

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 27 FEBRUARY 2017



LEAD OFFICER: DAVID SHARPINGTON, CYCLING PROGRAMME MANAGER

SUBJECT: REIGATE AND BANSTEAD CYCLING PLAN

DIVISION: ALL REIGATE AND BANSTEAD DIVISIONS

<b>SUMMARY OF ISSUE:</b>
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 next steps for Reigate and Banstead.
<b>RECOMMENDATION:</b>
<b>The Local Committee (Reigate &amp; Banstead) is asked to approve the online publication of a Reigate &amp; Banstead Cycling Plan as set out in the report, and that any significant changes be brought back to the Local Committee for approval.</b>
<b>REASONS FOR RECOMMENDATIONS:</b>
A Reigate and Banstead Cycling Plan will support the Local Transport Strategy and the Surrey Cycling Strategy.

## 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'.
- 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 a Reigate and Banstead Cycling Plan.
- 1.3 Local Cycling Plans are taking the form of a web page setting out what is happening, along with an online map showing existing and proposed infrastructure, at <https://www.travelsmartsurrey.info/cycling/district-and-borough-cycling-plans>.
- 1.4 The Reigate and Banstead Local Transport Strategy, approved by the Local Committee in December 2014, stated that a Local Cycling Plan would be "incorporated into future versions of each of the district/borough Local

www.surreycc.gov.uk/reigateandbanstead

Transport Strategy and Forward programmes”. The Forward Programme of the Local Transport Strategy identified cycle infrastructure schemes across the Borough. They are shown as **Annex 1**.

1.5 The Surrey Cycling Strategy covers a range of topics:

Element	Description	In Reigate and Banstead
Infrastructure	The Surrey Cycling 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.	A list of proposed cycle infrastructure was approved by Local Committee in December 2014.  <b>Annex 1</b> lists the approved schemes and notes progress on them.
Promotion and events	The ‘Bike-It’ project, promoting cycling in schools is well established and successful in Reigate and Banstead. It is supported by both the Borough Council and County Council and is delivered through the charity Sustrans.  The ‘Travel Smart’ initiative ran in the Borough for several years as reported to Local Committee in June 2016.	The Bike-It project continues.  <b>Annex 2</b> shows a recent progress report for Bike-It.
Skills and behaviour	1. The County offers Bikeability cycle training. It is also available through private schemes.  2. Education and safety campaigns are run through the Drive Smart Safety Partnership.	Continue to be implemented in Reigate and Banstead as part of a County-wide project.
Monitoring and evaluation	1. Casualties are monitored across the County.  2. There are 11 automatic cycle counters in the Borough and manual counts are undertaken at Redhill Station.	Casualty data and cycle monitoring data are available online and would be linked from the Reigate and Banstead cycling web page.

	3. Countywide interview survey with a representative cross-section of the population was undertaken in 2015.	
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## 2. ANALYSIS:

- 2.1 There is already a significant amount of cycle planning activity in the Borough. The proposed Cycling Plan web page and map would show existing activity and plans and draw them together in one place.
- 2.2 There are already a number of Cycling Plans for other districts and so the activities and plans for Reigate and Banstead would be available in the same format.
- 2.3 The web page format would allow people to more easily access relevant links, such as Drive Smart information and more comprehensive monitoring data.
- 2.4 The online Cycling Plans incorporate a link to a page where people can make suggestions. This is on an anonymous basis.
- 2.5 Funding:
- a. Infrastructure funding is likely to have to come chiefly from external sources. External funding has enabled the Redhill Balanced Network and Greater Redhill Sustainable Travel Package and these have provided significant cycle infrastructure. External funding is also being sought for the Epsom-Banstead Sustainable Travel Package. There are development-related funds available to implement at least some of the routes identified in the Horsey Masterplan. The Community Infrastructure Levy may also be a source of funding; at the time of writing this report, Surrey County Council is preparing a submission to the Borough Council for various transport schemes. This includes cycling schemes based on the approved 2014 list shown as **Annex 1**.
  - b. Cycle training is self-funding in the County through a combination of grant and fees.
  - c. Drive Smart education and user behaviour campaigns are funded through the Drive Smart Board.
  - d. Bike-It is funded by the Borough Council and supplemented by the County Council through "Bikeability Plus" funding.
  - e. Monitoring is funded by the County Council, although new automatic cycle counters require separate funding.

**3. OPTIONS:**

3.1 In terms of infrastructure, the currently approved list of proposals are those in the 2014 Forward Programme and in the Local Committee's ITS programme and these can appear as proposals in the Cycling Plan.

3.2 It may be that members and/or the public identify new opportunities implied significant changes to the Plan. These could be brought back to the Local Committee.

**4. CONSULTATIONS**

4.1 The proposed Cycling Plan would be collating approved schemes and ongoing activities so would not require consultation in itself.

4.2 Any significant proposed changes could be brought back to Committee.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 There are no financial implications for the production of the Plan itself. The funding of the activities within the Plan is discussed in paragraph 2.5.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 An equality impact assessment was undertaken for the Surrey Cycling Strategy.

**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 There is already a significant level of activity in the Borough that supports the Surrey Cycling Strategy. The proposed online Cycling Plan will show it all in one place.

9.2 It is recommended that the Committee:

Approve the online publication of a Reigate & Banstead Cycling Plan as set out in the report, and that any significant changes be brought back to the Local Committee for approval.

<b>10. WHAT HAPPENS NEXT:</b>
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10.1 The Cycling Plan will be created online.

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**Annex 1: Approved Infrastructure Schemes**

**Annex 2: Bike-It Update**

**Sources/background papers:**

1. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17 December 2013.
  2. Reigate and Banstead Local Transport Strategy and Forward Programme, Local Committee (Reigate and Banstead) report item 59/14, 1 December 2014
  3. Travel Smart – end of Programme Report, Local Committee (Reigate and Banstead) report item 78/16, 6 June 2016
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