywide initiatives that have included Mole Valley; namely the summer media campaign through the Drive SMART partnership, promoting a 'share the road' message to all users; and, as part of the County Cycling Strategy, a survey of a representative cross-section of the population investigating levels of cycling and the potential for increasing cycling.
 - e. The expansion of the cycle training offer.
 - f. There are 10 automatic cycle counters in Mole Valley, 5 of which have continuous data collection. An eleventh site, the Zig-Zag Road at Box Hill, has been subject to testing during the year, as the high number of cyclists requires different equipment. These tests were successful and at the time of writing a permanent counter is in the process of being installed.

- g. Surrey Hills AONB commissioned a study looking at the development of off-road trails, including family-friendly routes and opportunities for reducing conflict between users. This report is currently a draft.
- 2.2 The infrastructure workshop was run at Leatherhead Leisure Centre in March 2015. The input from attendees from very valuable despite attendance being low.
- 2.3 In addition to the workshop potential and programmed facilities have been identified from other sources:
- a. The Local Committee's forward programme;
 - b. Mole Valley Transport Plan reported to this Committee in September 2014;
 - c. Mole Valley Cycling Forum ideas;
 - d. The Deepdene Station project;
 - e. Suggestions from individual members of the public and members.
- 2.4 Taken together, this has enabled a draft cycle facility network for the District to be identified, which will be on display for members at the Local Committee meeting. However, the infrastructure ideas and Cycling Plan in general should accommodate a continuous engagement:
- a. In September 2014, the Local Committee agreed to the approach of the Mole Valley Transport Plan being a "living document" to be updated annually.
 - b. It is expected that useful ideas for the Cycle Plan will continue to emerge. For example, the Active Travel project will directly engage with hundreds of students and their parents/carers; this will specifically include understanding where infrastructure improvements could help to increase cycling and walking. Other projects, such as Transform Leatherhead, may present opportunities.
- 2.5 A web page, on the partnership 'Travel Smart' site, could outline the Cycling Plan and provide a channel for feedback and ideas. The challenge of making the map of existing and potential cycle facilities viewable at different scales can be overcome by adding it to the County's interactive map.
- 2.6 Feedback and improvements will be reported back regularly to the Local Committee.
- 2.7 The Cycling Plan web page could link to other existing resources, for example, the Mole Valley Cycling page, the Drive SMART web page and the cycle training web page. Currently, work is underway to make more information available to the public – such as casualty data, count data and other survey data – and these would be directly accessible from the Cycling Plan web page.

3. OPTIONS:

- 3.1 The Committee can agree to facilitate a continuous engagement and updating of the proposed facility network, to be reported back. An alternative would be to adopt the draft map as the finalised network.

3.2 The Local Committee may wish to suggest amendments to the Action Plan. These would then also need to be put to Mole Valley District Council Executive.

4. CONSULTATIONS:

4.1 As described above, in addition to the consultations undertaken so far, it is proposed to establish an open-ended engagement.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no financial implications for the proposed online resource, which will be established and maintained in-house.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 A Framework Equality Impact Assessment was undertaken as part of the development of the Surrey Cycling Strategy, reported as Annex 4 of Cabinet Item 224/13a Tuesday, 17 December 2013. This provides the framework for assessing the implications of Cycling Local Plans.

7. LOCALISM:

The local cycling plan is specific to Mole Valley and acknowledges that different communities experience different beneficial and negative consequences of cycling, and to differing extents. The initiatives within the local plan allow for local flexibility and the involvement of local stakeholders in their implementation.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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	Set out below.

8.1 Sustainability and Public Health implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels. Increased walking and cycling has a positive impact on personal health. The NHS identifies cycling as an activity which provides significant health benefits.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress has been made on the approved Action Plan.

9.2 It is recommended that the Committee approve establishing a web page for the Cycling Plan and map of existing and potential facilities, in order to facilitate continued community engagement. This would include using the existing map of existing and potential facilities as the basis for the engagement.

10. WHAT HAPPENS NEXT:

- 10.1 The Action Plan will continue to be implemented.
- 10.2 A Cycling Plan web page, with mapping, will be established.
- 10.3 Officers will monitor any funding opportunities that may arise for cycle infrastructure and report back to Local Committee.

Contact Officer:

David Sharpington, Cycling Programme Manager 020 8541 9977

Consulted:

Lucy O'Connell Mole Valley District Council
Rob Fairbanks Surrey Hills AONB
Zena Curry South East Area Highway Manager
Paul Fishwick Transport Policy Team

Annexes:

1: Mole Valley Cycling Action Plan.

Sources/background papers:

- Surrey County Council Cycling Strategy - Cabinet Item 224/13a Tuesday, 17 December 2013
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