



Surrey Transport Plan - Cycling Strategy

2014 - 2026

Surrey Cycling Strategy

Foreword

Following the success of the 2012 Olympic Games Cycling Road Events, Surrey has been on the map as a destination for cycling. Every weekend hundreds of people head to the Surrey Hills to cycle through our beautiful countryside. We welcome this element of the Olympic legacy but recognise that it comes at a cost to some of Surrey's rural communities. We want to act to ensure that all those who use our roads act safely and respectfully of others.

But a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county.

We are very grateful to the large number of people and organisations that took the time to give us their views on the draft strategy. We have attempted to represent those views in our revised strategy, but recognise that this is not a static document but will need to evolve over time and be part of an ongoing dialogue about cycling in Surrey.

This strategy represents our approach to realising that ambition for the period to 2026. The strategy is based on two principles: partnership and localism. The strategy will only achieve real change if all of the relevant organisations work together, pooling resources and expertise to achieve shared goals. We recognise that a one size fits all approach will not work: the cycling issues in rural Surrey are not the same as those in the urban fringe. For that reason, local plans will be developed for each of the Surrey boroughs and districts, to ensure that solutions are tailored to local needs. We are also proposing the establishment of a cycling strategy forum, as a place to discuss progress against the strategy aims and objectives and to ensure that the strategy continues to evolve as needs and issues change.

Money is scarce and there are significant challenges to overcome to make Surrey a safe cycling county. However this strategy will give us the basis we need to bid for funding and work together to tackle the challenges.



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Executive Summary

The Surrey Cycling Strategy forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips. It also covers cycling for leisure and as a sport. The strategy sets out our aim for cycling in Surrey for the period to 2026 and our approach to achieving the aim.

In the UK and internationally, cycling is increasingly seen as an integral element of solutions to support economic growth, tackle congestion, improve personal mobility and address health problems associated with obesity and lack of physical activity. We recognise the great potential to capture these benefits in Surrey. We also recognise the urgent need to tackle an increasing number of cyclist casualties.

Therefore our aim is:

more people in Surrey cycling, more safely

The success of the British cycling team in the Tour de France and during the 2012 Olympic Games, where part of the route passed through Surrey, has generated a noticeable increase in the popularity of cycling, in particular sports cycling. This provides a unique opportunity to build on this interest and enthusiasm to create a lasting Olympic legacy as well as a new challenge to manage the impact of large numbers of people and events in the more popular locations.

Surrey has already achieved some significant success in encouraging cycling in key locations. The Cycle Woking initiative, part of the Department for Transport's Cycle Demonstration Towns initiative, demonstrated the potential for a comprehensive approach – including joined up cycle routes, parking at key destinations and well signed networks indicating travel times. This was coupled with measures to promote cycling in schools and businesses as well as high profile events¹. This resulted in an overall 28% increase in cycling rates, importantly without an increase in casualty rates². Subsequently the County Council has secured £18m from the Department for Transport's Local Sustainable Transport Fund which includes around £2.5m for cycle infrastructure and promotion.

This strategy sets out how we plan to build on these successes. To achieve real impact, our approach needs to be as inclusive as possible, ensuring that groups including children, young people, older people and people with disabilities are able to benefit from opportunities to cycle safely. We also need to ensure that local needs and issues are considered and addressed. Money is scarce and we need to focus our resources on interventions that deliver greatest benefit, working in partnership with the many organisations in Surrey that have an interest in cycling.

This strategy provides a framework for more detailed local plans to be developed for each district, under the guidance of Surrey Local Committees.

It can be summarised as follows:

¹ Cycle Woking End of Programme Report, July 2008 – March 2011

² Surrey County Council, Pedal Cyclist Casualties Update, March 2012

- 1. Surrey County Council and partners will work together** to oversee delivery of the strategy
- 2. We will work in partnership to develop local cycling plans** for each of Surrey's 11 districts and boroughs that are responsive to local needs and concerns.
- 3. We will provide a comprehensive cycle training offer**, and commit funding to ensure that cost is not a barrier to learning to ride a bike.
- 4. We will capture the economic benefits of cycling for the county**, both through encouraging utility cycling as part of our congestion programme and through working with Surrey businesses, particularly in rural Surrey, to ensure that they can capture the benefits of Surrey's popularity as a cycling destination. We will also ensure that the disruption of cycling events to businesses are minimised.
- 5. We will improve infrastructure for cycling** by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. We will focus our efforts on routes that connect where people live with where they work, shop and go to school and with rail and bus stations for longer journeys.

We will actively bid for external funding to do this and integrate cycling considerations into our highways processes, programmes and initiatives.

- 6. We will promote and encourage cycling, as an affordable, healthy and environmentally friendly means of transport, and for sport and leisure**, building on the enthusiasm generated by the Olympic Games. This will include maps, information, events and other promotional measures. We will also explore measures to improve mountain bike routes and facilities
- 7. We will implement measures to make cycling in Surrey safer for all.** In addition to the infrastructure and training measures described above, we will work with the Drive SMART Partnership³ to deliver media and publicity campaigns targeting safety and awareness for cyclists and motorists, alongside enforcement measures.
- 8. We will manage the impacts of increased levels of cycling and cycling events** on Surrey's highway network, countryside and communities through putting in place robust and transparent event approval and management processes, lobbying for an update to current regulations governing cycle events on the highway and working closely with the sport governing body to disseminate codes of conduct to event organisers and cyclists.
- 9. We will support major cycling events** only where they bring economic, social, health and environmental benefits to the county.

³ The Drive SMART Partnership involves Surrey Police, Surrey County Council and Surrey Fire and Rescue

1. Introduction: Why do we need a cycling strategy?

The benefits...

The benefits of cycling are many and varied. Modal shift from car to bike can alleviate congestion, improve local air quality, lead to a more pleasant local environment and reduce emissions of greenhouse gases. Cycling has been recognised by the Department for Health and the National Health Service as an ideal means of increasing physical fitness and preventing health issues related to inactivity⁴. There are also many economic benefits, including reduced absenteeism from work, growth in the sale of bikes and accessories, and income from leisure and tourism spend⁵. Cycling can also offer improved independence and quality of life to those who are unable or choose not to drive.

Nationally cycling contributes £2.9 billion to the UK economy (£230 per cyclist annually). The Get Britain Cycling Inquiry, April 2013, cited evidence of £4 worth of health benefit for every £1 spent on cycling investment.

The potential...

Within Surrey, 20% of the population cycles at least once a month (around 200,000 people) but only 2% of work journeys in Surrey are by bike⁶. However, a third of work journeys are 3 miles or less and half of work journeys are 6 miles or less, indicating there may be potential to convert many more work journeys into cycle trips. Furthermore, the picture across Surrey is variable, with participation rates varying significantly between the Surrey boroughs and districts.

The need for action...

Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012⁷. The Drive SMART Partnership⁸ is taking action to address this trend. This strategy outlines our current work and future plans to create an environment where people feel safe to cycle on Surrey's roads.

Work already happening

Across Surrey there is already a wide-ranging programme of activity to encourage cycling and improve cycling safety. Following the success of 'Cycle Woking: cycle demonstration town'⁹, we are now investing in new cycling infrastructure in Woking, Guildford and Redhill/Reigate as part of the Travel SMART programme¹⁰. Our current programme also includes maps, training, cycle festivals and promotional activities. We have also developed a new website which includes a journey planner and a wealth of information for cyclists. We have been successful in securing £1.6 million from the

⁴ National Institute for Health and Clinical Evidence, Public Health guidance 41, November 2012
<http://www.nice.org.uk/nicemedia/live/13975/61629/61629.pdf>

⁵ Grous, Alexander (2011) *The British cycling economy: 'gross cycling product' report*. Sky and British Cycling.
<http://eprints.lse.ac.uk/38063/1/BritishCyclingEconomy.pdf>

⁶ <https://www.gov.uk/government/organisations/department-for-transport/series/walking-and-cycling-statistics>

⁷ Police STATS 19 data

⁸ The Drive SMART Partnership involves Surrey Police, Surrey County Council and Surrey Fire and Rescue

⁹ For more information see www.cyclewoking.org.uk

¹⁰ For more information see the Travel SMART website, www.travelsmartsurrey.info

Department for Transport's cycle safety fund (the second highest award of any local authority) for two schemes, one in Walton on Thames and another linking Leatherhead to Ashted.

Initiatives such as the Guildford Bike Project are key to ensuring access to affordable bikes, whilst helping people gain valuable skills as a springboard to further training and employment. The Wheels for All initiative enables people with disabilities to get involved in cycling activities. Meanwhile, the increase in popularity of cycling in Surrey has resulted in new business opportunities such as the Bike Bean Cafe in Ashted.

About this strategy

Resources are limited, and we need to ensure that these are targeted where they can have greatest impact. We need to make sure we have robust plans for the future and a joined up approach to deliver them, building on existing work and drawing from best practice. This strategy outlines how we aim to do this.

The Surrey Cycling Strategy forms part of the Surrey Transport Plan¹¹ for the period from April 2011 to 2026. It sets out how cycling will be supported as an important element of our overall plans to tackle congestion, improve travel choice and journey time reliability, improve the health and well-being of our residents and reduce carbon emissions. It also considers how some of the wider issues and impacts of cycling can best be managed to reduce negative impacts and realise local benefit.

2. Aim, objectives, benefits and indicators

2.1 Aim

Our aim is **more people in Surrey cycling, more safely.**

2.2 Objectives

The following objectives will help us achieve the aim:

Objectives: overarching	<p>O1 Surrey County Council and its partners will work together to deliver improvements for cycling</p> <p>O2 Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues</p> <p>O3 We will develop a comprehensive training offer and ensure that cost is not a barrier to learning to ride a bike</p> <p>O4 We will work with partners to ensure that Surrey’s economy benefits from more people cycling for every day journeys and from Surrey’s role as a centre for cycling</p>
Objectives: transport	<p>O5 We will seek funding to improve infrastructure to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence</p>

¹¹ <http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3>

	<p>O6 We will encourage cycling as an inclusive, healthy and affordable means of travel through the provision of information, promotional activities and practical support</p> <p>O7 We will work with Surrey Police and other partners to improve cycle safety and encourage respect between different road users through targeted campaigns and initiatives</p>
<p>Objectives: sport, leisure and events</p>	<p>O8 We will promote and encourage cycling for health and leisure</p> <p>O9 We will encourage the provision of off road cycle trails and activities while managing the impacts on Surrey’s countryside</p> <p>O10 We will take action to minimise the impacts of high levels of sport cycling on some roads and communities in Surrey</p> <p>O11 We will lobby central government to ensure that regulations governing events on the highway are fit for purpose</p> <p>O12 We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities</p>

2.3 Benefits

The strategy aims to bring benefits as follows:

- Residents will benefit from safer cycling opportunities, from cycling as a healthy, affordable means of travel, and improved independence and personal mobility
- Surrey's economy will benefit as a result of alleviated congestion, improved journey time reliability, improved health and productivity of the workforce, and leisure and tourism spend
- Surrey’s economy will also benefit from the county’s role as a centre for sports cycling, while the negative impacts on affected communities will be minimised.
- Surrey's environment will benefit from reduced dependence on the car and associated pollution and greenhouse gas emissions

2.4 Indicators

We will monitor the effectiveness of this strategy using a range of measures including:

- Countywide cycle count data from a representative sample of locations
- Local 'before' and 'after' counts to assess the effectiveness of new schemes or other interventions
- Police road casualty records
- Survey data to identify the proportion of the population cycling, journey purpose, locality and demographic characteristics, and satisfaction with provision for cycling

Our full monitoring plan is presented in annex 1.

3. Problems, opportunities and challenges

The response to our consultation, local market research and high levels of bike ownership in Surrey indicate significant suppressed demand for cycling. However there are a number of issues and challenges in relation to delivering a cycling strategy. Annex 2 includes a review of these issues.

These include:

- The challenge of tackling increasing casualties at a time when money for investment in infrastructure is scarce
- The need to equip different road users with the skills to share the road safely and to tackle antisocial behaviour among a minority of motorists and cyclists
- The need to balance the benefits and negative impacts of sports cycling in rural Surrey, particularly to seek ways to manage the impacts of the large numbers of unregulated cycle events
- Funding pressures, with limited funding available for cycling improvements, in the context of limited and reducing levels of funding for public services in general
- Significant support for segregation of cyclists and motorists in the context of competing pressures for space on the highway and very scarce resources
- Improved understanding of the actual and potential economic benefits of cycling

4. Options to achieve our aims and outcomes

In identifying options to achieve the aims and outcomes of our strategy, we looked at examples of good practice and successful approaches within in the UK. This included:

- Cambridge, which has the highest levels of cycling within the UK, with approximately 10% of trips taken by bike¹² (compared to 2% across the UK as a whole)¹³
- Transport for London, which is currently investing significantly in cycling
- Other local authorities in the UK that are now developing ambitious cycling plans, drawing on best practice from the Netherlands and other European cities.

We also looked at international best practice, where cycling levels in some countries and cities far exceed even the best performing areas within the UK:

- The Netherlands and Denmark, with 26% and 19% of trips taken by bike respectively¹⁴
- Groningen and Zwolle in the Netherlands, with approximately 37% of trips taken by bike, Munster in Germany, with 34% of trips taken by bike, and Vasteras in Sweden, with a 33% of trips taken by bike.

¹² Poucher, John and Buehler, Ralph (2008) 'Making cycling irresistible: lessons from the Netherlands, Denmark and Germany', *Transport Reviews*, 28:4, 495-528

¹³ Figures from the Department for transport show that cycling levels in Surrey are broadly consistent with the national average

¹⁴ European Parliament, Directorate-General for Internal Policies, Policy Department B, Structural and cohesion policies, The promotion of cycling

Following the All-Party Parliamentary Inquiry into cycling in the UK (which reported in April 2013 and was debated by Parliament in September 2013), we considered the recommendations that are relevant at the local authority level.

We also carried out market research in Walton on Thames and Leatherhead in 2012 and considered suggestions from colleagues and partner organisations.

A summary of this research is presented in annex 3. We used this to develop a list of options, presented in annex 4, alongside an assessment and recommendation for each option. In assessing options we considered costs, benefits, public acceptability and ease of delivery. The recommendations have been incorporated into the proposals presented in chapters 5, 6 and 7 of this strategy.

5. Proposed strategy – Overarching approach

This chapter includes:

- 5.1 Strategic leadership and oversight
- 5.2 Local cycling plans
- 5.3 Training available to all
- 5.4 Capturing economic benefit

5.1 Strategic leadership and oversight

Objective 1: Surrey County Council and its partners will work together to deliver improvements for cycling

We will strengthen relationships between the county council, public sector partners, cycling organisations and other stakeholders. We will establish a Cycling Strategy Board, with cabinet level representation from the County Council, which will meet at least twice per year to oversee delivery of the strategy. In addition, we will establish a wider forum, which will include all stakeholders with an interest in cycling in Surrey, to hear about progress and help to shape future priorities. We will monitor progress through a publicly available annual report.

5.2 Local Cycling Plans

Objective 2: Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues

We will identify and deliver cycling improvements through local cycling plans for each of Surrey's 11 districts and boroughs, reflecting local priorities and circumstances. These will be jointly developed by Surrey's local committees, the county council, district, borough and parish councils and other partners including public health colleagues and cycling organisations. They will be developed in accordance with the objectives set out in this document, and will involve local consultation. The plans are likely to include both transport objectives (outlined in chapter 6), and sport, leisure and tourism objectives (outlined in chapter 7).

Elements that could be considered as part of the plan include:

- Priorities for new and improved cycling routes and paths, both on and off road
- Safe routes to schools
- Routes to town centres, stations, colleges, universities, health services and other key destinations
- Traffic management measures and junction improvements
- Cycle parking and storage, including in town centres, residential areas, at stations and at schools
- Signage, particularly in areas of high numbers of cyclists
- Maps, particularly highlighting preferred, safer routes for cyclists to key destinations such as schools, town centres and rail stations
- Sports and leisure cycling facilities and trails
- Cycle training
- Events and promotional activities
- Links with neighbouring authorities
- Appropriate speed reductions – Local Committees are responsible for setting local speed limits. Surrey County Council and Surrey Police work together to develop speed management plans to tackle sites with speeding problems.

The plans will be based on local information including casualty data, collisions on the journey to school, cycle surveys and counts, roads and junctions that are difficult for cyclists, and areas of deprivation, poor transport provision and poor health. We will carry out local consultation, consider appropriate targets, and seek funding for implementation (potential funding sources for infrastructure improvements are outlined in chapter 6.7).

The transport infrastructure and supporting measures will, when agreed, be incorporated into the Local Transport Strategies being developed for each borough and district.

There will be a phased approach to the development of the district and borough plans over the next two years.

5.3 Training

Objective 3: We will develop a comprehensive training offer and ensure that cost is not a barrier to learning to ride a bike

Each year we provide Bikeability training to 11,000 school children. Bikeability is a national standard introduced by the Department for Transport and consists of three levels:

Level 1: basic balance and control skills in a traffic-free area

Level 2: riding on quieter roads

Level 3: riding on busier roads

Level 2 is the equivalent of the old Cycling Proficiency, but teaches a broader range of skills. The training includes use of safety equipment such as helmets, and understanding and awareness of other road users.

The majority of training is provided by the county council through schools, with costs covered through customer charges, subsidised by the Department for Transport. We also offer training directly at all levels and for all ages, usually at full cost, but subsidised through a government grant in the Travel SMART towns (Guildford, Woking, and Reigate and Redhill).

Generally, Level 1 is taught to 9-year-olds and Level 2 to 10-year-olds. The county council has also provided training at a small number of secondary schools. All Bikeability Instructors are accredited, mentored, DBS-checked and attend training relating to good professional practice, first aid and safeguarding awareness.

We will continue to provide Bikeability training at levels 1 and 2 at participating Surrey schools. Our aim is to make our training offer more widely available, and to ensure that cost is not a barrier to learning to ride a bike. We will allocate funding to subsidise people in target groups and areas, and to support those that are less able to pay. As part of this we will look to expand our service to more secondary schools as this age group makes up a significant proportion of cycle casualties. We also plan to market and promote training that isn't school-based, for example family training, older returners, adult beginners and people who can already cycle but who wish to acquire or improve their road cycling skills.

5.4 Capturing economic benefit

Objective 4: We will work with partners to ensure that Surrey's economy benefits from more people cycling for every day journeys and from Surrey's role as a centre for cycling

As a county, Surrey suffers from high levels of congestion, costing the economy an estimated £550m per annum. An important aspect of the Surrey Congestion Programme is the need to encourage alternatives to car travel. For short journeys, particularly in our towns, there is real potential to increase cycling levels. This is a key element of the Travel SMART programme currently being delivered in Guildford, Woking, Redhill and Reigate. We will continue to develop this approach through seeking funding to extend the Travel SMART programme and through enhancing cycling provision through the congestion programme.

Cycling also helps the economy by providing a fast and affordable way to reach shops and leisure destinations. The health benefits of cycling are another boost to the economy, with a healthier population resulting in lower healthcare costs and improved productivity of the workforce.

Surrey's countryside is well-suited to cycling, and recent high-profile cycling events such as the Olympic road races have provided high-profile coverage of the county as a cycling destination and as a beautiful place to visit. This provides an excellent opportunity to build on this to ensure that Surrey businesses, particularly in rural areas, reap these benefits.

We will work with partners to develop the county's tourism offer through a variety of activities, which could include improved provision of cycle tourism information, promoting cycle routes,

providing advice to businesses on how to make the most of the increase in leisure and sports cycling in Surrey, and encouraging accommodation and hospitality venues to adopt the 'welcome to cyclists' branding.

We will also ensure that, where there are road closures for major events, the event organiser puts in place measures to minimise adverse business impact on the day.

6. Proposed strategy – Cycling as a means of transport

This chapter sets out our strategy for developing and improving cycling as a means of transport – e.g. for commuting to work or school, and for business or shopping trips.

This chapter includes:

- 6.1 Principles for infrastructure design and delivery
- 6.2 Possible infrastructure solutions
- 6.3 Condition of the road network
- 6.4 Use of off road routes for transport cycling
- 6.5 Links to wider transport initiatives
- 6.6 Current schemes
- 6.7 Infrastructure funding
- 6.8 Information, promotional activities and practical support
- 6.9 Campaigns on road safety and sharing the road
- 6.10 Licensing and taxation

6.1 Principles for infrastructure design and delivery

Objective 5: We will seek funding to improve infrastructure to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence

We aim to ensure that new infrastructure is of high quality, drawing from national and international best practice and learning from our experience as we deliver new cycling infrastructure schemes. We aim to adopt the principles in the following table where possible. Cycling routes in Surrey should be:

Inclusive	<p>Schemes should consider the needs of all road users, including:</p> <ul style="list-style-type: none"> • Less experienced cyclists, young children and older people • More experienced cyclists • Pedestrians, including young children, disabled people and parents with buggies • Impact on motorists and journey times
Safe and secure	<ul style="list-style-type: none"> • On busy roads, physical separation of cyclists from motorised vehicles and pedestrians is preferred • Traffic management measures may be needed to create safe and appealing cycle routes on the road • Cycle routes should take into account personal security concerns, for example off road routes should be well lit and not too isolated

<p>Comfortable and well maintained</p>	<ul style="list-style-type: none"> • Cycle paths should be built to a high standard with good quality of surface • Cycle paths should be clear from obstacles and debris and be well maintained
<p>Continuous</p>	<ul style="list-style-type: none"> • Transition onto and off the cycle route needs to be considered at both ends and at junctions • Cyclists going straight on should have priority at side roads where this can be safely accommodated • Cyclists should be able to cross major junctions safely and conveniently
<p>Go where people want to go</p>	<p>Priority destinations could include:</p> <ul style="list-style-type: none"> • Town centres • Areas of employment • Schools, colleges, universities • Hospitals, health centres and GP surgeries • Stations and public transport links • Sports, leisure and tourism amenities • Crossings over major roads, rail and waterways

There are a number of challenges to be overcome in achieving the above principles, including cost, shortage of space on some roads, level of local support and impact on traffic locally. These will need to be considered on a case-by-case basis, and development of new schemes will require consultation with residents.

One solution that has sometimes been adopted is the designation of shared use pavements or footpaths, particularly where there is not enough space to create fully segregated facilities. These are welcomed by many users, particularly by parents with young children, and our consultation activities have demonstrated demand for these, particularly along busier roads or those with high levels of casualties. A number of residents have also expressed concern or opposition, in relation to bicycles passing too close, fear of collisions, and shared use paths being slower for cyclists. The appropriateness of shared use pavements will therefore depend on local circumstances, for example the level of pedestrian usage, width available, and the safety record of the adjoining road. The drawbacks will need to be balanced against the potential benefits, and considered on a case-by-case basis for individual schemes.

A further comment that has been raised in relation to cycle paths and shared use pavements is reported aggression from drivers towards cyclists that choose not to use these facilities. We recognise that these facilities are often not appropriate for faster cyclists - in some cases the infrastructure may be aimed at less confident cyclists or children. Where funding can be obtained, we aim to provide facilities that are as inclusive as possible. However we accept that cyclists can choose not to use such facilities and have a right to cycle on the highway.

We will make cycling an integral consideration within our highways programmes, processes and projects. We will explore the opportunity to integrate cycling needs within our rights of way network, highways scheme design and within our planned maintenance programme, Operation Horizon. We will also seek to ensure that those commissioning and designing schemes within Surrey

County Council's Highways department are suitably trained in the latest best practice in cycle infrastructure design, and seek expert advice as appropriate.

6.2 Possible infrastructure solutions

As outlined in chapter 5, cycling infrastructure improvements will primarily be delivered through local cycling plans.

Based on the options assessment in the appendix, and guided by the principles presented above, the following table outlines measures that could be considered within local cycling plans. These measures may not be appropriate in all circumstances, but should be considered as possible options that could be adopted depending on local needs and priorities.

Recommended measure	Comment
Cycle routes and paths	High-quality cycle routes and paths, built in accordance with the principles in chapter 6.1, are key to enabling more and safer cycling along busier routes and to key destinations
Routes off the highway	Parks and river tow paths may provide an opportunity for low-cost, safe and pleasant routes linking key destinations. It is important that these are of a suitable quality, well lit and maintained, and avoid creating conflict with pedestrians.
Encouraging bicycles and cars to use different roads	One approach that has been very successfully adopted in European countries such as the Netherlands is encouraging bicycles and cars to use different roads. One way of achieving this is by closing roads to through traffic where there is a suitable alternative route, particularly shortcuts through residential areas. This could be considered where there is local support.
Bicycle priority at side roads	One of the drawbacks of cycle paths on the pavement is the need to give way at side roads and junctions. Therefore priority for bicycles going straight on should be considered where it can be safely accommodated. In some cases it may not be possible where visibility is limited.
Bicycle priority at difficult junctions	Some local authorities have introduced approaches at difficult junctions such as an advanced green light for cyclists or an all-cycle green phase (to avoid cars overtaking bicycles while going through the junction). This could be considered at appropriate locations, taking into account impact on traffic flows and safety for other users.
Traffic calming	Measures such as removing centre markings and reducing the width of the carriageway have been shown to slow down traffic without the need for enforcement, creating safer conditions for cycling without significantly impacting motorist journey times.
Increased cycle permeability of town centres	One-way streets can present an obstacle to cycling where the alternative is a significantly longer, busier route. Segregated contra flow cycling may provide a solution, where it can be safely accommodated.
Toucan crossings	These are controlled pedestrian crossings (i.e. with traffic lights), which accommodate cyclists as well as pedestrians

Cycle parking	Provision of cycle parking is relatively cheap and effective measure to encourage cycling, particularly at town centres stations, schools and hospitals. Secure, locked and covered facilities may be helpful in some locations.
Residential cycle storage	Lack of storage space may be a barrier for some people in taking up cycling, particularly for people living in flats or without a shed or garage.
Comprehensive route signing	Comprehensive route cycling can raise awareness of safe routes and encourage cyclists to use the most appropriate streets for reaching their destination.
Advance information and diversions for cyclists around road works	This may be helpful, particularly in relation to newly laid surface dressing where cyclists may be adversely affected by loose chippings.

6.3 Condition of the road network

Surrey County Council is investing in the road network through Operation Horizon, a five year £100 million investment programme to improve the condition of Surrey’s roads. As part of this there is an opportunity to integrate cycling infrastructure into the programme, including securing additional investment to achieve quality routes in line with the principles outlined above.

6.4 Use of off road routes for transport cycling

There are opportunities to use off road locations such as bridleways, canal towpaths and common land to create green corridors for commuting and leisure purposes. The Rights of Way Improvement Plan provides an opportunity to enhance current off road provision.

6.5 Links to wider transport initiatives

The toolkit of measures in appendix 5 shows how the Surrey cycling strategy contributes to the Surrey Transport Plan objectives and will be used as a tool to identify linkages between cycling and the other thematic strategies. The district and borough cycling plans will contribute to the existing local transport strategies and implementation programmes for each area. We will also work with neighbouring authorities to consider any cross-boundary issues.

6.6 Current schemes

We will progress and complete current cycling infrastructure schemes. At the time of writing, these include:

- The Redhill Balanced Network, a traffic management scheme that includes provision for cycling
- Travel SMART cycle infrastructure improvements in Guildford, Woking, Redhill/Reigate
- Walton Bridge links cycle path (currently awaiting approval following consultation), linking Walton Bridge to Walton town centre, Elmbridge leisure centre and Upper Halliford
- Leatherhead to Ashted cycle path (currently awaiting approval following consultation)

6.7 Infrastructure funding

The Local Cycling Plans will provide us with the basis for funding bids to support investment in infrastructure. Potential funding sources include:

Local Enterprise Partnership - Local Growth and structural funds	Local Enterprise Partnerships (LEPs) are business led partnerships to ensure economic growth and development. There are two LEPs that cover Surrey – Enterprise M3 and Coast to Capital. These are likely to be an important source of external funding.
Government grants or other external funding	Government grants help subsidise Bikeability training, and have contributed to a number of our current infrastructure schemes. Further grant funding may become available, although it is likely from now on that most government funding for local transport schemes will be managed through the Local Enterprise Partnerships.
Developer contributions	As part of new development in the county (e.g. business, retail, residential) it is a requirement for developers to make a financial contribution towards local infrastructure. This is generally through Section 106 or the Community Infrastructure Levy.
Highways budget	There may be opportunities to fund or partially fund cycle improvements through the county council’s highways budget, either centrally or through highways funding allocated to local committees
Support from volunteers	For example in building and maintaining off road / mountain bike trails
Other funding sources	There may be opportunities through European Union funding streams, income from cycling events, grants from organisers of major events, and preventative health funding.

We will actively seek and bid for external funding for new schemes, including specific cycle funding streams and funding for major schemes that integrate cycling provision, such as the Egham Sustainable Transport Package.

6.8 Information, promotional activities and practical support

Objective 6: We will encourage cycling as an inclusive, healthy and affordable means of travel through the provision of information, promotional activities and practical support

Measures to encourage and facilitate cycling include:

- Safe Routes to schools initiative¹⁵
- Cycle maps
- A comprehensive website including a journey planner¹⁶
- Support for schools and businesses in developing travel plans
- Annual Travel SMART cycle festivals
- Surrey Cycle Challenge¹⁷ - an annual event to encourage cycling in participating Surrey workplaces

¹⁵ <http://www.saferoutestoschools.com/>

¹⁶ www.travelsmartsurrey.info

- The Golden Boot Challenge¹⁸ - an inter-class competition at participating Surrey schools.

We will also explore opportunities to widen access to cycling. This could include identifying opportunities to expand the Guildford Bike Project¹⁹ model to help those that want to cycle to do so at an affordable price and provide valuable skills to those seeking employment, and working with Wheels for All²⁰ to increase opportunities for people with disabilities to use adapted cycles.

The Guildford Bike Project was established to refurbish and resell unwanted bikes. As well as providing volunteers with skills to improve employability, they provide affordable bikes to local people. In partnership with Guildford College, Surrey Lifelong Learning Partnership and the County Council they are establishing a Travel SMART hub in Westborough, Guildford where bikes will be available to buy.

Through the proposed cycling strategy forum, we will work with local access forums and representative groups to identify how cycling can be inclusive for all and barriers to participation for people with disabilities are recognised and reduced.

We will ensure that information is accessible to all, including people with disabilities, people whose first language isn't English, and older people who are less likely to have Internet access. We will provide alternative formats on request, and make sure that campaign imagery is appropriate for and reflective of the target audience. For example for young people we aim to portray cycling as fun and appealing, and use appropriate role models.

6.9 Campaigns on cycling safety and sharing the road

Objective 7: We will work with Surrey Police and other partners to improve cycle safety and encourage respect between different road users through targeted campaigns and initiatives.

We will continue to monitor cycle casualty rates and locations, and target efforts at those groups and locations with high incidence of cyclist casualties. In addition to the infrastructure measures described above, we will seek funding to continue to deliver media and publicity campaigns targeted at motorists and cyclists as well as specific groups such as commuter cyclists, school children and horse riders. Motorists will be encouraged to look out for cyclists at junctions and to give cyclists sufficient room when overtaking, and cyclists will be encouraged to wear bright clothes, use lights and cycle away from the gutter and parked cars. We support the right of cyclists to use the road safely and considerately, and encourage all road users to take responsibility for both their own safety and the safety of others.

Alongside this, we will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. We will also look at the potential to refer cyclists and motorists for further training where they are found to have committed an offence or contravened the Highway Code in relation to cycle safety.

¹⁷ <http://cyclechallenge.surreycc.gov.uk/>

¹⁸ <http://www.saferoutestoschools.com/gbc/index.php>

¹⁹ <http://shop.guildfordbikeproject.org.uk/>

²⁰ <http://www.cycling.org.uk/wfa/intro>

We had numerous comments in the consultation about the need to educate all road users about sharing the road safely. Respondents pointed out that driving and cycling on Surrey's narrow, rural roads were a particular challenge, and for motorists, knowing how to pass groups of cyclists safely was crucial. For cyclists, understanding how to pass horses safely, particularly when cycling in groups, is also very important in rural Surrey. There is clearly more that needs to be done nationally in this area and we will be seeking to work with other local authorities and central government to ensure a consistent and sustained approach to information and communication about cycle safety and sharing the road.

To that end, we will engage with the Department for Transport on national approaches to improve cycling safety, including an ongoing and consistent approach to communication and education, and measures to improve cycling awareness as part of the driving test. We will also highlight the need for sustained, long-term investment in cycling infrastructure.

We will address the dangers presented by heavy goods vehicles by including cycle safety requirements for HGV fleets within future SCC contracts.

6.10 Licensing and Taxation

A number of responses to the strategy consultation called for greater licensing and taxation for cyclists. In particular, requests that cyclists should be required to pass a test before being allowed to cycle on the road, to display a number plate and to insure their bicycle. Some respondents also felt that cyclists should be required to pay a 'road tax'.

We consider these to be national issues but have some concerns about their implementation. With regard to a licensing scheme and permits to cycle, we are concerned about the cost of setting up and administering such a scheme and that it would act as a barrier to those people who have the most to benefit from cycling, including children and people who cannot afford to own a car. With regard to taxation, it should be noted that road tax was abolished in 1937. Motorists pay Vehicle Excise Duty which is a tax on cars based on engine size and emissions. The funding for roads comes from general taxation and we would not support the principle that any single group should be required to pay a road tax.

7. Proposed strategy – Health, leisure, sport and events

This chapter includes:

- 7.1 Cycling for health
- 7.2 Off road cycling and mountain biking
- 7.3 Managing high levels of sports cycling on Surrey's roads
- 7.4 Managing major cycling events

7.1 Cycling for health

Objective 8: We will promote and facilitate cycling for health

Cycling has significant potential to improve health. Being inactive is a major health risk; in 2012 – 2013, almost 40% of adults in Surrey did not achieve the recommended 150 minutes per week of physical activity. Of this, 23% participated in less than 30 minutes of physical activity each week. The boroughs of Spelthorne, Elmbridge and Reigate and Banstead have the lowest levels of physical activity amongst adult populations². Inactivity is associated with an increased risk of many diseases and conditions, including coronary heart disease, diabetes, obesity and some cancers. Being active can also help maintain mental wellbeing and muscle strength. Annually, 637 deaths could be prevented if 100% of the Surrey population were to become active. The total annual primary and secondary care costs that are attributable to physical inactivity in Surrey come to just under £18 million (2013)².

Cycling has health benefits for all age groups. In addition, mode shift from car to bicycle reduces air and noise pollution and associated health problems. It can have wider health and wellbeing benefits such as increased social interaction and community cohesion, as well as environmental health benefits. Cycling contributes to many of the public health outcome frameworks that are the responsibility of local authorities and is recommended by the National Institute for Clinical Excellence²¹. This and other supporting evidence on the benefits of cycling are presented in Surrey's Joint Strategic Needs Assessment²².

We will work in partnership with all relevant agencies to maximise the health benefits of cycling. Our approach will include promoting and facilitating cycling in general, as well as targeting interventions towards the groups with the highest needs. This could include identification of new cycle routes and paths, training and led rides. Further work includes exploring the potential to integrate cycling into the Surrey exercise referral programme.

As part of maximising the health benefits of cycling, it is also essential that we take action to reduce road traffic collisions. The strategy 'Healthy Lives, Healthy People' (2010) highlighted the need to reduce road injuries in children and address the "strong social and regional variations"²³. Cycling safety will be addressed through local cycling plans (chapter 5.2), training (chapter 5.3), infrastructure (chapters 6.1 - 6.7), information on safe routes (chapter 6.8) and campaigns on cycling safety and sharing the road (chapter 6.9).

²¹ Evidence and guidance on walking and cycling from the National Institute for Clinical Excellence is available at <http://guidance.nice.org.uk/PH41>.

²² The JSNA is a comprehensive partnership document that outlines the health needs of Surrey's population and underpins commissioning of services. The chapter on physical activity on can be found on Surrey-i: <http://www.surreyi.gov.uk/ViewPage1.aspx?C=Resource&ResourceID=653>

²³ Surrey-i has further information on road safety and makes recommendations for commissioning <http://www.surreyi.gov.uk/Viewpage.aspx?C=basket&BasketID=184>

7.2 Off road cycling and mountain biking

Objective 9: We will encourage the provision of off road cycle trails and activities while managing the impacts on Surrey's countryside.

Surrey is blessed with beautiful countryside, particularly in the Surrey Hills Area of Outstanding Natural Beauty (AONB), which is regarded as one of the top locations for mountain biking in the UK²⁴. The geography of the hills with its attractive landscapes, open commons and heaths make it interesting and challenging for users.

The consultation has highlighted that mountain biking can result in conflict between different users and can also cause damage to local habitats, particularly with the proliferation of unplanned trails over the heaths and commons. In order to address this, the Surrey Hills Mountain Bike Working Group has been developing purpose built trails to reduce conflict by segregating users and protecting sensitive sites. One of these trails managed by the Friends of the Hurtwood in the Peaslake area regularly records over 700 cyclists per day at a weekend. This compares to 200 users per weekend day in Wales.

There is also the potential to maximize the economic benefits of mountain biking to the rural areas through the development of business opportunities and use of existing car parks, particularly outside village centres, to reduce the impact on local communities. This includes the development of the Surrey Hills Cycle Centre at Hook Woods as a centre of excellence for elite sport, engaging professionals and young people. This will also be the focus for developing a volunteer resource to help promote and maintain the trails to optimise the experience and minimise the liability on landowners.

The use of off road routes for transport cycling is addressed in chapter 6.4 of this strategy.

7.3 Managing high levels of sports cycling on Surrey's roads

Objective 10: We will take action to minimise the impacts of high levels of sport cycling on roads and communities in Surrey

There has been a surge in interest in competitive cycling in recent years in the UK and, as a result of the success of the 2012 Olympic road races, Surrey is increasingly seen as one of the premier locations for sports cycling in the UK. We welcome the benefits of this, in terms of inspiring more of our residents to engage in physical activity and in bringing economic benefits to the county, in particular supporting rural shops and cafes. However we recognise that this can also bring negative impacts particularly for rural communities, for example where multiple events take place in an area on one day. We will take steps to address these impacts as far as possible, working with British Cycling and other stakeholders to:

- Improve information for local communities on events taking place in their area
- Develop and promote a code of conduct for cycling

²⁴ Evening Standard 2011

- Ensure that events are properly run and generate minimal negative impact on local communities and explore opportunities for affected communities to receive some benefits from events

Objective 11: We will lobby central government to ensure that regulations governing events on the highway are fit for purpose

The current regulations governing cycling events on the highway²⁵ do not cover events such as sportives that are not classified as races. The regulations date back to 1960 and we are concerned that they no longer reflect the situation, with a sharp increase in events that are not covered by the regulations. We are very concerned that, with no requirement for event organisers to notify the police or highways authority, there are risks to safety as well as potential inconvenience to local communities.

We will work with other local authorities who are experiencing similar challenges with high volumes of cycle events in their areas to make the case to central government for the urgent need to revisit the current regulations and extend these to include sportives.

7.4 Managing major cycling events

Objective 12: We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities

We will support nationally significant elite cycling events and use these as an opportunity to promote cycling to Surrey residents. We will put in place a robust event management process. In future we will support and promote events which bring economic, health, social and environmental benefits to Surrey whilst considering and minimising the impacts on local communities. In particular, we will manage the cumulative impacts of events on a community. We will only close a road once a year for a major event. Any additional major event would involve a road closure only when there is clear evidence that there is strong local resident and business support to do so.

We will also encourage all event organisers to notify us of events and make this information widely available so that communities are informed of forthcoming events.

Full details of our approach are set out in the County Council's Framework for Coordinating and Approving Events on Surrey's Highway.

²⁵ Cycle Racing on the Highways Regulations, 1960.

8. Delivery of the strategy

8.1 Delivery in partnership

Surrey County Council will establish a Cycling Strategy Board to oversee delivery of the strategy. The Board will meet at least twice per year and will include Cabinet member representation. The Board will be responsible for an annual report on progress in delivering of the strategy.

The County Council will also establish a Cycling Strategy Forum that will hear progress updates and will help to shape future development and delivery of the strategy.

The local plans will be developed under the guidance of the local committees and we will work with neighbouring authorities to address cross-boundary issues.

8.2 Funding

This strategy is written in the context of significant budget pressures and funding to support implementation will need to be sought from multiple sources.

Capital funding for infrastructure improvements will be sought from developer contributions, local highway budgets and external sources such as government and Local Enterprise Partnership grants.

Revenue funding for promotional campaigns, events and activities will come in the short-term primarily from the Travel SMART Programme (currently funded to March 2015) and from the Drive SMART Partnership. Work will continue to look for alternative sources of funding to augment and continue existing activities. We will explore potential to access health funding to support activities that target those groups who can benefit most from physical activity. Training will be funded through governments grant and participant charging.

In-kind contributions and the work of volunteers will also be critical to successful implementation of the strategy.

8.3 Monitoring of benefits and outcomes

Delivery of the strategy and progress in relation to our vision and outcomes will be monitored as set out in the monitoring plan in annex 1. We will review and publish the data on a regular basis.

9. Implementation

Overarching approach

Strategic Leadership and oversight

Action	Who	When
Establish a Surrey Cycling Board to oversee implementation of the strategy	Surrey County Council Sustainability Group	By end of March 2014
Agree scope and remit of a Surrey Cycling Forum that will inform future development of the strategy	Surrey County Council	By March 2014
Develop proposals for countywide and / or local monitoring in relation to cycling attitudes and behaviours and progress in relation to the strategy aim	Surrey County Council Sustainability Group	By March 2014
Publish an annual report on progress	Surrey County Council Sustainability Group	Ongoing, with first report by March 2015

District and Borough cycling plans

Action	Who	When
Oversee production of district and borough cycling plans	Local committee for each district or borough	By end of 2015
Provide expert input and local intelligence	Surrey boroughs and districts	Ongoing to end 2015
Provide expert input on training and infrastructure	Surrey County Council	Ongoing to end 2105
Provide cycle counts, training and casualty data at the local level	Surrey County Council Sustainability Group	On request from local committees

Training

Action	Who	When
Continue to provide the school Bikeability service	Surrey County Council Sustainability Group	Ongoing
Allocate funding to support cycle training among priority groups or those less able to pay, to ensure that cost is not a barrier to learning to ride a bike	Surrey County Council Sustainability Group	Funding plans in place by June 2014
Expand and promote customised training to meet the needs of our residents and encourage safer cycling	Surrey County Council Sustainability Group	Ongoing - review annually

Capturing economic benefit

Action	Who	When
Implement the Travel SMART programme, including investment in cycling to support economic growth	Surrey County Council	Ongoing – funding currently until March 2015
Bid for funds to extend the Travel SMART approach	Surrey County Council	Ongoing
Work with Visit Surrey to develop a cycling tourism offer and to support Surrey businesses to make the most of the increase in leisure and sports cycling in the County	Surrey County Council Visit Surrey	Ongoing Review annually

Cycling as a means of transport

Infrastructure design and delivery

Action	Who	When
Progress current infrastructure schemes (Walton Bridge Links, Leatherhead to Ashted, Travel SMART improvements in Woking, Guildford and Reigate and Redhill, Redhill Balanced Network)	Surrey County Council	Ongoing - review annually
Ensure any new cycling infrastructure takes account of principles for design and delivery set out in chapter 6.1 of the strategy	Surrey County Council Highways Projects and Contracts Group / Sustainability Group	Ongoing - review annually
Consider infrastructure solutions set out in chapter 6.2 as part of local plans	Surrey County Council, districts, boroughs, parishes and local committees	Ongoing - review annually
Develop a cycle audit process for new highway infrastructure	Surrey County Council Highways Service	Cycle audit process in place by June 2014
Identify opportunities for cycling improvements within Surrey's planned maintenance programme (Operation Horizon) and within Rights of Way improvement plan	Surrey County Council Sustainability Group	Opportunities identified by June 2014
Ensure that staff who are involved in commissioning and designing schemes within Surrey County Council's highways department are trained in the latest best practice in cycling infrastructure design	Surrey County Council Highways Projects and Contracts Group	Training plan in place by June 2014
Improve road surfaces through Project Horizon	Surrey County Council Highways Projects and Contracts Group	Ongoing up to 2018
Bid for funds for cycling infrastructure investment	Surrey County Council Sustainability Group / Surrey District and Borough Councils	Ongoing – review annually

Information, promotion and practical support

Action	Who	When
Provide comprehensive information about cycling in Surrey through the Travel SMART journey planner website	Surrey County Council Sustainability Group	Ongoing
Review Surrey cycle map provision and funding arrangements	Surrey County Council Sustainability Group	June 2014
Promote cycling to Surrey residents, schools and businesses through events and activities (cycle festivals, Golden Boot Challenge, Surrey Cycle Challenge)	Surrey County Council Sustainability Group	Ongoing
Explore options to expand the Guildford bike project model	Surrey County Council Sustainability Group	By December 2014
Provide advice to businesses on how to promote cycling as a means of transport for staff and visitors	Surrey County Council Sustainability Group	Ongoing
Support development of school travel plans	Surrey County Council Sustainability Group	Ongoing

Cycling safety and sharing the road

Action	Who	When
Continue to monitor cycle casualty rates and locations and include in the annual progress report	Surrey County Council Road Safety Team	Ongoing - report annually
Commission and deliver media and publicity campaigns targeted at cyclists and drivers to encourage safety and mutual respect on the road	Surrey County Council and Surrey Police	Ongoing - review annually
Embed a consistent, fair and appropriate approach to enforcement for cyclists and other road users with regard to cycle safety	Surrey Police	Ongoing - review annually
Engage with Department for Transport on national approaches to improve cycling safety (sustained investment in infrastructure, ongoing and consistent approach to communication and education, incorporating cycling awareness within the driving test)	Surrey County Council	By March 2014
Develop plans for cycle safety requirements for HGV fleets within future SCC contracts	Surrey County Council	By June 2014

Cycle sport, events, health, leisure and tourism

Cycling for health

Action	Who	When
Ensure input from the public health team to promote the cycling strategy and associated programmes and marketing strategies	Surrey County Council Public Health Team	Ongoing – review annually
Identify those populations who have the greatest needs, based on data and recommendations from the relevant chapters of the Joint Strategic Needs Assessment (JSNA), the priorities from the Joint Health and Wellbeing Strategy, and other strategies and local intelligence, to inform local plans and other interventions	Surrey County Council Public Health team	Ongoing as part of evidence base for local cycling plans
Work with relevant partners to ensure cycling is considered, alongside other interventions, when working to achieve specific health outcomes across Surrey, e.g. reduction in the risk of cardiovascular disease, cancer, obesity and diabetes, and the promotion of mental wellbeing	Surrey County Council Public Health team	Ongoing – review annually
Work with partners and agencies to ensure all cycling programmes address the benefits of cycling, safety, cultural and disability issues	Surrey County Council Sustainability and Public Health teams	Ongoing – review annually
Support partnership work with Surrey district and borough councils to integrate cycling into local programmes and local health and wellbeing boards	Surrey County Council Public Health team	By end of 2014
Work in partnership with Workplace Health initiatives to promote opportunities for cycling	Surrey County Council Sustainability and Public Health teams	Ongoing – review annually

Off road cycling and mountain biking

Action	Who	When
Identify opportunities for external funding for the development and maintenance of a network of Mountain Bike trails in the Surrey Hills.	Surrey County Council / Surrey Hills Mountain Bike Working Group	Development Plan by June 2014
Identify opportunities for off road cycling improvements within Surrey's Rights of Way improvement plan	Surrey County Council Sustainability Group / Countryside Group	Opportunities identified by June 2014

Managing high levels of sports cycling on Surrey's roads

Action	Who	When
Work with cycling organisations to develop and promote a code of conduct for cycling event organisers in Surrey	Surrey County Council	March 2014
Work in partnership to improve information for local communities about cycling events in their areas	Surrey County Council	Ongoing

Lobbying Central Government

Action	Who	When
Engage with local authorities facing similar issues of high volumes of unregulated events	Surrey County Council	March 2014
Work with Local Government Association to lobby central government for changes to current regulations to include sportive events	Surrey County Council	Ongoing

Managing major cycling events

Action	Who	When
Ensure safe and effective delivery of Prudential Ride London Surrey events for 2014-2017	Surrey County Council Emergency Management Team	Ongoing
Ensure that all future decisions regarding major events requiring road closures are carried out in accordance with the Framework for coordinating and approving events on the highway.	Surrey Events Coordination Group	Ongoing

