



OFFICER REPORT TO LOCAL COMMITTEE (MOLE VALLEY)

BID TO THE DEPARTMENT FOR TRANSPORT FOR CYCLING SAFETY SCHEMES

6 March 2013

KEY ISSUE

As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council is developing a programme to encourage more people to cycle, more often, safely and conveniently. This report seeks the committee's comments and approval to proposals for two off-road segregated cycling path scheme schemes. One of these is located within Leatherhead Town Centre; the other is located along the Epsom Road between Leatherhead and Ashstead. The two schemes were the subject of a bid submitted to the Department for Transport's (DfT) cycle safety scheme fund.

SUMMARY

In July 2012 the DfT announced a £15m fund for cycling infrastructure in order to tackle cycling casualties and reduce barriers to more cycling. Following analysis of cycling casualties across Surrey, the county council has submitted a bid for funding for five cycling schemes, two of which were highlighted as a priority, offering best fit with the DfT fund evaluation criteria. One of the two priority schemes is located within Leatherhead Town Centre.

The Surrey County Council bid to DfT also includes three other schemes in order to demonstrate the scale of the county council's ambition, and in case any further funding is made available by the DfT. One of these includes proposals for cycle paths along Epsom Road and Leatherhead Road between Leatherhead and Ashstead.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to:

- (i) Approve the cycle scheme proposals for Leatherhead Town Centre are approved, subject to the outcome of the funding bid
- (ii) Approve the cycle scheme proposals for Epsom Road and Leatherhead Road between Leatherhead and Ashstead are approved, subject to the outcome of the funding bid

1. INTRODUCTION and BACKGROUND

- 1.1. In July 2012 the DfT announced a £15m fund for cycling infrastructure to be administered by Sustrans. The fund was set up due to growing concern about the number of cycling casualties across Great Britain. Following initial expressions of interest, local authorities were invited to submit bids by 30 November 2012, and the DfT will announce the outcome in February 2013. In November 2012, the DfT announced further funding of around £10m to augment the fund. Scheme implementation is required to be complete or largely complete by December 2013.
- 1.2. As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council is developing a programme to encourage more people to cycle, more often, safely and conveniently. Increased cycling will provide health benefits to participants, and will help to reduce congestion and carbon emissions on Surrey's roads. Therefore Surrey County Council has submitted a bid to the DfT fund for five schemes, two of which were highlighted as a priority because they offered the best fit with the fund evaluation criteria:

Priority Scheme Name

- Walton-on-Thames Bridge Links
- Leatherhead Town Centre

Borough/ District

Elmbridge & Spelthorne
Mole Valley

- 1.3. The bid also includes the three other schemes in order to demonstrate the scale of the county council's ambition, and in case any further funding is made available by the Department for Transport:

Additional Schemes

- Leatherhead Wider Links
- Kingston Road, Staines-upon-Thames
- Egham, The Causeway

Borough/ District

Mole Valley
Spelthorne
Runnymede

2. ANALYSIS and COMMENTARY

Cycling Casualties

- 2.1. While the overall number of road casualties has been decreasing in Surrey, the number of cycling casualties has increased sharply in recent years, over and above the increase that has also been seen across Great Britain. The number of seriously injured cyclists in Surrey has more than doubled since 2008, whereas the increase in seriously injured cyclists across Great Britain over the same period was 26 per cent.
- 2.2. The number of cyclists injured in Mole Valley has fluctuated in recent years as the numbers are much smaller and therefore more susceptible to random fluctuation. However the general trend is upwards with the number of cyclists seriously injured increasing by 80 per cent over a three year period (from 10 in 2008, to 18 in 2011). The total number of cycling casualties (all severities) in Mole Valley has increased by 36 per cent (from 39 in 2008 to 53 in 2011).

Cycling Casualties in Surrey 2008 to 2011*

Severity	2008	2009	2010	2011
Fatal	1	2	4	1
Serious	49	78	93	106
Slight	367	390	353	422
Total	417	470	450	529

* At the time of writing the number of cycling casualties in 2012 had not yet been confirmed, however emerging results indicate a similar or greater number countywide than in 2011, despite 2012 being one of the wettest years on record.

Cycling Casualties in Mole Valley 2008 to 2011

Severity	2008	2009	2010	2011
Fatal	1	-	1	-
Serious	10	6	11	18
Slight	28	25	32	35
Total	39	31	44	53

- 2.3. It is thought likely that the increase in cycling casualties is due to an increase in the overall levels of cycling. However we cannot assume a simple direct relationship between the level of cycling and casualties, because there is wide variation across the county. For example there has been a large increase in cycling in Woking town centre following the Woking Cycle Town project, but no significant increase in cycling casualties there. This shows that investment in high quality cycling infrastructure, promotion and training can result in increased cycling, without increased casualties.

Scheme Design Principles and Selection

- 2.4. The five schemes submitted by Surrey County Council were developed following analysis of cycling casualties taking place across the county to

identify locations and stretches of road with a concentration of cycling casualties. Guildford, Woking and Reigate/ Redhill were excluded from this bid as these areas have already been awarded funding to improve cycling infrastructure as part of the DfT's Local Sustainable Transport Fund.

- 2.5. The proposals were then refined and prioritised in light of feedback received from Sustrans. The schemes were designed to offer a strong fit with the fund evaluation criteria set by the DfT:
- Evidence of perceived or actual risk to cyclists
 - Evidence of match funding
 - Deliverability within timescale
 - Clear demand from stakeholders for proposed solution
 - High quality design and innovation
 - Potential demand including connectivity and promotion
 - Commitment to monitor proposed scheme before and after
- 2.6. Outline design of the schemes has been undertaken following the principle of providing continuous cycle paths separated from motor vehicles along busy roads so that people who are not able or willing to mix with heavy traffic (i.e. most people) can get around by bicycle, and so that people who already cycle find them convenient. Furthermore, segregated paths will make it easier for motorists to pass cyclists and reduce conflict between cyclists and other users of the highway, including motorists and pedestrians.
- 2.7. This approach is based on attitudinal survey research that was carried out in Walton-on-Thames and Leatherhead as part of the bid development. This research clearly indicated that Surrey residents would be far more likely to cycle if they had access to segregated cycle paths, and that sharing busy roads with vehicular traffic is a major barrier to more cycling.

3. PROPOSED SCHEMES IN MOLE VALLEY

Leatherhead Town Centre

- 3.1. Drawings describing outline proposals for this scheme are contained within Annex 1. The junction layouts are illustrative only and show the movements that the scheme will cater for. Following analysis it was identified that 8 cyclists have been injured, 3 of them seriously, between January 2008 and July 2012 on these roads.
- 3.2. The scheme will provide a continuous two-way cycle path segregated from vehicles and pedestrians along Waterway Road by narrowing the carriageway and widening the footway. A crossing will be provided at the southern end to provide access to the leisure centre. At the northern end a crossing will be provided across Station Road to a path alongside the railway that links to the existing cycle path alongside the public gardens and car park. A crossing will be provided across Randalls Road to provide access to the station. An existing cycle path extends northwards from the

station alongside the railway to Kingston Road. Hence the scheme will allow school children to cycle off-road from Fetcham (via Mill Lane) through Leatherhead Town Centre past the station to Therfield School on Kingston Road.

- 3.3. Another segregated two-way cycle path is proposed from the station along Randalls Road then along Bull Hill as far as North Street. Careful consideration will be given to provision of a crossing across Bull Hill to link to North Street. This will provide an off-road cycle link between the station and town centre.

Leatherhead Wider Links

- 3.4. Drawings describing outline proposals for this scheme are contained within Annex 2. Following analysis it was identified that 10 cyclists have been injured, 3 of them seriously, between January 2008 and July 2012 on these roads.
- 3.5. The scheme will provide a continuous two-way, off-road cycle path between Leatherhead and Ashstead town centres along the northern side of Epsom Road and the A24 Leatherhead Road. A Toucan crossing providing combined pedestrian and cycling crossing facilities will be provided to cross the Leatherhead bypass in the vicinity of the Knoll Roundabout. The traffic signal junction between Leatherhead Road and Grange Road will be upgraded to provide at-grade cycling and pedestrian crossing facilities, with consideration being given to removal of the existing pedestrian bridge.

4. CONSULTATIONS

- 4.1. Two general attitude surveys have been completed in Walton and Leatherhead in order to inform Surrey's future cycling programme activities. This showed that sharing busy roads with vehicular traffic is a major barrier to more cycling, and that there was support for fully segregated cycling facilities.
- 4.2. The Local Committee Chair, Vice Chair and relevant Divisional Members were provided with a copy of the council's initial expression of interest on 3 September 2012. They were also provided with a copy of the outline scheme drawings on 20 November 2012. The Vice Chair and Divisional Members met with officers to discuss the proposals in more detail on 7 January 2013.
- 4.3. The proposals were presented and discussed with representatives of Mole Valley Cycle Forum at a meeting on 6 February 2013. The Forum are very supportive of the proposals in the vicinity of Leatherhead Station, and along Waterway Road as these will make a real difference to school children, commuters and people working on the nearby industrial estates. Although the Forum is supportive of measures to improving cycling safety along Epsom Road and Leatherhead Road between Leatherhead and

Ashstead, they would have preferred the Linden Pit Path route to have been the priority.

- 4.4. Officers agree that development of the Linden Pit Path would be an excellent scheme. However officers believe that the Epsom Road and Leatherhead Road proposals provide a better fit with the DfT criteria as well as providing improved facilities for pedestrians at Knoll Roundabout and the junction with Grange Road. It is hoped that proposals for the Linden Pit Path could be progressed in the future subject to budgets being available.
- 4.5. Should the bid be successful, detailed design will proceed and residents and businesses directly affected by the proposals will be consulted, to inform the design prior to construction.

5. FINANCIAL IMPLICATIONS

Leatherhead Town Centre

- 5.1. It is estimated that the scheme will cost approximately £793,000. This will be met by the bid to the DfT for £548,000 and will require match funding of £245,000 capital investment by the county council, subject to approval by county council cabinet on 26 March 2012.

Leatherhead Wider Links

- 5.2. It is estimated that the scheme will cost approximately £850,000. This will be met by the bid to the DfT for £595,000 and will require match funding of £255,000. Further work will be required to identify potential sources of this match funding. A report is scheduled for submission to cabinet on 26 March to advise of the outcome of the bid and the match funding required.

6. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 6.1. Increased cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity that provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges. The new routes will be marketed to residents and businesses and training will be offered to those less confident of cycling to encourage take up and to maximise the benefit of the new infrastructure.
- 6.2. Increased cycling, where it replaces motorised forms of transport, will improve air quality and reduce carbon emission levels in the county. Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from a 2007 baseline of 2,114k tonnes.

7. CRIME & DISORDER IMPLICATIONS

- 7.1. None identified.

8. EQUALITIES IMPLICATIONS

- 8.1. In developing the county council's Cycling Programme the following impacts and actions have been identified:

Key impacts

Younger people – more reliant on cycling as a mode of transport

Older people – less likely to cycle due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian routes and access.

Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than amongst females.

Disability – people with mobility problems and visual impairment adversely affected by cycle routes where they interact with pedestrian routes

Actions

Identify key routes that link school destinations

Segregation of routes from pedestrians wherever feasible

Development of segregated cycle routes designed with least confident cyclists in mind

Achieve full segregation wherever feasible.

9. CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 9.1. As part of its commitment to reducing cycling casualties and securing a cycling legacy from the London 2012 Olympic Games, Surrey County Council has submitted a bid to the Department for Transport for five off-road segregated cycling path schemes. Two of these (Leatherhead Town Centre and Leatherhead Wider Links) are within the District of Mole Valley and were developed following identification of routes throughout Surrey suffering higher than average numbers of cycling casualties.
- 9.2. The schemes were developed following attitude surveys that showed that sharing the road with busy traffic was a major barrier to more cycling, and that there was support for off-road segregated cycling facilities.
- 9.3. It is recommended that the proposals for Mole Valley are approved as they will reduce cycling and other road user casualties, and will encourage more cycling, and safer cycling. Increased cycling has benefits to the health of participants; helps reduce traffic congestion and will reduce carbon emissions where it replaces other motorised transport. If successful the bid will result in improved accessibility for Leatherhead and Ashstead town centres and adjacent local employers, benefiting the local economy.

10.

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BACKGROUND PAPERS:
Annex 1: Leatherhead Town Centre Route
Plan, Junction Layouts and
Waterway Road Cross Section
Annex 2: Leatherhead Wider Links Route Plan