

**HEALTH AND WELLBEING BOARD – 10 SEPTEMBER 2020**

**PROCEDURAL MATTERS – QUESTIONS AND RESPONSES**

**1. Question submitted by Nicky Brownjohn**

*Relating to Priority One of the HWB Strategy*

The HWB Strategy states: “A whole system approach to physical activity including improving green spaces, transport initiatives and healthy planning Promotion of healthy, inclusive and safe places through planning and transport policies”.

**Statement**

I live in Earlswood and I am trying to become more active as I am obese. I see lots about the opportunities for social prescribing etc. but these usually relate to gyms or classes. I love walking and want to be able to do more locally. This requires the area to be safe for me to walk and for good facilities to be accessible, at points, such as toilets.

In Earlswood, there is a private road but with a public right of way which the main pedestrian access point from Earlswood and Redhill to reach East Surrey Hospital. It is also part of the route 21 cycleway. It should, therefore, be a significant part of the Health and Wellbeing Strategy to encourage people like me to walk or cycle. However, Reigate and Banstead Council have for many years approved planning applications which have led to an increase in the vehicle use. This makes the path dangerous as when vehicles pass each other they mount the path. This is particularly a problem with buses. However, the council approved an expansion of the YMCA sports centre, whereby users drive. This makes it dangerous for those of us trying to increase our activity by more natural and environmental means. During lockdown the road and pathway were used constantly by walkers, joggers and cyclists. This really demonstrated what a naturally healthy route it was.

**Question 1A**

How is the Board working to ensure that these poor planning decisions are stopped? As the actions of both Reigate and Banstead Borough Council and Surrey County Council, who approved the travel plan for additional cars, are barriers to increasing the activity of the population.

The A23 divides Earlswood Common. The Common is a fabulous area for adults and children to be active, from walking to games. However, there is no crossing on the A23 to enable people to access this area safely. There is only a footpath on one side of the road and so this restricts how people can cross. During lockdown I was able to cross the A23 easily due to the reduction in vehicles. I used this way for my exercise several days a week. However, now vehicles numbers have again increased, I find it difficult to cross. Today it took me several minutes and, if I had children with me it would have taken longer, and I felt most unsafe. There needs to be a crossing which would open up the opportunities for pedestrians and cyclists to access the Common but also provide a connection between Reigate, Earlswood and East Surrey Hospital.

**Question 1B**

How is the Board influencing the cycle and pedestrian plan for Surrey?

## **Response 1A**

Thank you very much for your question.

The Health and Wellbeing Board encourages all public, private and third sector partners to work collaboratively with residents to improve health outcomes and deliver our ten-year strategy. The Board has by way of one example supported the development of a Planning and Health Forum to improve collaborative working across planning and health departments and maximise opportunities for health to influence Local Plans

Various changes in behaviour (both positive and negative) that were observed and recorded during the lock-down period are currently being reviewed by partners to establish where work needs to be adapted to address negative outcomes and further support positive changes

Obesity and physical activity remain a key focus for the Health and Wellbeing Strategy. Partners are working on a whole systems approach to obesity which will include working with transport and planning departments to support improvements in the environment to help people to be healthy. The objective is to deliver sustainable systemic change to ensure that those living and working in Surrey are provided with the right environment and the best opportunities to achieve and maintain a healthy weight.

Surrey County Council is consulted by each of the County's twelve (12) local planning authorities on planning applications that could have an impact on highway and transport issues. Consultations are on highway safety, capacity and wider transport policy matters and are made directly to the County's Transport Development Planning teams. This team makes recommendations if these issues are affected and need mitigation or protection, or if there are opportunities to promote sustainable travel within the development proposals.

Actual planning decisions are taken by the relevant District/Borough Planning Committees, or in the case of Minerals and Waste and the County's own development matters, by the County's own Planning Committee. These may or may not take on board Transport Development Planning's recommendations.

Travel Plans often accompany larger applications, and comments are made on these where they can assist in delivering more sustainable and or safer travel associated with the development. In the case of private roads, comments are generally kept to the impact that any potential increased vehicular activity or travel demand could have on the adopted road system, or on other transport networks.

Any concerns over a specific location/section of route, can be raised via our highway "report it" portal, which can be found at the following link:

<https://www.surreycc.gov.uk/do-it-online/report-it-online>

A request for requesting crossings to be considered can be found at the following link:  
<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/request-highway-improvement>

## **Response 1B**

The Health and Wellbeing Strategy recognises that walking and cycling are highly sustainable ways to travel. Whilst there is potential for more trips to be walked or cycled in Surrey, this ambition must be accompanied by investment in the right places to make

travelling on foot or by bike practical and desirable from journey start to journey finish, where it is not already.

Surrey County Council is working in partnership with its eleven (11) Districts & Boroughs to develop Local Cycle and Walking Infrastructure Plans (LCWIPs).

LCWIPs are part of a new national approach to improving trips by bike and on foot, linked to the Department for Transport's (DfT) Cycling and Walking Investment Strategy. The process to develop an LCWIP provides a best practice evidence-led method for local authorities to plan both walking and cycling infrastructure. The infrastructure plans enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period.

Further detailed information and guidance on the LCWIP process can be found on the DfT website using the link here: <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

The intention is to develop LCWIPs across Surrey, which in turn will support existing local cycling plans. This work is subject to funding and will be rolled out in phases. Reigate and Banstead has been identified as a priority for developing an area wide LCWIP, to include route connections for town centres and other strategic sites within the Borough. Further information when available will be published on the Surrey County Council and Reigate and Banstead Borough Council websites.

The goals of LCWIPs are to provide a network plan for walking and cycling which identifies preferred routes and core zones for further development, together with a prioritised programme of targeted infrastructure improvements for future investment.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist to identify cycling and walking infrastructure improvements for future investment in the short, medium and long term, and ensure that in accordance with the Health and Wellbeing Strategy consideration is given to cycling and walking within both local planning and transport policies and strategies.

The LCWIP is expected to build on the recently delivered cycle and walk improvements provided through the Greater Redhill Sustainable Transport Package (STP). This scheme included delivery of the new off-road shared cycle/pedestrian route along the A23 between the junction with Three Arch Road and Cross Oak Lane to the south.

As well as being sustainable, walking and cycling are also 'active' ways to travel that encourage everyday physical exercise and support mental wellbeing.

Development and delivery of the LCWIPs across the county will help Surrey deliver on its Health and Wellbeing Strategy, by helping people to live healthy lives through regular exercise, supporting mental health and emotional wellbeing by helping people better connect with each other and the place they live, and supporting people in Surrey to fulfil their potential by making it affordable and safe for everyone to access local jobs, shops and services.

This page is intentionally left blank