

Surrey County Council Cycling Strategy

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1. Purpose of the strategy

To support the delivery of Surrey's Local Transport Plan (LTP2) priorities of tackling traffic congestion, improving accessibility, road safety and improvement in air quality and to contribute towards achieving LTP2 cycling targets of

- 20% increase in cycle journeys being made
- 25% increase in cycle journeys to railway stations.

2. The strategy objectives

2.1 Cycle facilities

To provide and maintain quality cycle facilities consisting of:

- uninterrupted cycle routes (including the completion of the National Cycle Network and links to adjoining authorities)
 - measures that improve access, safety and journey times for cyclists
 - improvements resulting from consideration of cyclists' needs when making changes to the road environment
- at all times recognising that the whole of the road network (apart from motorways) is available for cycling.

2.2 Cycle Parking

To maintain and increase the provision of cycle parking and its use at

- public spaces
- educational centres (schools, colleges etc.)
- workplaces
- rail & bus interchanges
- residential areas
- retail centres, doctors, dentists, hospitals
- leisure centres
- town and village centres

using nationally approved standards.

2.3 Partnership

- To identify target groups such as larger employers, educational establishments, local communities and health organisations to ensure cycling is addressed positively in travel plans.
- To support target groups through the provision of cycle training and information.
- To work with partners to reduce the level of cycle theft as part of Surrey's Stronger and Safer Communities plan.
- Identify other partners with an interest in and experience of cycling to ensure a wide range of views is represented and reflected in cycling developments.
- To develop local co-operative working with cycle forums ensuring that they are involved at key stages of cycle route development and that their knowledge and expertise is fully realised.

2.4 Promotion and publicity.

To promote cycling through:

- regular updating and distribution of the Surrey Cycle Guides
- the production of other maps and leaflets
- the cycling webpage
- other channels

2.5 Cycle tourism.

As leisure cycling is frequently on quality off-road routes this is often the way novice cyclists (adults and children) build up their experience in readiness for non-recreational journeys. To exploit the potential for recreational and tourist cycling through the promotion of on and off-road leisure routes for families, experienced and less experienced cyclists using the Surrey Cycleway, National Cycle Routes, Downslink, Basingstoke Canal Towpath and other published routes as gateways to attractions.

2.6 Monitoring.

- To ensure accurate and timely data is provided for and obtained.
- To provide data using a network of automatic cycle counters on the number of cycle journeys being made in order that the uptake of cycling can be monitored on a continuing basis
- To monitor the number of bicycles left at eleven key railway stations in order to determine the level of commuter cycling to station..
- To monitor and analyse the data in order to provide business cases for further development.

2.7 Town centres.

To integrate the needs of cyclists into town centre, railway station and other accessibility studies, so that shared opportunities for cyclists can be maximised and points of conflict minimised.

2.8 Safety

- To ensure that data is analysed and interpreted to inform policy and programming.
- To investigate locations and routes with poor safety records for cyclists to ensure that programmes are in place to prevent recurrence.
- To understand cycling and others' behaviour to ensure a safer network.
- To understand cycling and others' behaviour to promote, train and educate to achieve safer cycling.
- To promote safe and responsible cycling through the development of travel planning.
- To continue the provision of effective cycle training for school children using the latest national training standards.
- To provide safe alternatives for those new to cycling.
- To liaise with designers, engineers, safety auditors etc. to promote, share and embed good practice.

2.9 Good Practice

- To provide quality solutions commensurate with national guidance and good practice.
- To develop and publish good practice guidance for S.C.C. and its partners.

3. LTP2 extracts about cycling

The following are extracts from [LTP2](#) relevant to cycling development (paragraph numbers are those used within LTP2). The LTP2 is a document approved by elected members and submitted to the Department for Transport and represent S.C.C.'s commitment to cycling 2006 – 2010.

Problems and opportunities

3.4.7 Relatively few journeys are made in Surrey either on foot or by cycle. The need to increase the number of journeys by both modes is increasingly important. Walking and cycling both have a role in helping to reduce congestion, enhance accessibility and improve the environment and peoples' quality of life.

3.4.9 Despite some improvements in recent years, more needs to be done to increase the number of journeys made by cycle in Surrey. In 2001, just 2% of journeys to work were made by cycle, compared with 3% in the south-east as a whole. The picture is slightly better for cycling trips to schools (secondary), with 5% of all trips made by cycle in 2003. The evidence here is largely subjective, however, it appears to show that there has been an increase of interest in cycling and, indeed, an increase in the number of cycling trips made in Surrey.

Priorities and measures

4.6.31 Over recent years our cycling strategy has centred on the provision of new cycling facilities, including new cycle tracks/lanes and cycle parking facilities; a variety of promotion and publicity campaigns such as a set of eight Surrey-wide cycle maps; and comprehensive cycle training programmes. These will continue as part of a wider strategy aimed at improving accessibility and developing a network of continuous, safe and well-maintained cycle routes linking centres of population with work and leisure destinations and enhancing cycle access in rural areas. Cycle training at present is mainly directed at school children but in future we aim also to provide more training opportunities for adults.

4.6.32 Cycling measures will be considered throughout the county but the first priority areas for future cycle route development will be Woking and Reigate & Banstead. Measures will include:

- New cycle lanes and tracks (including shared use paths, off-road routes and contra-flow cycling measures)
- Safe provision for cyclists at road junctions (including Advance stop lines at all new and existing junctions, where appropriate)
- Comprehensive route signing showing intermediate and final destinations
- Secure cycle parking facilities in schools, all main shopping areas and transport interchanges.

4.6.33 The development of cycling schemes will be informed by our accessibility planning exercises and extensive consultation at national, countywide and district level. We will continue our close partnership working with Sustrans to develop new cycle routes throughout the county as part of the development of the National Cycle Network. Work currently being undertaken includes the development of National Route 22 and Regional Route 79 through Guildford and surrounding areas, as well as the implementation of the London-Paris Cycle Route which will pass through Surrey. As part of our continuing commitment to cycling in Surrey, a countywide cycle forum of representatives of district cycle forums meets annually to address the main cycling issues. The district cycle forums, consisting of local cyclists, county and borough representatives and other local interest groups, work to identify and implement new cycling schemes. The forums will also work on developing and updating cycle maps, as well as a wide range of other publicity material designed to promote cycling.

4.6.34 As well as enhancing accessibility in Surrey and helping tackle congestion (see section 4.5), cycling measures can reduce casualties by providing safer cycle routes (see section 4.7). Cycling has health and environmental benefits and can improve overall quality of life (see section 4.8).

Monitoring

2.4.32 The number of cycling trips was an indicator in the first LTP and is retained as a mandatory indicator. Our network of cycle counters now covers three main urban areas (Guildford, Woking and Runnymede) as well as some rural areas. The level of cycling in these areas will be monitored and the total from representative sites will indicate the impact of the measures to increase cycling, especially to school and work.

2.4.33 In addition to the mandatory indicator, we have chosen to include the number of cycles parked at 11 main rail stations as a local indicator. This is intended to reflect the impact of providing additional cycle parking at various destinations and the resulting increase in cycling. We will also monitor cycling levels at all the town centres included within the Town Centre Access Studies programme (section 4.6). This will involve counting the bicycles left at cycle parking sites prior to and after improvements resulting from the studies.

4. Action plan 2007 - 2011

Action	Description	Who	Target Date	Progress
1.	<p>Cycling Facilities.</p> <p>To provide facilities that improve journey times and safety for cyclists. E.g. Advanced Stop Lines and cycle lanes. The Cycling England website (national guidance on all aspects of cycling development) will be used to help identify the most appropriate facility and design dimensions. Web-based Good Practice Guidance notes will be produced covering a range of cycling topics.</p>	<p>Surrey Highways with assistance from the Transport Strategy Team.</p> <p>Transport Strategy Team.</p>	2008	New good practice guidance notes are regularly produced and existing ones reviewed and updated frequently.
2	<p>To continue developing local co-operative working through cycle forums.</p> <p>Cycle forums will be supported by S.C.C. officers for exchange of information at key stages of cycle facility design including</p> <ul style="list-style-type: none"> • locations for future cycle facilities • scheme priority • facility type • stage 3 Safety Audits 	Surrey Highways and local Cycle Forums	2007	A cycle forum covering the East Area is up and running. District cycle forums for Runnymede, Woking, Guildford and Waverley are regularly held in the West Area.
3	To increase levels of cycling skill through migration to the National Cycle Training Standards (a training and education process).	Safer & Smarter Travel Group	2009	A programme of migration has been produced that shows a phased implementation starting in April 2008 with completion by March

				2009.
4	To complete the National Cycle Network in Surrey with links to other parts of the county and adjoining authorities. Work will focus on completion of national route 22 and regional route 79 (Downslink). Sustrans' plan for S.E. England (www.sustrans.org.uk) shows additional routes (e.g. Blackwater Valley Trail and a link between routes 22 and 4 via Woking).	Transport Strategy Team with assistance from Surrey Highways and Countryside Access	2011	The NCN is being completed in a piecemeal way as resources (money and time) become available.
5	Continue to enhance cycle parking in town centres and at rail and bus stations in ways that compliment the council's aim of greater passenger transport patronage. The Passenger Transport Group will continue to work with train operating companies in order to improve cycle parking at stations and continue discussions on carriage of bicycles on trains.	Surrey Highways and Passenger Transport Group	2010	There has been a major expansion of cycle parking at stations during 2006 and 2007. Further expansion is expected during 2008. Plans are underway to provide additional cycle parking in Camberley, Ashford, Woking, Farnham and Leatherhead.
6	To monitor the numbers of cycle journeys being made at an established set of cycle monitoring sites and eleven railway stations.	Local Transport Group with assistance from Transport Strategy Team	2011	Figures for 2007 are showing large increases in cycles left at rail stations. Modest increases are being detected at the monitoring sites that match predicted increase
7	Cycling will be strongly promoted through new and existing business and school travel plans as part of a LPSA. Cycle storage at all main S.C.C. offices will be reviewed and improved in order to meet local requirements.	The Safer and Smarter Travel Group	2010	Partnerships are being developed with local businesses to promote cycling. Some funding is being provided to assist with cycle storage.

8	Integrate the needs of cyclists into the town centre accessibility strategy, so that shared opportunities for vulnerable road users can be maximised and points of conflict minimised. Town centre audits will be undertaken with improvements made as funds become available.	Transport Strategy Team with assistance from Surrey Highways	2010	Town centre audits have take place in 25 of the 27 town centres. The reports give recommendations for improvements that are being acted on.
9	The Surrey Cycle Guides will be updated every two to three years with routes also shown on the interactive map. Local cycling maps for Woking and Reigate/Redhill and leaflets promoting the main leisure cycle routes will also be developed.	Transport Strategy Team with assistance from local Cycle Forums.	2009	The Surrey Cycle Guides continue to be extremely popular with next edition anticipated in 2009. A local cycle map for Woking is now available.
10	To widen the scope of the Surrey Cycleway by adding links to places of interest and other tourist destinations.	Transport Strategy Team	2008	A number of places of interest have been identified that the Surrey Cycleway could link to. A signing programme will next be developed.
11	To analyse casualty data and identify priorities for action on reducing injuries and promoting safer cycling.	Transport Strategy Team	2007	Research has been completed that identified specific locations needing further investigation. More research is to be carried out looking at specific roundabouts that have accident problems
12	To tackle cycle theft by providing information about security.	Safer and Stronger Communities Team with assistance from	2008	No progress as yet.

		Transport Strategy Team		
13	To review internal working processes and procedures to ensure all new and improved facilities and their maintenance fully meet national and Surrey standards (www.cyclingengland.co.uk and www.surreycc.gov.uk)	Transport Strategy Team	2007	A arrangement has been set up between the Transport Strategy Team and Surrey Highways (East) so that Transport Strategy has a scheme audit role.

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